

Kenya Reports.

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C O N T E N T S.

Kenya ----- Reports.

1. Report of the Select Committee on the Land and Agricultural Bank Bill. *Mh. 1-6. X6261.687.N3 F 8*
2. Trade Report of Kenya and Uganda, for 1928. *Mh. 7-93. X:54.687Y.F9*
3. Memorial on Reduction of Salaries. By the Kenya Asian Civil Service Association and the Railway Asiatic Union, 1922. *Mh. 94-115. V687,8:28:52 F2*
4. Memorials on (1) Revised New Leave Rules.  
(2) Proportionate Gratuity to the Retrenched Staff.  
(3) Revised Conditions of Service for the Railway Asiatic Staff.  
By the Railway Asiatic Union. 1922. *Mh. 116-127. X415:95.687.N2 F2*
5. Duplicate of No.3. *Mh. 128-150. V687,8:28:52 F2*
6. Colonial Loans. (Statement Submitted to Legislative Council at the August, 1928, Session. *Mh. 151-161. X75.687.N3 F8*
7. Fourth Supplementary Estimates, 1928. *Mh. 162-168. X71.687 F8*
- 7 | 8. First do. do. 1929. *Mh. 169-177. X71.687 F9*
- 8 | 9. Statement of Excesses on Sub-heads which have been met out of Savings under the same Head as at the 30th September and 31st December, 1928. *Mh. 178-185. X71.687 F8*
- 9 | 10. A Precis of Resolutions passed by the Convention of Associations in 1926 and 1927: the Action taken by the Executive and the result obtained. (Convention of Association: Blue Book No.1.) *Mh. 186-215. V687:1.N3 F7*
- 10 | 11. The East Africa Commission on Closer Union, 1928. (Convention of Associations of Kenya: Blue Book, No.2.) *Mh. 216-256. V6-3:2.N3 F8*
- 11 | 12. Report, Kenya and Uganda Railways and Harbours. 1927. *Mh. 257-328. X415.687 F9*
- 12 | 13. do. do. 1928. *Mh. 329-406. X415.687 F9*

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COLONY AND PROTECTORATE OF KENYA

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Report of Select Committee  
on the Land and Agricultural  
Bank Bill.

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## REPORT OF SELECT COMMITTEE ON THE LAND AND AGRICULTURAL BANK BILL.

YOUR EXCELLENCY,

The Select Committee of the Legislative Council appointed to consider the provisions of the Bill to establish and to regulate the management and control of a Land and Agricultural Bank for the Colony and Protectorate of Kenya have the honour to submit its report as follows:—

1. The Committee have held fifteen meetings. Advertisements were inserted in the newspapers of the Colony inviting persons who desired to give their evidence before the Committee to do so and evidence has been taken from representatives of the three commercial banks operating in Kenya Colony, Mr. Robson (ex-Auditor General of the Transvaal and British Guiana), Major E. S. Grogan, D.S.O., Mr. Cable (Editor of the "Times of East Africa"), Mr. G. Tyson of Messrs. Tyson Bros., Colonel W. K. Tucker, and the Deputy Director of Agriculture. Mr. Hamilton, of the firm of Messrs. Hamilton, Harrison and Matthews, advocates and solicitors, attended meetings of the Committee in an advisory capacity. Written memoranda by certain of these gentlemen, by the Managing Director of the Land and Agricultural Bank of South Africa (Mr. T. B. Herold) and, on certain specific points, by the Statistician to the Governors' Conference and by the Registrar of Titles have also been submitted to the Committee.

2. We would preface our remarks by stating that it was suggested to the Committee by one of the witnesses that the principle of a Land Bank financed and controlled entirely by Government should be abandoned in favour of a Bank to be formed by the joint action of the commercial Banking Firms and Government. The main outlines of this scheme appear in an article published in the "Times of East Africa" by a contributor under the *nom-de-plume* of "The Traup" and are based upon the principles laid down in the Agricultural Credits Act in England. The Committee feel that the consideration of such an important alteration in the policy underlying the Bill is not within their terms of reference and that moreover such would involve the collection of evidence from sources which are not available in this Colony. They would, however, mention that the local representatives of the commercial Banks did not appear to consider that such a scheme was likely to commend itself to their respective directorates in London.

3. The question of provision of special facilities for natives was considered but the Committee are unable to recommend any special provisions for advances to natives pending the enactment of a Native Lands Trust Bill. The Committee, however, are of opinion that the question of such advances should be considered at a later date. They would invite attention to the fact that advances to such natives as may hold their land under individual titles can be made by the Land Bank under the Bill as it stands at present.

4. The clauses relating to advances to Agricultural Co-operative Societies were the subject of considerable criticism and the Committee are unanimously of opinion that these clauses should be deleted and that consideration of legislation in this regard should await legislation dealing with Co-operative Societies; that to do so would delay the Land Bank Bill unduly and that in the opinion of the Committee such legislation should be considered independently.

5. The question of the status of the Director of the Bank was discussed at some length. It was argued on the one side that this officer should be Chairman of the Board, as provided in the Bill, while on the other it was

urged that he should be simply an official of the Bank without a seat on the Board. The deletion of certain of the functions of the Bank originally contemplated in the Bill and the desirability of securing without loss of efficiency an economical organisation at this stage of its development have led the Committee to recommend the amendment of the relevant sections of the Bill so as to provide for the appointment of a Secretary, in place of a Director, as the chief executive officer of the Bank, without a seat on the Board. The Committee consider that the Chairman of the Board should be appointed by the Governor on such remuneration as the Governor may determine.

6. In regard to clause 7 of the Bill, the Committee feel that it is important, in order to emphasise the independent status of the Land Bank, that its officials should not ordinarily be subject to the conditions and regulations governing appointments to the Colonial Civil Service.

7. In discussion of clause 11 the question of the remuneration of officers in the public service who might be members of the Board was raised. It was finally decided that they should be paid such fees as the Governor might determine, on the advice of the Board.

8. The Committee do not consider that the size of the Colony warrants the creation of local boards as provided in clause 14. It has been pointed out in the evidence that the local boards in South Africa operate in respect of the Provinces of the Union and are not appointed for minor divisions of such Provinces.

9. In regard to clause 15 (new clause 14), the Committee wish it to be recorded that in their view it is undesirable to exclude altogether such persons as are mentioned in this clause from membership of the Board as was suggested by various witnesses. The Committee are of the opinion that to exclude them would unduly restrict the field of selection in the Colony from which members of the Board could be obtained.

10. The Committee have considered various conflicting views as to the desirability or otherwise of Members, Official and/or Unofficial, of the Legislative Council being appointed as members of the Board but have come to the conclusion that it is not desirable definitely to exclude such persons by law. The Committee, however, feel that persons suffering from the disabilities set out in clause 16 (new clause 15) of the Bill, which would render them liable to removal from the Board, should be definitely declared to be ineligible for appointment *ab initio*.

11. Clauses 40, 41 and 45 (new clauses 33, 34 and 38) were the subject of considerable criticism. In regard to clause 45, it was stated that the creation of a first charge in favour of the Bank was inconsistent with common law and practice and constituted an interference with the rights of existing mortgagees. The use of public funds, however, for such advances for fencing and dipping appears to justify the provision of special facilities for recovery. The majority of the Committee are of opinion that the value of land upon which fencing and dips are constructed is enhanced by such improvements. In order, however, to remove any misapprehension on this point, the Committee recommend that advances under clauses 40 and 41 should be confined to the purposes of voluntary fencing and dipping under the provisions of the Fencing and Cattle Cleansing Ordinances. Captain Ward opposes the retention of section 45 as both illegal and immoral.

12. The Committee recommend the deletion of clause 60, which provides for the opening by the Bank of a Loan Redemption Account. They feel that to require present-day borrowers to meet interest plus contributions to a sinking fund would to a large extent defeat one of the main objects of the Bank; that is, to provide farmers with loans at as reasonable a charge as

possible. Moreover the provision of such a sinking fund would, in the opinion of the Committee operate unfairly in that it would enable future borrowers to obtain loans at a lower rate of interest than would be possible prior to the redemption of the debt.

13. Captain Ward has found himself unable to sign the Report for the reasons indicated in two Memoranda submitted by him. In that one dated 10th November he attacks the whole principle of the Bill, which it may be pointed out was agreed to by Legislative Council when the second reading was passed, and therefore the signatories to this Report do not feel called upon to comment upon it, except to say that they do not support his views.

In regard to his second memorandum, they are of opinion that certain statements contained therein regarding the wheat and maize industries cannot be substantiated.

It is desired to point out that, viewed broadly, these statements are not supported by the progress of the industries named as revealed in the Agricultural Census. The acreage of non-native grown maize has increased from 74,747 acres in 1922-23 to 211,000 acres in 1927-28, while the corresponding figures for wheat are 15,158 acres and 86,000 acres respectively. Fluctuations in average yields per acre have taken place from year to year, due primarily to seasonal conditions, but considering the large increase in acreage it cannot be said that the average has not been maintained in a satisfactory manner.

14. The Report is not signed by the Chairman in view of his absence from the Colony. Mr. O'Shea, in view of his inability to attend meetings of the Committee, has not signed the Report.

15. A Schedule annexed hereto shows the various amendments which have been made in the Bill and a copy of the Bill in which these amendments have been incorporated is also attached.

We have the honour to be,

Sir,

Your Excellency's obedient servants,

ALEX HOLM (*Deputy Chairman*).

T. D. H. BRUCE (*Member*).

R. C. GRANNUM (*Member*).

CONWAY HARVEY (*Member*).

J. G. KIRKWOOD (*Member*).

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## MEMORANDUM BY CAPTAIN WARD. (I)

10th November, 1928.

1. There exists a real demand, which I feel is justified, for a Land Bank organisation, framed to meet such financial requirements in connection with development as are not at present served by the Banks or private investors.

Amongst these may be enumerated :—

- (a) As soon as the Native Lands Trust Ordinance is passed, in order generally to encourage, to improve and to increase production in the Native Reserves.

(Note :—Government's intention in this respect is not quite clear; whether or no they intend to make separate financial provision in respect of native areas.)

- (b) To provide ways and means for obtaining funds wherewith to comply with the Fencing and Dipping Ordinance, 1928

- (c) For the general purpose of encouraging settlement schemes, especially in cases where agriculturists hold only an agreement of purchase and sale with Government, but no title.

- (d) To make advances to local authorities.

Further, there is said to exist a demand for long-term loans for periods exceeding seven years and that this requirement cannot be met from private sources. It appears, however, that no evidence has been tendered to the Committee under this head; and I doubt the correctness of the statement that such a demand cannot be met from private sources, as apart from a Government Land Bank.

2. It is very difficult accurately to gauge the volume of demand that would be thrown upon the Land Bank, under the foregoing heads, but a brief attempt is as follows :—

Demand is dependent upon Government policy in this respect. If it is intended to develop the Bank on the lines adopted in Rhodesia, then it will be some years before any considerable amount of capital is employed. In any case, unless the Bank is capitalised somewhat generously, the demands of the Fencing and Dipping Act, 1928—the full requirements of which may amount over a term of years to £3,000,000—will absorb the greater part of any capital made available to the Bank.

If it is intended that the Land Bank shall also operate in the general loan and mortgage market in competition with Banks, then the following additional demands may be anticipated :—

Head.	Annual Demand.	Total over 5 years	Eventual Demand.
	£	£	
1. Present Loans renewed on maturity. European community only ..	500,000	2 500,000	Impossible to assess
2. New Loans. European Community only ..	300,000	1 500,000	Impossible to assess
3. Asian, Arab & other non-native ..	—	Impossible to assess	
	£ 800,000	4,000,000	

These estimates are naturally very dependent upon seasonal conditions in the Colony. It is believed that all of the figures given are on the low side.

Further factors require to be taken into consideration :

The amount borrowed by the Colony under loan in the London market is given at £2,404,186. There is a heavy demand for further expenditure as yet unmet.

Credit facilities by the wholesaler and retailer are on a very generous basis. Anticipatory loans on crops, and advances against shipment by the produce merchants are available.

Assistance by Government includes protective tariffs, cheap export rates, and cheap paraffin, in addition to the direct services rendered to agriculture.

3. The Banks and private investors are supplying on loan and mortgage to agriculture in this Colony a sum that is estimated by those competent to judge, at a figure in excess of four millions sterling. In the evidence tendered to the Committee the rate for these loans is quoted at from 6½ per cent. to 8 per cent. The average mortgage rate is given at 8 per cent.

For a Colony so young as this is, the position appears to be, generally speaking, an extremely favourable one, which it would be inadvisable for Government to disturb. The rate of interest quoted, taking all considerations into account, appears extremely favourable, although, as I understand it, the opinion of the Committee is that the rates quoted are too high. No evidence is tendered on the point but I have the impression that there are further funds available for loan and mortgage, or to put it another way, saturation point has not been reached.

I feel that the proposal for the Land Bank to compete in the Loan and Mortgage market with the Banks and private investors will meet with considerable criticism, and I endeavour to give examples as follows:—

- (a) Firstly, if Government do so enter the general loan and mortgage market they must become the guiding influence in that business and their standard of management must be kept as high as ever possible. I cannot believe that there is anybody sufficiently trained and experienced in this Colony available to take up the position of manager of the Bank under these conditions; it is highly specialised work, and it would be necessary to appoint a trained and experienced man from outside whose salary would cost the Land Bank anything from £2,500 per annum upwards.
- (b) Secondly, it is argued in Legislative Council, in evidence before this Committee and in other directions, that development in the Colony being so young there is no stable basis upon which land values can be assessed, and that present-day land values generally speaking are not based on the return secured by working the land. That greater efficiency in working the land is required towards proper rotation of crops, the reduction of working expenditure to a better level and so on. It will be argued that it is in the best interests of production in this country to leave, for the present at any rate, such matters as the supply of capital available for loans and mortgages for general—as apart from special—purposes, the rate paid and so on, dependent upon the general economic factors involved and the results produced.
- (c) Thirdly, if the Land Bank enters the general loan and mortgage market and disturbs the present position in any way, the tendency must be for private lenders to look upon their investments in quite a different light than at present.

It will tend to an alteration of the treatment by the lender of the borrower and there will be a strong inclination for the private investor to withdraw his investments from mortgage. This must mean a general tendency towards making the Land Bank organisation the principal source for borrowing and will throw very heavy commitments upon that Bank in the near future. Pressure will be constant and consistent towards increasing—and increasing very considerably—the capital of the Bank.

- (d) Fourthly, when the amount of capital required to—
- (i) replace the amounts now lent privately on loans and mortgage;
  - (ii) generally to help production in the Native Reserves;
  - (iii) to comply with the financial requirements of the Fencing and Dipping Ordinance, 1928; and
  - (iv) to make provision for advances to local authorities,
- is taken into consideration as a whole, a very heavy total capital sum is involved well in excess of anything the country should afford, especially when consideration is also given to the requirements of Government for capital in many other directions.
- (e) Fifthly, the revenue of the Colony will be called upon to make considerable sacrifices in the matter of duties, charges, and fees waived or reduced, as is provided for in the present Bill, whilst expenditure may be increased, particularly towards providing the legal facilities required by the Bill.

In the interests of getting a Land Bank Bill passed into law, I must record a vote against any proposal for the Land Bank to compete with the local Banks and private investors and express a strong hope that the present Bill will be redrafted accordingly.

H. F. WARD.

#### MEMORANDUM BY CAPTAIN WARD. (II)

Since the final sitting of this Committee, I have been able to complete a close examination of the position in regard to production in the Colony, based upon the "Agricultural Census, 1927," issued by the Department of Agriculture.

If these deductions be even approximately correct, it is revealed that the wheat industry is by no means an established one and in regard to maize the margin between profit and loss is so small that the industry must be regarded as in an extremely precarious condition, due to past bad seasons and other causes.

Whether it can rehabilitate itself is a matter at the moment of pure conjecture. Any comparatively small alteration in inland charges, either through tariffs or railway rates, might conceivably tip the balance against either or both of the industries named.

As the closer settlement proposals of Government are, as I understand, based primarily upon the above-named industries and dairying (about which latter industry little is known) and as the Land Bank Bill is primarily designed, as I understand it, to assist closer settlement, it would be, if my deductions are correct, an act of madness on the part of Government, and of exceptional cruelty towards the intended class of settlers provided for under the closer settlement scheme, to proceed further with either proposal at the present juncture.

Lord Delamere is, I understand, tabling a motion in Legislative Council calling for an exhaustive enquiry into the agricultural industry of this Colony as a whole; I would prefer therefore not to sign this Report until the report of that enquiry has been published and considered, when the actual position in regard to production will be disclosed.

H. F. WARD.



## SCHEDULE.

For " Director " read " Secretary " wherever occurring, except as hereinafter provided.

For " Central Board " read " Board " wherever occurring.

*Clause 1.*—For " 1928 " read " 1929."

*Clause 2.*—Delete definitions of " Cash credit account," " Co-operative agricultural company " and " Director." In the definition of " Registrar " insert " Registrar of Crown Lands " between " Documents " and " or."

*Clause 3, sub-clause (2).*—Delete " subject to the provisions of section 52 ".

*Clause 4, sub-clause (1).*—Delete " and one of whom shall be the Director of the Bank."

*Sub-clause (2), line 4.*—For " 1929 " read " 1930." In lines 2 and 10, for " Director " read " Chairman."

*Sub-clause (3).*—For " Director " read " Chairman."

*Clause 5.*—To be renumbered " 6."

*Clause 6.*—To be renumbered " 5."

*Sub-clause (1).*—Delete line 1, and substitute : " The Governor shall appoint a Secretary to the Board, who shall be the chief executive officer." Line 2, delete " shall be chairman of and."

*Clause 7, sub-clause (1).*—For " Governor in Council " read " Governor." Line 5, between " and " and " may " insert " subject to the approval of the Governor in Council."

*Clause 9, sub-clause (1).*—For " fees of office " read " registration fees." After " Bank " add " otherwise than by way of mortgage or security for an advance."

*Sub-clause (2).*—For " Central Board " read " Bank."

*Clause 10.*—For " Director or other officer deputed thereto by the Central Board " read " Chairman of the Board and one other member of the Board deputed thereto by the Board in each case." In lines 6-8, for " besides being signed by the Director, be signed by the Accountant of the Bank or by other officers of the Bank deputed thereto by the Central Board " read " be signed by the Secretary and one member of the Board."

*Clause 11.*—Delete, and substitute :—

" 11. (1) Every member of the Board, other than the Chairman and other than members who are officers in the public service, shall be paid out of the funds of the Bank a fee of three pounds for each day or portion of a day while he is engaged upon the business of the Bank, and the Chairman shall be paid such salary as the Governor may determine on the advice of the Board: Provided that no member other than the Chairman shall be paid more than three hundred pounds in any one year, and provided that a member who is an officer in the public service shall be paid such fees as the Governor may determine on the advice of the Board.

" (2) The expression ' while engaged on the business of the Bank ' shall, in the case of a member who habitually resides more than twenty miles distant from the place where the meetings of the Board are held, include the time actually and necessarily occupied in—

" (a) travelling from and to his residence in connection with such meetings;

“(b) remaining at such place in order to attend such meetings.”

Clause 13.—Delete the words “And no advance. . . .” (to end of clause).

Clause 14.—Delete.

Clause 15.—Renumber “14.”

Sub-clause (1).—Delete “or any local board.”

Clause 16.—Renumber “15.”

Sub-clause (1).—Delete “or any local board.”

Sub-clause (2).—Delete, and substitute:—

“(2) No person shall be appointed a member of the Board:—

“(a) if he is insolvent or has assigned his estate for the benefit of his creditors or has made an arrangement with his creditors;

“(b) if he is of unsound mind or has been convicted of an offence and sentenced to imprisonment of either description therefor without the option of a fine;

“(c) if he is a director, manager or member of the staff of any other banking or money-lending institution.”

Insert new sub-clause (3):—

“(3) A member of the Board shall become disqualified to retain and shall *ipso facto* cease to hold his office as such member if he shall become subject to any of the disabilities set out in the last preceding sub-section or if he be absent from four consecutive meetings of the Board without the leave of the Board.”

Sub-clause (3).—Renumber “(4).” Delete “or any local board.”

Clause 17.—Renumber “16.”

Clause 18.—Renumber “17.” Delete “and of every local board.”

Clause 19.—Renumber “18.”

Paragraph (a).—After “Colony” insert “which is used for agricultural purposes.”

Delete paragraphs (b) and (d).

Paragraph (c) to be re-lettered (b).

Clause 20.—Renumber “19.” Line 1, for “Paragraphs (a), (c) and (d)” read “Paragraphs (a) and (b).”

Paragraph (a).—After “Ordinance” insert “and of a similar nature to those so defined.”

Delete paragraphs (b) and (h).

Paragraphs (c), (d), (e), (f), (g) to be re-lettered (b), (c), (d), (e), (f), respectively.

In paragraph (e), for “(b) and (d)” read “and (c).”

In paragraph (f), for “27 (3)” read “25 (3).”

•• Clause 21.—Renumber “20.”

Sub-clause (1) (b).—Insert between “loan” and “specifically” the words “by the Colony.”

Sub-clause (2).—Line 6, delete “as” and for “Governor in Council” read “Legislative Council.”

Delete sub-clause (3).

*Clause 22.*—Renumber “ 21.” Delete paragraphs (a), (b) and (d). Insert new paragraph (a) :—

“ (a) obtaining an overdraft from another bank; and ”.

Paragraph (c) to be renumbered “ (b).”

Delete “ and.”

*Clause 23.*—Renumber “ 22.”

*Clause 24.*—Delete.

*Clause 25.*—Renumber “ 23.”

*Sub-clause (1).*—Line 6, between “ may ” and “ be ” insert “ with the consent of the holder.”

*Clause 26.*—Renumber “ 24.” For “ twenty-two and twenty-five ” read “ 21 and 23.”

*Clause 27.*—Renumber “ 25.”

*Sub-clause (1).*—Delete “ or upon a mortgage which shall rank as concurrent with such first mortgage.”

Delete sub-clause (5).

*Sub-clause (6).*—Renumber (5). Delete “ or company which,” “ in the case of an individual,” and “ or in the case of a company, a co-operative agricultural company.”

*Clause 28.*—Renumber “ 26.”

*Sub-clause (2).*—Between “ and ” and “ shall ” insert “ shall be addressed to and.”

*Sub-clause (3).*—For “ (c) of section 19 ” read “ (b) of section 18.”

Delete sub-clause (4).

*Clause 29.*—Renumber “ 27.”

*Sub-clause (1).*—For “ (c) of section 19 ” read “ (b) of section 18.” Line 3, delete “ any unsurveyed land or of ” and in lines 4 and 5, “ unsurveyed land or any.”

*Sub-clause (2).*—For “ paragraphs (a) and (d) of section 19 ” read “ paragraph (a) of section 18.”

*Sub-clause (3).*—For “ (c) of section 19 ” read “ (b) of section 18.”

*Sub-clause (4).*—Delete “ or of such standing or recurring crops.”

*Clause 30.*—Renumber “ 28.”

*Sub-clause (1).*—For “ paragraphs (a) and (d) of section 19 ” read “ paragraph (a) of section 18.”

Delete sub-clause (3).

*Clause 31.*—Renumber “ 29.”

*Clause 32.*—Renumber “ 30.” After “ payment ” at the end of the clause insert the following proviso :—

“ Provided that in the case of repayment on a date prior to the due date for repayment six months’ notice of intention to repay shall be given to the Board and, if no such notice is given, the Board may claim interest in respect of such amount up to the date when repayment of the total amount would have been made in the ordinary course.”

*Clause 33.*—Renumber “ 31.” In paragraph (a) for “ 21 ” read “ 20.” In paragraph (b) for “ 22 ” read “ 21.”

*Clause 34.*—Renumber “ 32.”

*Sub-clause (1).*—Line 3, for “ 19 ” read “ 18.” Line 9, delete “ already ” and between “ been ” and “ valued ” insert “ recently.”

Delete sub-clauses (2) and (3).

In side note delete “ and local board.”

*Clauses 35, 36, 37, 38, and 39.*—Delete *in toto*.

*Clause 40.*—Renumber “ 33.” Delete lines 1 to 8 inclusive, and substitute :

“ 33. Notwithstanding the provisions of sub-section (2) of section 27, an advance in addition to that provided for in the said sub-section may be made for the purpose of constructing dipping tanks and fencing under the provisions of the Cattle Cleansing and Fencing Ordinances :

“ Provided, however, that such an advance shall not exceed £200 for either of these objects. The total cost of such dipping tanks and fencing may be provided for by such advance.”

In the side note for “ 29 (2) ” read “ 27 (2).”

*Clause 41.*—Renumber “ 34.” Delete lines 1 to 8 inclusive, and substitute :

“ 34. Notwithstanding the provisions of sub-section (3) of section 27, an advance in addition to that provided for in the said sub-section may be made for the purpose of constructing dipping tanks and fencing under the provisions of the Cattle Cleansing and Fencing Ordinances :

“ Provided that such an advance shall not exceed £200 for either of these objects. The total cost of such dipping tanks and fencing may be provided for by such advance.”

*Clause 42.*—Renumber “ 35.” Delete paragraph (a). In paragraphs (b) and (e) for “ 1928 ” read “ 1929.”

Paragraphs (b), (c), (d) and (e) to be re-lettered (a), (b), (c) and (d) respectively. Delete “ (not exceeding £400) and (not under £50).” For “ Inspectors or Delegates ” read “ Officers or agents.”

*Clause 43.*—Renumber “ 36.”

*Sub-clause (2).*—For “ supply ” read “ pay the cost of.”

*Sub-clause (3).*—For “ supplied ” read “ paid for.”

*Clause 44.*—Renumber “ 37.” For “ Registrar General of Titles ” read “ Registrar ” wherever occurring in the section and in the side note. For “ upon the completion of the advance ” read “ before the advance is paid.”

*Clause 45.*—Renumber “ 38.”

*Clause 46.*—Renumber “ 39.” For “ Registrar of deeds ” read “ Registrar ” wherever occurring in the clause.

*Sub-clause (1).*—Line 3, for “ 44 ” read “ 37.”

*Sub-clause (3).*—Line 2, for “ dipping tanks, fencing, water supplies and buildings ” read “ dipping tanks and fencing.”

*Sub-clause (4).*—Delete “ buildings, water supplies.”

*Clause 47.*—Renumber “ 40.” Delete sub-clause (4) and substitute :—

“(4) For the purposes of this section a local authority shall mean the council or board of any municipality constituted under the Local Government (Municipalities) Ordinance, 1928, or any Ordinance substituted therefor, or any committee or other authority appointed under the Townships Ordinance for the purpose of the said Ordinance, or any Ordinance substituted therefor, or any District Council constituted under the Local Government (District Councils) Ordinance, 1928, or any District Road Board appointed under the Public Travel and Access Roads Ordinance.”

*Clause 48.*—Renumber “41.” Line 2, delete “the construction of any farm building, water supply, or”. Line 5, delete “building, water supply.”

*Clause 49.*—Renumber “42.”

*Clause 50.*—Renumber “43.” Delete sub-clause (3).

*Clause 51.*—Renumber “44.”

Paragraph (c).—For “or the security for the advance be declared executable by order of a competent court” read “for the benefit of his creditors.” Delete “or has been sequestrated as insolvent.”

Line 32.—After “the Board may” insert “in addition to any other remedies.”

*Sub-clause (iii).*—In line 2 of the proviso, for “fourteen” read “thirty,” and at the end of the proviso add: “and that every reasonable endeavour shall be made by the Board to communicate to persons interested that such sale is intended.”

*Clauses 52 and 53.*—Delete *in toto*.

*Clause 54.*—Renumber “45.” Lines 1 and 2, delete “other than the property of a co-operative society or company.” Lines 3 and 4, delete “by virtue of special powers conferred upon it under any law.”

Delete paragraph (c).

Paragraph (d).—Re-letter (c). Lines 10 and 11, for “sheriff of the Province” read “magistrate of the district.”

*Clause 55.*—Delete.

*Clause 56.*—Renumber “46.”

*Clause 57.*—Renumber “47.” Line 1, for “two” read “three.” Line 4, between “accounts” and “showing” insert “duly audited and certified.” Between “Director” and “at” insert “and by” in lines 8 and 9. Delete “and by the Accountant of the Bank.”

*Clause 58.*—Renumber “48.” Line 1, between “in” and “the” insert “his Department in.” Line 5, between “The” and “Auditor” insert “Government.” Line 6, for “the public service” read “his Department.”

*Clause 59.*—Renumber “49.”

*Sub-clause (4).*—Line 3, for “21” read “20.”

*Sub-clause (4) (b).*—Between “below” and “£100,000” insert “10 per cent. of the capital of the Bank with a minimum of.”

*Sub-clause (5).*—For “21” read “20.”

*Clause 60.*—Delete.

*Clause 61.*—Renumber “50.” Paragraph (a), delete “and local boards.” Paragraph (i), for “19 (c)” read “18 (b).”

*Clause 62<sub>c</sub>*.—Renumber “ 51.” Lines 2 and 3, delete “ for each district.”

*Sub-clause (2)*.—For “ Bank ” read “ applicant.”

*Clause 63*.—Renumber “ 52.”

*Clause 64*.—Renumber “ 53.” Side note to read “ When Bank may hold land.”

*Clause 65*.—Renumber “ 54.”

*Clause 66*.—Renumber “ 55.”

*Sub-clause (1) (b)*.—Delete “ and approved by the Governor in Council.”

*Clause 67*.—Renumber “ 56.”

*First Schedule*.—For “ section 50 ” read “ section 43.” Delete paragraph (4) and substitute :—

“ (4) Insurance shall be effected as may be prescribed by regulations or instruction of the Board in the joint names of the applicant and the Bank. Every policy of insurance so effected and every renewal receipt shall be deposited with the Bank.”

Paragraph (6), line 2, for “ and ” read “ and/or.” Lines 9 to 12, delete the first proviso and the words “ provided also that ” and substitute “ and.”

*Second Schedule*.—For “ section 66 (1) (a) ” read “ section 55 (1) (a).”

*Third Schedule*.—For “ section 66 (2) ” read “ section 55 (2).” For “ preparing pledge ” read “ preparing mortgage.” Delete “ with cash disbursements which are the same in every case, namely :— ” and “ Costs and fees for release of pledge .....15.”



COLONY AND PROTECTORATE OF KENYA AND  
UGANDA PROTECTORATE.

2

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ANNUAL TRADE REPORT  
OF  
KENYA AND UGANDA

---

For the Year ended 31st December,

1928

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By G. WALSH,  
*Commissioner of Customs, Kenya and Uganda.*

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## TABLE OF CONTENTS

	PAGE
GENERAL .. .. .	1-2
CUSTOMS REVENUE .. .. .	2-5
TOTAL REVENUE COLLECTED BY THE CUSTOMS DEPARTMENT .. .. .	5-6
CUSTOMS EXPENDITURE .. .. .	6
GENERAL IMPORTS .. .. .	6
TOTAL IMPORTS .. .. .	7
IMPORTS FOR HOME CONSUMPTION .. .. .	7-13
DUTIABLE AND NON-DUTIABLE MERCHANDISE .. .. .	7
DETAILS OF TRADE IMPORTS FOR HOME CONSUMPTION .. .. .	7-13
COUNTRIES OF ORIGIN OF IMPORTED TRADE GOODS .. .. .	11-13
GROWTH OF IMPORT TRADE .. .. .	13-14
IMPORTS ON GOVERNMENT ACCOUNT .. .. .	14
GOODS IN TRANSIT .. .. .	14
GOODS IN TRANSHIPMENT .. .. .	14
TOTAL IMPORT TRADE .. .. .	14
WAREHOUSED GOODS .. .. .	15
GENERAL EXPORTS .. .. .	15-16
RE-EXPORTS .. .. .	16
DOMESTIC EXPORTS .. .. .	17-21
COUNTRIES OF DESTINATION OF DOMESTIC EXPORTS .. .. .	20-21
GROWTH OF EXPORT TRADE .. .. .	22
TRANSIT EXPORTS .. .. .	22
TRANSHIPMENT EXPORTS .. .. .	22
TOTAL EXPORT TRADE .. .. .	22
BALANCE OF TRADE .. .. .	23
GENERAL DEVELOPMENT OF TRADE .. .. .	23
DISTRIBUTION OF FOREIGN TRADE BETWEEN KENYA AND UGANDA .. .. .	24
FOREIGN TRADE OF UGANDA .. .. .	24-28
IMPORTS .. .. .	24-27
EXPORTS .. .. .	27-28
INTER-TERRITORIAL TRADE .. .. .	28-32
KENYA-UGANDA .. .. .	28-29
KENYA AND UGANDA-TANGANYIKA TERRITORY .. .. .	29-31
KENYA-TANGANYIKA TERRITORY .. .. .	31
UGANDA-TANGANYIKA TERRITORY .. .. .	32
COASTING TRADE .. .. .	32-34
SHIPPING .. .. .	34-35
DEPARTMENTAL WORK .. .. .	35-37

### Appendices

TABLE I—Comparative statement showing quantities and values of principal articles imported for Home Consumption during 1926, 1927 and 1928 .. .. .	39 40
TABLE II—Comparative statement showing the value of Home Consumption Imports from different countries during 1926, 1927 and 1928 .. .. .	41
TABLE III—Detailed statement showing quantity and value of Total Imports from different countries during 1928, distinguishing Home Consumption and Government Goods .. .. .	42-103
TABLE IV—Comparative statement showing the quantities and values of Domestic Produce exported during 1926, 1927 and 1928 .. .. .	104-110
TABLE V—Comparative statement showing the quantities and values of Total Exports during 1926, 1927 and 1928 .. .. .	106-103
TABLE VI—Statement showing the value of all Exports to different countries during 1928 .. .. .	109
TABLE VII—Detailed statement showing quantity and value of all Exports to different countries during 1928, distinguishing Domestic and Other Produce .. .. .	110-152
GRAPH No. 1—Illustrating trend of Trade Imports and Total Exports over twenty years .. .. .	153
GRAPH No. 2—Illustrating trend of Domestic Exports over twenty years, also distinguishing Kenya and Uganda Produce .. .. .	154
GRAPH No. 3—Illustrating trend of Net Revenue collections over twenty years also indicating division between Kenya and Uganda .. .. .	155
ALPHABETICAL INDEX TO TRADE ARTICLES .. .. .	157-168

## Colony and Protectorate of Kenya and Uganda Protectorate.

# Annual Trade Report for the Year ended 31st December, 1928.

### 1. GENERAL.

The combined value of trade imports and total exports of Kenya and Uganda for the year 1928 amounted to £17,512,448 as compared with £14,804,329 in 1927 and £15,525,258 in 1926.

The value of merchandise cleared for Home Consumption during the year was £8,696,061 as against £7,697,180 in 1927, an increase of £998,881 or 13 per cent.

Exports of the domestic produce of Kenya and Uganda amounted in value to £6,661,673 as compared with £5,397,216 in 1927, an increase of £1,264,457 or 23 per cent.; of this total, goods to the value of £3,266,403 originated in Kenya, the domestic exports of Uganda, calculated in terms of *f.o.b.* value at port of final shipment from the two territories, being valued at £3,395,270.

So far as the export trade in Kenya produce is concerned, an increase of £179,487 over the value of domestic exports in 1927 is recorded, but adverse climatic conditions have eliminated from the external trade figures a proper reflection of the rapid developments which are indicated in the latest Agricultural Census as taking place in the territory. The value of maize exported during the year shows a decrease of nearly £200,000, figures in regard to coffee and sisal remaining virtually stationary whilst an increase of £75,000 in the value of wheat exports is shown, shipments of carbonate of soda increasing in value by £140,000. A welcome expansion in the volume of trade with neighbouring territories both in domestic produce and in imported goods has to be recorded. The depredations of locusts and the shortage of rainfall in 1928 will in all probability result in a contraction of exports during the early part of 1929, but the balance should be redressed in later months if climatic conditions in 1929 are favourable.

The domestic exports of Uganda indicate a sharp recovery in the overseas trade of the Protectorate during 1928, the value of such exports being £3,395,270 as compared with £2,310,300 in the previous year. Exports of cotton originating in Uganda and shipped during 1928 amounted in value to £2,475,328 as against £1,690,837 in 1927, an increase of £784,491. Shipments of tin ore were valued at £50,673 as compared with £20,876 in the previous year. Famine conditions, however, prevailed during the early months of 1928, it being found necessary to import from Kenya considerable quantities of foodstuffs to meet local requirements and this naturally had an adverse effect on the purchasing capacity of the native population so far as imported goods were concerned. In view of the fact that a cotton crop estimated to exceed 180,000 bales has already been gathered and is in process of being marketed, and of the probable largely increased shipments of cotton seed following Railway extensions in the Protectorate, trade prospects in Uganda during 1929 are promising.

Despite relatively unfavourable local markets, trading operations throughout the year were unusually stable, the ill-effects of over-trading which in the past have too frequently been an unwelcome feature of trade in East Africa being markedly less evident during the period under review. At the close of the year stocks were normal and the general trading situation, particularly in regard to native requirements, was sound. A tendency towards a less

indiscriminate grant of credit facilities and a greater fluidity in the local markets consequent upon the extension of the unrestricted trading area to Tanganyika Territory were among the important contributory factors to this improved state of affairs.

The Customs Management and Tariff Laws remained unaltered during the year.

## 2. CUSTOMS REVENUE:—

The gross Customs receipts during the year amounted to £1,485,790 made up as follows:—

(1) Duty on merchandise imported and cleared for Home Consumption during 1928 ... ..	£1,477,184	
(2) Sundry other collections, which include:—		
		£
Transfer form fees ... ..	4,226	
Warehouse fees ... ..	2,233	
Transit fees ... ..	893	
Re-export fees ... ..	395	
Miscellaneous other fees ... ..	859	
	8,606	
	1,485,790	
but from this amount there has to be deducted:—		
(a) Drawback of duty on goods entered for consumption and re-exported during 1928 ... ..	9,412	
(b) Duty paid to Tanganyika Territory in respect of goods transferred from Kenya and Uganda during the year ... ..	113,463	
(c) Duty refunded on adjustment of Provisional Bills of Entry ... ..	8,300	
(d) Miscellaneous adjustments of duty ... ..	5,203	
(e) Sundry other refunds:—		£
(1) Transfer form fees... ..	4,072	
(2) Warehouse fees ... ..	46	
(3) Miscellaneous other fees ... ..	124	
	4,242	
	140,620	
The net Customs Revenue collected during the year, therefore, amounted to ... ..	£1,345,170	

and the approximate division between the two territories is as under:—

Kenya at 67.8974 per cent. ... ..	£913,336
Uganda at 32.1026 per cent.... ..	431,834
	£1,345,170

After deduction of proportionate expenses, the net amount accruing to Uganda in respect of Customs Revenue for 1928 amounted to, approximately, £415,878.

The net collections of Customs Revenue during the last three years are as follows :—

YEAR	Import Duty	Sundries	Total	Compared with pervious year	
				Increase	Decrease
	£	£	£	£	£
1926 .. ..	1,139,335	11,258	1,150,593	..	42,327
1927 .. ..	1,166,844	9,233	1,176,077	25,484	..
1928 .. ..	1,340,806	4,364	1,345,170	169,093	..

Having regard to the fact that climatic conditions were definitely unfavourable, the yield of Revenue from Customs sources during the year was surprisingly high. The original estimate of total net Customs Revenue for Kenya and Uganda considered as likely to accrue in 1928 was £1,244,000 or approximately £68,000 in excess of the actual net revenue secured during the previous year. This estimate has been exceeded by £101,000 divided almost equally between the two territories, a result which, in the circumstances, must be regarded as highly satisfactory. Actual figures are as follows :—

	Estimate for 1928	Actual Revenue. 1928	Increase	Decrease
	£	£	£	£
Kenya .. ..	862,774	913,336	50,562	..
Uganda .. ..	381,226	431,834	50,608	..
Total .. £	1,244,000	1,345,170	101,170	..

The following statement details the net Customs Revenue secured by Kenya and Uganda during the last twenty-one years :—

YEAR	Kenya	Uganda	Total
	£	£	£
1908 .. ..	78,718	..	78,718
1909 .. ..	81,655	..	81,655
1910 .. ..	63,589	20,700	84,289
1911 .. ..	78,123	21,385	99,508
1912 .. ..	101,090	21,850	122,940
1913 .. ..	146,085	26,000	172,085
1914 .. ..	158,637	37,560	196,197
1915 .. ..	101,545	40,000	145,545
1916 .. ..	132,918	52,331	185,249
1917 .. ..	231,631	79,865	311,496
1918 .. ..	175,192	79,064	254,256
1919 .. ..	204,634	84,148	288,782
1920 .. ..	196,183	90,849	287,032
*1921 .. ..	*456,217	*157,981	*614,198
1922 .. ..	385,539	190,056	575,595
1923 .. ..	498,092	281,639	779,731
1924 .. ..	603,501	413,316	1,016,817
1925 .. ..	679,726	513,194	1,192,920
1926 .. ..	737,657	412,936	1,150,593
1927 .. ..	828,098	347,989	1,176,087
1928 .. ..	913,336	431,834	1,345,170

\* The 1921 figure is somewhat inflated by conversion at Fls. 10 per £1 instead of Fls. 15 as formerly.

Graph No. 3 illustrates the trend of Revenue collections for twenty years.

## Comparative Statement of Duty Collections.

The appended statement shows the net revenue derived from principal imports during the last three years :—

ARTICLES	1926	1927	1928
Wheat .. .. .	£ 781	£ 800	£ 822
Rice .. .. .	20,256	22,336	26,258
Dhall .. .. .	2,073	2,130	2,687
Other Grain .. .. .	772	846	1,008
Wheat Meal and Flour .. .. .	19,089	20,414	19,965
Other Meal and Flour .. .. .	540	457	480
Feeding Stuffs for Animals .. .. .	302	168	191
Bacon and Ham .. .. .	519	462	268
Tinned Meat, etc. .. .. .	861	857	976
Animals, Living, for Food .. .. .	546	564	456
Ale, Beer, Stout, etc. .. .. .	10,929	12,322	15,525
Biscuits .. .. .	3,560	3,592	4,835
Confectionery .. .. .	5,098	5,006	5,739
Fish, Canned, etc. .. .. .	2,944	2,820	2,485
Fruit, Bottled, Canned, etc. .. .. .	3,133	3,493	3,804
Garlic and Onions .. .. .	4,446	4,881	5,490
Ghee .. .. .	2,211	2,182	3,092
Milk, Condensed or otherwise Preserved .. .. .	6,532	6,955	9,799
Salt, Other.. .. .	8,712	9,643	8,449
Spices .. .. .	2,730	3,135	3,732
Spirits—Brandy, Whisky, etc. .. .. .	169,167	146,937	172,001
Sugar .. .. .	12,319	5,876	49,880
Tea .. .. .	16,842	17,583	20,972
Wines .. .. .	13,115	12,020	12,814
Other Articles of Food and Drink .. .. .	15,758	15,815	18,422
Cigarettes .. .. .	48,658	52,832	64,070
Tobacco, Manufactured .. .. .	83,087	67,820	67,506
"    Unmanufactured .. .. .	210	846	771
Cigars, Cigarillos and Snuff .. .. .	1,452	1,213	1,278
Wood and Timber .. .. .	6,183	6,309	7,618
Tar and Pitch .. .. .	263	611	724
Other Raw Materials and Articles Mainly Unmanufactured .. .. .	718	750	828
Chinaware, etc. .. .. .	3,437	5,063	4,304
Glass and Glassware .. .. .	3,828	4,009	4,008
Cement, Building .. .. .	7,019	12,791	14,326
Other Manufactured Mining and Quarry Products .. .. .	652	1,181	1,223
Galvanised Iron Sheets, Corrugated .. .. .	11,412	11,643	9,394
"    "    Flat .. .. .	451	704	677
Hollow-ware, Enamelled.. .. .	5,785	3,346	7,868
Nails, Screws, Rivets, etc. .. .. .	2,547	2,600	2,608
Other Iron and Steel Manufactures, unenumerated .. .. .	12,722	17,815	18,677
Aluminium Hollow-ware, Domestic .. .. .	5,082	3,348	5,634
Brass Wire.. .. .	1,953	1,998	2,422
Copper Wire .. .. .	1,457	3,159	1,182
Other Non-ferrous Metals and Manufactures thereof.. .. .	3,177	3,177	3,432
Cutlery, Hardware, Instruments and Implements .. .. .	12,262	13,976	17,583
Electrical Goods and Apparatus .. .. .	1,046	1,243	1,953
Machinery and Parts, unenumerated .. .. .	787	781	864
Manufactures of Wood and Timber .. .. .	4,188	4,846	5,853
Cotton Piece Goods—			
Grey, Unbleached .. .. .	77,091	84,200	79,597
Bleached.. .. .	15,689	14,400	16,717
Printed .. .. .	17,254	19,016	23,267
Dyed .. .. .	35,647	40,997	45,502
Coloured .. .. .	38,548	42,779	50,004
Cotton Blankets .. .. .	32,821	30,408	39,313
Other Cotton Yarns and Manufactures .. .. .	10,483	10,167	13,054
Woollen and Worsted Yarns and Manufactures .. .. .	7,865	8,263	8,883
Silk and Silk Manufactures .. .. .	5,971	7,267	9,279
Manufactures of Ordinary Textile Materials .. .. .	12,273	11,588	19,940
Wearing Apparel and Haberdashery .. .. .	25,052	25,398	29,406
Chemical, Drugs, Dyes and Colours .. .. .	8,032	7,937	9,915
Candles .. .. .	414	628	605
Lubricating Oils .. .. .	5,087	7,892	7,243
"    Greases .. .. .	457	481	531
Motor Spirit .. .. .	38,553	48,611	60,908
Mineral Oil, Illuminating or Burning.. .. .	17,089	31,037	31,609
Soap, Common .. .. .	3,316	3,273	4,097
"    Toilet .. .. .	2,827	3,094	3,664
Other Oils, Fats and Resin Manufactures .. .. .	664	714	929

Comparative Statement of Duty Collections—*Contd.*

ARTICLES.	1926	1927	1928
Leather and Manufactures thereof .. ..	£ 4,913	£ 4,816	£ 4,955
Paper and Cardboard .. . . . .	13,533	17,218	17,224
Cycles, not Motor .. . . . .	18,265	6,595	7,401
Motor Cars .. . . . .	32,679	35,816	34,085
Motor Car Parts and Accessories .. . .	14,686	13,255	12,261
Motor Cycle, Parts and Accessories .. .	1,835	923	1,130
Other Vehicles .. . . . .	3,639	2,189	3,153
Tyres and Tubes for—			
Motor Cars .. . . . .	} 10,327	12,408	10,977
Motor Cycles .. . . . .		707	499
Bicycles .. . . . .	4,631	3,996	5,456
Other Rubber Manufactures .. . . . .	891	630	1,063
Arms and Ammunition .. . . . .	5,242	3,900	4,123
Beads .. . . . .	6,951	6,574	7,415
Lamps and Lanterns .. . . . .	3,650	3,394	2,847
Matches .. . . . .	9,617	11,979	15,591
Other Articles, Wholly or Mainly Manufactured	35,173	39,931	41,038
Parcel Post .. . . . .	71,519	77,031	79,783
Total .. £	1,139,335	1,166,844	1,340,806

**3. TOTAL REVENUE COLLECTED BY THE CUSTOMS DEPARTMENT:—**

The following figures give the total of all monies collected by the Customs Department during the year:—

	£
(1) Gross Customs Revenue as at para. 2 ...	1,485,790
(2) Various Deposits( Transit <sup>o</sup> Duty, etc.) ...	1,560
(3) Licences, Duties, Taxes, etc. :—	
	£
(a) Fines and Forfeitures ...	236
(b) Beer Excise Duty ...	1,278
(c) Wines and Spirits Con- sumption Tax ...	38,719
(d) Miscellaneous Licences ...	726
	40,959
(4) Revenue from Government Property and Royalties ... ..	334
(5) Sale of Government Property :—	
	£
(a) Ivory and Confiscated Trophies ... ..	13,142
(b) Unclaimed and Confiscated Goods ... ..	23
	13,165
(6) Forest Department Revenue :—	
	£
(a) Timber Sales and Royalties ... ..	368
(b) Fuel Sales and Royalties	73
(c) Miscellaneous Forest Receipts ... ..	15
	456
(7) Earnings of Government Departments...	1,159
(8) Port and Harbour Revenue ... ..	613
	£1,544,036
The gross revenue collected by the Customs Department, therefore was ... ..	£1,544,036

Payments as under were effected :—

	£
Customs Refunds ... ..	140,620
Refunds of Deposits, etc. ... ..	1,530
Refunds of Consumption Tax ... ..	777
And Rewards under Fines ... ..	36
	<hr/>
	142,963
	<hr/>
Total net collections ... ..	£1,401,073
	<hr/>

**4. CUSTOMS EXPENDITURE:—**

	£
The sanctioned expenditure for the year was ... ..	44,859
The actual expenditure was ... ..	44,029
	<hr/>
Representing a saving of ... ..	£830
	<hr/>

Proportioned between the territories concerned, the expenditure under Customs Estimate heads is :—

	£
Kenya at 67.8974 per cent. ... ..	29,895
Uganda at 31.1026 per cent. ... ..	14,134
	<hr/>
	£44,029
	<hr/>

During the year, expenditure incurred by the Customs Department, including the cost of statistical and other services, represented 2.96 per cent. of the gross collections of purely Customs revenue, and 2.85 per cent. of gross receipts from all sources, these figures being the lowest yet recorded in the history of the Department.

**5. GENERAL IMPORTS:—**

The import trade of Kenya and Uganda is classified under the following headings :—

- (a) Total Imports (*i.e.*, goods cleared direct and goods entered for warehousing).
- (b) Imports for Home Consumption (*i.e.*, goods cleared from Customs control on landing and also goods cleared from bonded stocks).
- (c) Imports on Government Account.
- (d) Imports of Goods in Transit.
- (e) Imports of Goods in Transshipment.

\* For statistical purposes, imports are valued as they lie at the port of entry, plus landing charges; such values exclude trade and cash discounts, but include freight, insurance, and the value of the packages containing such goods, together with any commission paid.

Since the 1st January, 1923, goods, the growth, produce or manufacture of Tanganyika Territory have been admitted into Kenya and Uganda free of duty and therefore such items, although mainly intended for ultimate re-export via Mombasa, appear in the "Imports," and, when re-exported, in the "Re-exports" tables, under their relative statistical headings.

A summary of such articles imported and re-exported is given at para. 27 (b) under inter-territorial trade.

### 6. TOTAL IMPORTS:—

Detailed particulars of trade and Government imports\* are given in Table III. Totals for the last three years are as follows:—

	1926	1927	1928
Trade Imports .. .. .	£ 7,680,577	£ 7,851,611	£ 8,747,777
Government Imports .. .. .	1,390,740	1,185,600	1,652,538
<b>Total Imports ..</b>	<b>9,071,317</b>	<b>9,037,211</b>	<b>10,400,315</b>
The value of trade goods re-exported from Kenya and Uganda to Tanganyika Territory during the last three years was .. ..	726,663	586,769	899,593

### 7. IMPORTS FOR HOME CONSUMPTION:—

This heading covers all trade imports entered for home consumption during the year, whether ex ship or ex bond, also articles liable to duty imported as passengers' baggage.

“ Entered for Home Consumption ” is a technical term in use, and does not imply that the goods have been actually consumed in Kenya or Uganda, but that they have passed into possession of the importer and that duty has been paid on that portion liable to duty.

#### DUTIABLE AND NON-DUTIABLE MERCHANDISE.

The values of dutiable and non-dutiable merchandise entered for Home Consumption during the past three years, and the relative percentages to the total Home Consumption Imports, are given below:—

DESCRIPTION	1926		1927		1928	
	Value	%	Value	%	Value	%
Dutiable Merchandise .. .. .	£ 4,457,197	60	£ 4,790,122	62	£ 5,456,103	63
Non-dutiable Merchandise .. .. .	2,983,452	40	2,907,058	38	3,239,958	37
<b>Total Home Consumption ..</b>	<b>7,440,649</b>	<b>100</b>	<b>7,697,180</b>	<b>100</b>	<b>8,696,061</b>	<b>100</b>

Imports into Uganda during the last three years were:—

DESCRIPTION	1926		1927		1928	
	Value	Per cent of Imports for Kenya & Uganda	Value	Per cent of Imports for Kenya & Uganda	Value	Per cent of Imports for Kenya & Uganda
Dutiable Merchandise ..	£ 1,561,666	35	£ 1,284,548	27	£ 1,626,511	30
Non-dutiable Merchandise ..	402,508	13.5	535,413	18	361,593	11
<b>Total Imports into Uganda</b>	<b>1,964,174</b>	<b>26.4</b>	<b>1,819,961</b>	<b>23.6</b>	<b>1,988,104</b>	<b>22.9</b>

#### DETAILS OF TRADE IMPORTS FOR HOME CONSUMPTION.

Full particulars of total imports and clearances for Home Consumption are given in Table III of the Appendix to this Report.



Totals of the various classes with relative percentages are as follows :—

ARTICLES	1926		1927		1928	
	Value	%	Value	%	Value	%
	£		£		£	
CLASS I.—Food, Drink and Tobacco .. .. .	1,531,038	20.58	1,365,186	17.74	1,711,557	19.68
CLASS II.—Raw Materials and Articles Mainly Unmanufactured .. .. .	697,161	9.37	521,092	6.77	548,844	6.31
CLASS III.—Articles Wholly or mainly manufactured	4,656,119	62.57	5,094,370	66.18	5,867,563	67.47
CLASS IV.—Animals not for Food .. .. .	10,222	0.14	16,481	0.21	15,353	0.18
CLASS V.—Parcel Post ..	372,460	5.00	403,869	5.25	431,539	4.96
CLASS VI.—Bullion and Specie .. .. .	173,649	2.34	296,182	3.83	121,205	1.40
Total ..	7,440,649	100	7,697,180	100	8,696,061	100

The following comparative table indicates the most conspicuous increases and decreases both in quantity and value :—

(a) *Increases.*

ARTICLES	Unit of Quantity	1927		1928	
		Quantity	Value	Quantity	Value
Rice .. .. .	Cwt.	159,682	159,493	176,522	174,246
Ale, Beer, Stout, etc. .. ..	Imp. gal.	124,316	26,198	157,245	31,649
Whisky .. .. .	Prf. gal.	50,995	71,991	59,054	82,242
Brandy, Gin and Rum .. ..	"	21,263	18,761	26,797	23,102
Sugar .. .. .	Cwt.	9,724	10,773	80,244	68,903
Tea .. .. .	"	7,273	69,567	8,897	81,913
Cigarettes .. .. .	Lb.	466,323	101,954	610,267	126,286
Tobacco, Manufactured .. ..	"	779,589	79,646	827,183	82,831
" Unmanufactured .. .. .	"	71,742	2,156	93,871	2,681
Coal .. .. .	Ton	48,294	75,823	61,157	92,560
Wood and Timber .. .. .	Cubic ft.	107,106	23,485	150,177	29,265
Glass and Glassware .. .. .	Value	..	26,901	..	30,629
Cement, Building .. .. .	Ton	23,455	101,245	28,149	109,654
Hollow-ware, Enamelled .. ..	"	270	18,992	666	44,753
Cutlery, Hardware, Instruments and Implements .. .. .	Value	..	241,096	..	265,739
Industrial Machinery and Parts	Ton	1,627	130,464	2,037	191,704
Cotton Piece Goods—					
Grey, Unbleached .. .. .	Yard	16,987,045	299,603	17,423,143	308,876
Bleached .. .. .	"	3,175,068	80,433	4,148,602	94,798
Printed .. .. .	"	3,400,869	105,268	4,774,358	132,104
Dyed .. .. .	"	5,221,153	226,743	6,574,997	255,823
Coloured .. .. .	"	8,305,865	250,390	11,219,798	310,310
Cotton Blankets .. .. .	No.	1,668,688	161,676	2,459,862	213,594
" Thread .. .. .	Lb.	94,302	14,753	157,302	21,288
" Yarns & Manufactures	Value	..	44,073	..	58,329
* Jute Bags and Sacks .. .. .	Dozen	301,993	159,866	483,289	255,300
Fuel Oil .. .. .	Imp. gal.	8,399,065	125,951	12,836,549	161,006
* Lubricating Oil .. .. .	"	534,088	81,360	* 579,385	80,243
Motor Spirit .. .. .	"	3,368,744	205,718	4,498,447	239,546
Mineral Oil, Illuminating or Burning .. .. .	"	3,198,148	140,478	3,489,759	150,994
Soap, Common .. .. .	Cwt.	11,906	26,912	14,957	35,042
Cycles, not Motor .. .. .	No.	4,852	33,865	6,152	39,015
* Motor Cars .. .. .	"	1,585	275,010	* 1,616	256,824
Motor Lorries .. .. .	"	665	115,074	1,334	190,158
Tyres and Tubes for—					
Bicycles .. .. .	"	141,680	20,107	221,024	28,199
Power Lorries .. .. .	"	15,981	48,430	26,583	73,184
Parcel Post .. .. .	Value	..	403,869	..	431,539

\* Increase in quantities only.

## (b) DECREASES

ARTICLES	Unit of Quantity	1927		1928	
		Quantity	Value	Quantity	Value
			£		£
Ghee .. .. .	Cwt.	10,475	46,832	8,986	36,372
Chinaware, etc. .. .	Value	..	32,224	..	27,194
Agricultural Machinery .. .	Ton	1,195	98,645	770	83,445
Motor Tractors .. .	No.	617	141,581	388	107,023
Motor Lorry Parts and Accessories .. .	Value	..	29,387	..	23,652
Motor Tractor Parts and Accessories .. .	..	..	36,148	..	31,472
Motor Cycles .. .	No.	446	19,429	302	12,679
Motor Cycles, Sidecars for .. .	..	47	1,174	27	470
Tyres and Tubes for Motor Cars .. .	..	46,554	63,282	45,803	58,782
Bullion and Specie on Private Account .. .	Value	..	296,182	..	121,205

## COTTON TEXTILES.

This group continues to be the most important item of trade imports. During 1928 the value of imported cotton textiles cleared for Home Consumption was £1,315,505 or 15.12 per cent. of all trade clearances, the net import duty collected thereon being £254,400 or 19 per cent. of the total net duty collections.

The average value per yard of imported cotton textiles was 6d., as compared with 6.2d. in 1927 and 7.5d. in 1926, cotton blankets showing a continued decrease in value from 2/2.96d. in 1926 to 1/11.25d. in 1927 and 1/8.8d. in 1928.

The following comparative statements indicate the position of the cotton textile trade as regards the different varieties imported and the sources of supply :—

(a) Different varieties of cotton textiles imported during the last three years :—

	1926		1927		1928.	
	Value	Percentage of Textiles	Value	Percentage of Textiles	Value	Percentage of Textiles
	£		£		£	
Unbleached .. .. .	323,127	30	299,603	27	308,876	24
Bleached .. .. .	86,555	8	80,433	7	94,798	7
Printed .. .. .	92,310	8	105,268	9	132,104	10
Dyed in the Piece .. .	193,722	18	226,743	20	255,823	20
Coloured .. .. .	213,798	20	250,390	22	310,310	23
Cotton Blankets .. .	173,368	16	161,676	15	213,594	16
Total ..	1,082,880	100	1,124,113	100	1,315,505	100
Percentage of Trade Clearances .. .	..	19.06	..	14.60	..	15.12

The progressive decrease in the relative importance of grey sheetings, to which attention has been invited in previous Reports, continues, and is an indication of the widespread change which is taking place in the requirements of the native population.

(b) Importations of all cotton fabrics from different countries during the last three years were :—

COUNTRIES WHENCE IMPORTED.	1926		1927		1928	
	Value.	Relative Percent- age.	Value.	Relative Percent- age.	Value.	Relative Percent- age.
Great Britain ..	£ 326,526	30	£ 333,503	30	£ 334,743	26
India and Burmah..	139,379	13	130,282	12	165,567	12
Germany .. ..	30,876	3	26,675	2	30,591	2
Holland .. ..	211,443	19	241,875	21	322,680	25
Japan .. ..	241,369	23	245,803	22	275,079	21
United States of America .. ..	52,923	5	76,741	7	93,634	7
All Other Countries..	80,364	7	69,234	6	93,211	7
Total ..	1,082,880	100	1,124,113	100	1,315,505	100

Great Britain maintains her hold as the chief source of supply of the better qualities of cotton textiles; Holland provides the bulk of imported cotton blankets, whilst unbleached cotton piece goods are supplied principally by Japan, the United States of America and India.

#### MOTOR VEHICLES AND BICYCLES.

The appended tables give details of imports and countries of origin of : (1) Motor cars; (2) Motor lorries; (3) Motor tractors; (4) Motor cycles; (5) Motor cycle sidecars; and (6) Bicycles; during the last three years :—

COUNTRIES OF ORIGIN	1926		1927		1928	
	No.	Value	No.	Value	No.	Value
<i>(1) Motor Cars.</i>						
Great Britain .. ..	186	£ 42,811	235	£ 48,448	163	£ 32,974
Dominion of Canada .. ..	256	28,600	501	60,863	607	68,722
Belgium .. ..	1	150	..	..	2	300
France .. ..	37	6,477	8	2,195	5	1,674
Germany .. ..	12	2,026	..	..	4	796
Holland .. ..	1	110	1	150	..	..
Italy .. ..	43	8,846	104	18,291	67	11,839
United States of America ..	867	161,433	736	145,063	768	140,519
Total ..	1,403	250,453	1,585	275,010	1,616	256,824
<i>(2) Motor Lorries.</i>						
Great Britain .. ..	121	36,440	61	19,821	59	16,323
Dominion of Canada .. ..	233	25,076	356	42,697	908	98,923
Belgium .. ..	12	2,000	9	1,660	..	..
France .. ..	45	13,734	9	2,537	6	1,298
Germany .. ..	11	4,856	4	1,332	2	678
Italy .. ..	18	3,977	5	1,040	4	1,501
United States of America ..	695	138,866	221	45,987	355	71,435
Total ..	* 1,135	* 224,949	665	115,074	1,334	190,158
<i>(3) Motor Tractors.</i>						
Great Britain .. ..			25	9,117	5	1,228
Dominion of Canada .. ..			145	16,327	28	5,132
Belgium .. ..			1926 included with motor lorries	13	2,882	..
France .. ..				8	3,104	..
Germany .. ..				76	26,643	6
Holland .. ..				4	438	..
Italy .. ..				1	283	..
United States of America ..			345	82,787	349	98,768
Total ..			617	141,581	388	107,023

\* Includes motor tractors for 1926 only.

## Motor Vehicles and Bicycles—Contd.

COUNTRIES OF ORIGIN.	1926		1927		1928	
	No.	Value.	No.	Value	No.	Value
	£					
<i>(4) Motor Cycles.</i>						
Great Britain .. .. .	* 549	23,024	409	17,351	281	11,615
Belgium .. .. .	2	103	1	42	..	..
France .. .. .	1	25	3	74	1	25
Germany .. .. .	13	475	7	598	..	..
Holland .. .. .	2	67	..	..	..	..
Italy .. .. .	2	62	1	23	2	73
Sweden .. .. .	..	..	..	..	1	73
United States of America ..	33	1,621	25	1,341	17	893
Total ..	*602	25,377	446	19,429	302	12,679
<i>(5) Motor Cycles, Sidecars for.</i>						
Great Britain .. .. .	Included with		43	1,085	22	361
Italy .. .. .	motor cycles in		..	..	1	10
United States of America ..	1926		4	89	4	99
Total ..	†		47	1,174	27	470
<i>(6) Cycles, not Motor.</i>						
Great Britain .. .. .	11,415	92,959	4,724	32,984	6,018	38,553
Belgium .. .. .	..	..	..	..	1	5
France .. .. .	75	343	5	42	2	14
Germany .. .. .	55	257	15	82	21	50
Holland .. .. .	84	541	99	701	6	36
Italy .. .. .	..	..	1	5	..	..
Japan .. .. .	..	..	7	41	104	357
United States of America ..	..	..	1	10	..	..
Total ..	11,629	94,100	4,852	33,865	6,152	39,015

\* Includes sidecars for 1926 only. † Included with motor cycles in 1926 only.

Increased importations of motor lorries are attributable to the extended use of motor transport in Kenya and Uganda, whilst the more favourable cotton crop in Uganda is mainly responsible for the increase in bicycle imports.

Great Britain continues to maintain its predominant position in the local cycle market, but takes a very disappointing share of the important trade in motor vehicles other than motor cycles. Under this latter heading, vehicles to the value of £554,005 were imported during 1928, of which Great Britain supplied goods to the value of £50,025, or less than 10 per cent. of the total.

Other important classes of imports showing considerable expansion are: Industrial machinery, oils and motor spirit, bags and sacks, tea and sugar. In spite of the establishment of local refineries and the imposition of a heavy protective duty, imports of the last-named item have increased from 9,724 cwt. in 1927 to 80,244 cwt. in 1928.

## PARCEL POST.

Imports by parcel post are included in one aggregate total and are not classified under the different statistical headings.

Goods imported through this medium were valued at £431,539, or 4.96 per cent. of total clearances on private account, as compared with £403,869, or 5 per cent., in 1927, and £372,460, or 5 per cent., in 1926.

Customs duty on Post Parcels is assessed by the Customs Department and collected by the Postal Authorities. The amount accruing from this source during the year under review was £79,783, as compared with £77,031 in 1927, and £71,519 in 1926.

## 8. COUNTRIES OF ORIGIN OF IMPORTED TRADE GOODS:—

Imports are credited, where possible, to the country in which the goods have been grown, manufactured or produced. In cases where particulars of origin are not available, the goods are credited to the country of despatch.

Tables II and III give particulars of the origin of goods entered for Home Consumption; the percentage division of trade between the various principal countries of supply during the past three years being as follows :—

COUNTRIES OF ORIGIN	1926	1927	1928
Great Britain .. .. .	% 37·12	% 38·34	% 34·59
British Possessions .. .. .	30·61	25·57	27·53
Total British Empire.. .. .	67·73	63·91	62·12
Foreign Countries :—			
Belgium .. .. .	1·33	1·42	1·19
*Dutch East Indies .. .. .	..	2·43	2·24
France .. .. .	1·37	1·41	1·52
Germany .. .. .	3·70	4·58	4·38
Holland .. .. .	4·77	4·93	5·41
Italy .. .. .	0·80	1·06	1·15
Japan .. .. .	3·90	4·15	4·55
*Persia .. .. .	..	2·19	2·44
United States of America .. .. .	10·06	10·75	11·33
Other Foreign Countries .. .. .	6·34	3·17	3·67
Total Foreign Countries .. .. .	32·27	36·09	37·88

\* Included with other Foreign Countries prior to 1927.

Trade in goods originating in Japan and the United States of America continues to benefit by the direct steamship services inaugurated in 1927 between those countries and Mombasa.

The division of import trade in 1928, according to the main statistical headings, is shown below :—

ARTICLES	Great Britain	British Possessions	Foreign Countries	Total	British Empire Proportion
	£	£	£	£	%
CLASS I.—Food, Drink and Tobacco .. .. .	356,126	1,035,286	320,145	1,711,557	81·30
CLASS II.—Raw Materials and Articles Mainly Unmanufactured .. .. .	5,794	514,237	28,813	548,844	94·74
CLASS III.—Articles Wholly or Mainly Manufactured .. .. .	2,223,801	793,543	2,850,219	5,867,563	51·42
CLASS IV.—Animals not for Food .. .. .	7,470	7,603	280	15,353	98·17
CLASS V.—Parcel Post.. .. .	306,887	43,736	80,916	431,539	81·25
CLASS VI.—Trade Bullion and Specie .. .. .	107,788	..	13,417	121,205	88·93
Total	£ 3,007,866	2,394,405	3,293,790	8,696,061	62·12

The following is a summary of the main items from the principal sources of supply, values in respect of the year 1927 being given in brackets :—

*Great Britain.*—Cotton textiles £334,743 (£333,503); Machinery £265,333 (£223,999); Cigarettes £125,097 (£100,372); Motor Vehicles and Bicycles £101,154 (£128,806); Galvanised Iron Sheets £100,655 (£119,073); Cement £96,561 (£79,440); Whisky £82,173 (£71,942); Wearing Apparel £67,114 (£62,121); Tyres and Tubes £47,276 (£53,767); Tubes, Pipes and their Fittings £44,314 (£42,224); and Implements and Tools £28,173 (£29,384).

*India.*—Jute Bags and Sacks £254,502 (£159,541); Cotton Textiles £165,567 (£130,282); Rice £86,956 (£78,458); Wheat Meal and Flour £57,158 (£58,196); Tea £54,656 (£49,910); and Spices £15,713 (£11,727).

*Canada.*—Motor Vehicles £172,777 (£119,887); and Machinery £14,157 (£14,113).

*Union of South Africa.*—Coal £92,560 (£72,744).

*United States of America.*—Motor Vehicles and Bicycles £311,714 (£275,178); Cotton Textiles £93,634 (£76,741); Petrol £82,434 (£53,928); Tyres and Tubes £62,106 (£46,130); Kerosene £59,863 (£38,295); Lubricating Oil £53,953 (£57,400); and Machinery £52,900 (£37,597).

*Holland.*—Cotton Textiles £322,680 (£241,875); and Tobacco Manufactured £76,208 (£72,602).

*Japan.*—Cotton Textiles £275,079 (£245,803); and Wearing Apparel £48,440 (£30,189).

*Germany.*—Cotton Textiles £30,591 (£26,675); Agricultural and Horticultural Tools £30,289 (£120); Machinery £21,902 (£24,733); Aluminium Hollow-ware £20,983 (£11,552); and Shovels, Spades, etc. £18,478 (£28,693).

*Persia.*—Fuel Oil £123,233 (£69,510); Petrol £52,917 (£51,073); and Kerosene £36,298 (£47,837).

*Dutch East Indies.*—Petrol £103,809 (£100,053); Kerosene £51,160 (£50,745); and Fuel Oil £37,695 (£36,145).

### 9. GROWTH OF IMPORT TRADE.

The following statement shows the value of Trade Imports (excluding imports on Government account and goods in transit and transhipment) since control of the Territory was transferred from the Imperial British East Africa Company to the British Government on 1st July, 1895:—

Period.	Value.	Increase.	Decrease.
	£	%	%
Year ended 31st March, 1896 ...	176,933	—	—
"    "    1897 ...	261,706	48	—
"    "    1898 ...	297,655	14	—
"    "    1899 ...	472,369	59	—
"    "    1900 ...	446,612	...	5
Five yearly average...	331,055	—	—
Year ended 31st March, 1901 ...	450,004	—	—
"    "    1902 ...	421,260	...	6
"    "    1903 ...	443,032	5	—
"    "    1904 ...	436,947	...	1
"    "    1905 ...	518,143	19	—
Five yearly average...	453,877	—	—
Year ended 31st March, 1906 ...	672,360	30	—
"    "    1907 ...	753,647	12	—
"    "    1908 ...	799,717	6	—
"    "    1909 ...	797,158	—	—
"    "    1910 ...	775,246	...	3
Five yearly average...	759,877	—	—
Year ended 31st March, 1911 ...	997,983	29	—
"    "    1912 ...	1,247,260	25	—
"    "    1913 ...	1,808,343	15	—
"    "    1914 ...	2,147,937	19	—
"    "    1915 ...	1,469,210	...	31
Five yearly average...	1,534,147	—	—
Year ended 31st March, 1916 ...	1,708,333	16	—
"    "    1917 ...	3,024,123	77	—
"    "    1918 ...	2,871,490	...	5
"    "    1919 ...	3,419,434	19	—
"    "    1920 ...	3,019,639	—	12
Five yearly average...	2,808,604	—	—

## GROWTH OF IMPORT TRADE.—(Contd.)

Period.	Value.	Increase.	Decrease.
	£	%	%
*Year ended 31st March, 1921 ...	*7,171,410	137*	—
9 months ended 31st December, 1921	2,370,269	—	—
Year ended 31st December, 1922	2,696,775	—	4 (a)
(a) over previous average			
Year ended 31st December, 1923 ...	4,529,169	68	—
" " 1924 ...	6,524,322	44	—
" " 1925 ...	8,628,035	32	—
Five yearly average excluding the nine months ended 31st December, 1921	5,909,942	—	—
Year ended 31st December, 1926 ...	7,680,577	...	11
" " 1927 ...	7,851,611	2	—
" " 1928 ...	8,747,777	11	—

\* 1921 figures are somewhat inflated on account of conversion at the rate of Fls. 10 per £1 instead of Fls. 15 as formerly.

Graph No. 1 (Appendix) illustrates the trend of Trade Imports during the last twenty years.

## 10. IMPORTS ON GOVERNMENT ACCOUNT:—

These imports are valued at £1,652,538, as follows:—

	£
Kenya Government Stores ...	234,180
Materials for the Kenya and Uganda Railway ...	1,229,303
Materials for the construction of Kilindini Harbour Works ...	61,366
Uganda Government Stores ...	127,689
	<u>£1,652,538</u>

## 11. GOODS ENTERED IN TRANSIT:—

Imports under this heading are valued at £143,551 as compared with £143,538 in 1927 and £120,861 in 1926.

## 12. GOODS IN TRANSHIPMENT:—

Goods to the value of £241,846 were entered in transshipment during the year as compared with £200,723 in 1927 and £171,624 in 1926, this continued expansion indicating that advantage is being taken of the facilities afforded for the transshipment of goods at the port of Mombasa.

## 13. TOTAL IMPORT TRADE:—

The appended statement indicates the value of all imports into Kenya and Uganda during the last three years.

DESCRIPTION.	1926.	1927.	1928.
	£	£	£
Trade Imports ...	7,680,577	7,851,611	8,747,777
Kenya Government Stores (including specie)	137,617	173,046	234,180
Uganda Government Stores ...	128,683	116,750	127,689
Materials for the maintenance and extension of the Kenya and Uganda Railway ...	1,115,992	841,447	1,229,303
Materials for the construction of Kilindini Harbour Works ...	8,448	54,357	61,366
*Tanganyika Territory Government Stores ...	9,105	9,838	—
Goods in Transit ...	120,861	143,538	143,551
Goods entered in Transshipment ...	171,624	200,723	241,846
Total ...	<u>9,372,907</u>	<u>9,391,310</u>	<u>10,785,712</u>
The above figures include imports of specie by Kenya Government valued at ...	—	2,500	12,047

\* Tanganyika Territory Government Stores imported *via* Mombasa are included under "Transit" figures from 1st August, 1927, onwards.

#### 14. WAREHOUSED GOODS:—

In addition to the Government Warehouses at Mombasa, Nairobi, Kampala and Jinja; 18 Private Bonded Warehouses were licensed during the year; of this number 16 are situated at Mombasa, 1 at Nairobi and 1 at Kampala.

The value of goods remaining in bond at the close of the year amounted to £368,814. as against £412,791 at the 31st December, 1927.

The appended statement gives a summary of the goods on hand at 31st December, 1928.

ARTICLES	Unit of Quantity	IN KENYA		IN UGANDA		TOTAL	
		Quantity	Approximate Value	Quantity	Approximate Value	Quantity	Approximate Value
			£		£		£
Cotton Piece Goods							
Unbleached ..	Yard	517,276	9,507	..	..	517,276	9,507
Bleached ..	Cwt.	1,238	..	..	..	1,238	..
Coloured, Printed and Dyed ..	Yard	310,657	6,219	38,095	1,092	348,752	7,311
Corrugated Iron							
Sheets .. ..	..	1,485,695	50,828	44,112	1,640	1,529,807	52,468
Cement .. ..	Ton	169	2,847	..	..	169	2,847
Bicycles .. ..	No.	224	911	..	..	224	911
Motor Cycles ..	..	225	1,152	72	665	297	1,817
Motor Cars ..	..	15	676	..	..	15	676
Petrol in cases ..	Imp. gal.	117	19,735	..	..	117	19,735
Petrol at Oil Installation .. ..	..	109,112	8,632	..	..	109,112	8,632
Kerosene Oil—							
In Cases .. ..	..	1,088,198	49,513	..	..	1,088,198	49,513
At Oil Instal'n ..	..	214,735	10,487	..	..	214,735	10,487
Oils, Greases, Colours and Paints							
Spirits .. ..	Cwt.	829,482	27,373	..	..	829,482	27,373
Wines .. ..	Prf. gal.	3,525	7,275	..	..	3,525	7,275
Liqueurs .. ..	Imp. gal.	15,638	17,810	994	1,042	16,632	18,852
Perfumed Spirits ..	..	5,831	4,824	224	180	6,055	5,004
Tobacco & Cigarettes .. ..	..	624	659	4	7	628	666
Tea .. ..	..	93	113	..	..	93	113
Milk .. ..	lb.	233,303	29,384	..	..	233,303	29,384
Common Soap .. ..	Cwt.	1,449	14,184	..	..	1,449	14,184
Matches .. ..	..	221	837	6	17	227	854
Ale, Beer & Stout	..	1,346	3,202	2	5	1,348	3,207
Bolts, Nuts, Rivets, etc. .. ..	Gross	17,483	2,346	6,800	740	24,283	3,086
Blankets .. ..	Imp. gal.	13,817	2,824	276	75	14,093	2,899
Provisions .. ..	..	6	277	..	..	6	277
Wire, Copper and Brass .. ..	Ton	89,717	12,282	1,100	176	90,817	12,458
Beads .. ..	No.	..	1,756	..	194	..	1,950
Typewriters .. ..	Value	..	..	..	..	..	..
Other Goods .. ..	..	13	1,348	..	..	13	1,348
	..	24,472	1,845	1,000	36	25,472	1,881
	..	24	335	..	..	24	335
	..	..	68,368	..	5,396	..	73,764
<b>Total ..</b>			<b>357,549</b>		<b>11,265</b>		<b>368,814</b>
Approximate value of goods in Bond on							
31-12-1927 .. ..	..	..	373,450	..	39,341	..	412,791
31-12-1926 .. ..	..	..	409,536	..	81,496	..	491,032

#### 15. GENERAL EXPORTS:—

The export trade of Kenya and Uganda is classified under the following heads:—

- (a) Re-exports (i.e. all imported goods—other than goods declared in transit or transhipment—subsequently re-exported to a foreign destination).
- (b) Domestic exports (i.e. goods the growth, produce or manufacture of Kenya and Uganda).
- (c) Transit exports (i.e. exports of goods entered in transit).
- (d) Transhipment exports.



For statistical purposes the value of exports is the *f.o.b.* value at port of shipment, the value of re-exports being the landed value as declared on original import entry.

#### 16. RE-EXPORTS.

This heading includes all imported goods (other than goods declared in transit or transshipment) subsequently re-exported to a foreign destination.

The value of goods re-exported during 1928 amounted to £2,102,998 or 24.18 per cent. of the total value of imports for Home Consumption, as compared with £1,555,502 or 20.2 per cent. in 1927, and £1,834,295 or 24.7 per cent. in 1926; this high percentage figure illustrating the importance of the entrepot trade of the territories.

Tables VI and VII give full particulars of all articles re-exported, the following abstract summarising the principal items:—

<i>Articles.</i>	<i>Value.</i>
	£
Rice ... ..	3,321
Wheat meal and flour ... ..	4,657
*Coffee ... ..	583,023
Whisky ... ..	4,071
Sugar ... ..	5,136
Tea ... ..	8,098
Other articles of food and drink ... ..	23,740
Cigarettes, cigars and tobacco ... ..	32,796
*Cotton ... ..	123,626
*Sisal fibre and tow ... ..	54,890
*Groundnuts ... ..	14,378
*Hides and skins ... ..	93,714
*Other raw materials and articles mainly unmanufactured ... ..	38,933
Cement, building ... ..	14,039
Other earthenware, glass and glassware ... ..	3,810
Iron and steel manufactures thereof ... ..	36,564
Non-ferrous metals and manufactures thereof ... ..	8,204
Cutlery, hardware, instruments & implements ... ..	32,448
Electrical goods and apparatus ... ..	1,645
Machinery and parts thereof ... ..	31,300
Manufactures of wood and timber ... ..	4,350
Cotton yarns and manufactures ... ..	231,537
Woollen, silk and textile manufactures ... ..	36,457
Wearing apparel and haberdashery ... ..	32,271
Chemicals, drugs, dyes and colours ... ..	5,271
Oils, fats and resin manufactures ... ..	185,505
Leather and manufactures thereof ... ..	2,483
Paper, cardboard and stationery... ..	6,196
Vehicles and parts thereof ... ..	109,931
Rubber manufactures ... ..	20,546
Miscellaneous articles wholly or mainly manufactured ... ..	81,610
Parcel post ... ..	8,424
Animals not for food ... ..	1,453
Bullion and specie ... ..	278,121
<i>Total ...</i>	£2,102,998

\* Items marked thus refer principally to produce imported from Tanganyika Territory and subsequently re-exported *via* Mombasa.

During 1928 this traffic, details of which are given under paragraph 27 (b), was valued at £879,623, as compared with £661,615 in 1927, and £880,203 in 1926.

## 17. DOMESTIC EXPORTS:—

Totals of the value of domestic exports from Kenya and Uganda respectively during the past twenty-one years are given below:—

PERIOD.	KENYA.	UGANDA.	TOTAL.
	£	£	£
Year ended 31st March, 1908 .. ..	157,097	140,277	297,374
.. .. 1909 .. ..	140,418	140,370	280,788
.. .. 1910 .. ..	190,668	211,796	402,464
.. .. 1911 .. ..	276,480	371,513	647,993
.. .. 1912 .. ..	333,670	377,074	710,744
.. .. 1913 .. ..	421,084	427,228	848,312
.. .. 1914 .. ..	443,624	564,244	1,007,868
.. .. 1915 .. ..	314,804	506,878	821,682
.. .. 1916 .. ..	329,519	356,642	686,161
.. .. 1917 .. ..	587,044	699,824	1,286,868
.. .. 1918 .. ..	758,411	784,693	1,543,104
.. .. 1919 .. ..	984,370	1,247,457	2,231,827
.. .. 1920 .. ..	1,178,460	1,828,537	3,006,997
.. .. *1921 (At Fls. 10 to £1)..	* 1,832,805	2,866,693	*4,699,498
9 months ended 31st December, 1921 ..	(Broken period)	..	2,111,151
Year ended 31st December, 1922 ..	1,084,590	1,696,408	2,780,998
.. .. 1923 .. ..	1,564,955	2,431,477	3,996,432
.. .. 1924 .. ..	2,239,614	3,897,395	6,137,009
.. .. 1925 .. ..	2,724,629	5,097,215	7,821,844
.. .. 1926 .. ..	2,414,341	3,596,045	6,010,386
.. .. 1927 .. ..	3,086,916	2,310,300	5,397,216
.. .. 1928 .. ..	3,266,403	3,395,270	6,661,673

\* The values for 1921 are somewhat inflated by conversion at the rate of Fls. 10 per £1 instead of Fls. 15 as formerly.

Graph No. 2 illustrates the trend of domestic exports during the last twenty years.

Full particulars of each commodity exported are detailed in Tables IV and VI. Totals of the various classes with relative percentages, are as follows:—

CLASS	1926		1927		1928	
	Value	%	Value	%	Value	%
	£		£		£	
CLASS I.—Food, Drink and Tobacco .. ..	1,315,622	21.89	1,979,607	36.68	1,850,841	27.78
CLASS II.—Raw Materials and Articles Mainly Unmanufactured .. ..	4,662,582	77.58	3,378,882	62.60	4,767,690	71.57
CLASS III.—Articles Wholly or Mainly Manufactured ..	25,527	0.42	33,529	0.62	30,210	0.46
CLASS IV.—Animals not for Food .. ..	2,955	0.05	2,754	0.05	1,532	0.02
CLASS V.—Parcel Post .. ..	..	..	..	..	1,847	0.03
CLASS VI.—Bullion and Specie	3,700	0.06	2,444	0.05	9,553	0.14
Total ..	6,010,386	100	5,397,216	100	6,661,673	100

The appended comparative tables indicate the most conspicuous increases and decreases both in quantity and value :—

## (a) INCREASES

ARTICLES	Unit of Quantity	1927		1928	
		Quantity	Value	Quantity	Value
Wheat .. .. .	Cwt.	278	£ 200	136,640	£ 75,195
Other Grain .. .. .	"	3,020	1,498	10,126	6,217
Wheat Meal and Flour .. .. .	"	5,495	6,038	17,729	17,561
Maize Meal and Flour .. .. .	"	91,420	38,430	113,308	48,870
Oil Seed Cake .. .. .	Ton	568	3,072	907	5,411
Bacon and Ham .. .. .	Cwt.	157	1,515	222	1,789
Chillies .. .. .	"	1,521	4,945	4,447	25,900
Ghee .. .. .	"	116	786	152	1,243
Potatoes .. .. .	"	43,105	10,036	57,296	16,993
Provisions, Frseh .. .. .	Value	..	521	..	2,981
Cedar Wood .. .. .	Cubic ft.	13,548	5,400	39,551	14,764
Timber, Hewn and Sawn .. .. .	"	22,037	4,574	41,568	12,655
Carbonate of Soda .. .. .	Ton	56,675	263,129	78,255	403,131
Metalliferous Ores, Non-ferrous .. .. .	"	122	21,600	254	50,798
Cotton, Raw .. .. .	Cental of 100 lbs.	527,481	1,692,568	556,471	2,486,038
Sials and Sisal Tow .. .. .	Ton	15,839	468,974	16,516	495,959
Cotton Seed .. .. .	"	29,502	170,303	45,507	323,109
Copra .. .. .	"	736	14,070	1,348	28,955
Gums and Beeswax .. .. .	Cwt.	523	2,956	1,050	6,105
Sesame Oil .. .. .	Imp.gal.	13,988	3,586	25,576	7,023
Hides, Dry and Dry Salted .. .. .	Cwt.	77,453	262,637	111,582	501,647
Skins, Sheep and Goat .. .. .	No	1,242,931	65,714	1,865,900	90,619
Barks and Extracts for Tanning .. .. .	Cwt.	68,468	37,410	140,571	66,993
Wool .. .. .	"	7,423	64,561	7,899	103,040
* Soap, Common .. .. .	"	* 6,619	* 11,719	* 7,630	* 11,124
Gold Bullion .. .. .	Oz. troy	712	2,444	1,909	9,553

\* Increase in quantity only.

## (b) DECREASES

ARTICLES	Unit of Quantity	1927		1928	
		Quantity	Value	Quantity	Value
Maize .. .. .	Cwt.	1,787,665	505,893	892,660	306,078
Pulse .. .. .	"	36,790	19,911	18,183	11,816
Coffee, Raw .. .. .	"	253,319	1,310,701	251,956	1,283,636
Sugar and Jaggery .. .. .	"	32,628	49,228	16,394	23,822
Mangrove Poles .. .. .	No.	373,146	4,830	216,871	2,967
Timber, Other Sorts .. .. .	Cubic ft.	26,256	4,545	537	131
Sesame Seed .. .. .	Cwt.	4,137	81,110	948	18,416
Rubber, Plantation and Wild .. .. .	Cental of 100 lbs.	14,620	82,468	11,319	54,998
Ivory, Elephant .. .. .	Cwt.	949	65,985	587	38,933

*Cotton* continues to be the item of first importance in the list of the domestic exports of Kenya and Uganda. As will be noted in the foregoing table, exports of this commodity show an increase of 28,990 centals, and, in value, of £793,470, as compared with 1927.

The declared value per cental of 100 lbs. was £4 9s. 4d. as against £3 4s. 2d. in 1927 and £4 4s. 5d. in 1926.

Of the total quantity exported, 2,527 centals valued at £10,710, were declared as originating in Kenya.

*Coffee* takes second place in the value of exports. Shipments of Kenya and Uganda coffee during the last two years were :—

PRODUCE OF	1927		1928		INCREASE		DECREASE	
	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
	Cwts.	£	Cwts.	£	Cwts.	£	Cwts.	£
Kenya .. .. .	209,805	1,140,293	211,608	1,119,448	1,803	..	..	20,845
Uganda .. .. .	43,514	170,408	40,348	164,188	..	..	3,166	6,220
Total .. .. .	253,319	1,310,701	251,956	1,283,636	..	..	1,363	27,065

The average declared value per cwt. was 101s. 10.2d. as against 103s. 5.7d. during 1927.

*Hides and skins* show the very satisfactory increase in value of £263,288.

*Sisal fibre and tow.*—Shipments during 1928 increased by 677 tons in quantity, and £26,985 in value. The average declared value per ton was £30/0/7, as compared with £29/12/3 in 1927.

*Carbonate of Soda.*—The continued activities of the company holding this concession are reflected in an increased output of 21,580 tons, valued at £140,002.

*Maize.*—Adverse climatic conditions, the depredations of insect pests and an increased local demand due to famine conditions in Uganda, resulted in a serious diminution in the amount of maize available for export in 1928, there being a decrease in overseas exports of 895,005 cwts. valued at £199,815 as compared with shipments during the previous year. Exports of maize meal show a satisfactory increase of 21,888 cwts. valued at £10,440. Particulars of maize and maize meal supplied by Kenya to Uganda and therefore not included in export statistics are as follows:—

	1927		1928	
	Cwts.	Value	Cwts.	Value
Maize .. .. .	3,234	£ 940	3,571	£ 1,285
Maize Meal and Flour .. .. .	24,983	9,938	193,766	81,032
Total ..	28,217	10,878	197,337	82,317

*Wheat.*—The increase in the export of wheat from 278 cwt. in 1927 to 136,640 cwt. in 1928 is particularly noteworthy, but it is somewhat disappointing to find that this comparatively large exportable surplus has had no apparent effect on the importation of wheat flour, 64,742 cwt. being imported in 1928 as compared with 63,843 cwt. in 1927.

*Other Produce.*—Exports of wool show an increase of 476 cwts. valued at £38,479. The average declared f.o.b. value per lb. was 2s. 4d. as against 1s. 7d. in 1927.

Satisfactory increases are recorded under wattle bark and wattle extract; chillies; timber and copra, whilst decreases are recorded under rubber and ivory. The development of tin mining in Uganda is reflected in the increased exports under non-ferrous metalliferous ores.

*Local Industries.*—In view of the development of local industries in connection with the items mentioned, the following comparative figures of imports and exports are appended:—

ARTICLE AND YEAR	Unit of Quantity	Imports for Home Consumption		Re-exports		Domestic Exports	
		Quantity	Value	Quantity	Value	Quantity	Value
(a) <i>Wheat in the Grain.</i>			£		£		£
1926 .. .. .	Cwt.	2,821	2,612	36	32	33	22
1927 .. .. .	"	2,904	2,649	44	44	278	200
1928 .. .. .	"	3,754	3,227	112	86	136,640	75,195
(b) <i>Wheat Meal and Flour.</i>							
1926 .. .. .	"	58,257	57,929	1,779	1,782	3,343	3,424
1927 .. .. .	"	63,843	58,739	3,409	3,281	5,495	6,038
1928 .. .. .	"	64,742	57,231	5,485	4,657	17,729	17,561
(c) <i>Bacon and Ham.</i>							
1926 .. .. .	"	121	1,304	3	37	139	1,367
1927 .. .. .	"	124	1,253	..	4	157	1,515
1928 .. .. .	"	93	848	..	3	222	1,789
(d) <i>Ale, Beer, Stout, etc.</i>							
1926 .. .. .	Imp. gal.	109,503	23,751	7,909	1,723	112	50
1927 .. .. .	"	124,316	26,198	7,202	1,509	957	426
1928 .. .. .	"	157,245	31,649	6,448	1,338	1,474	568

## Local Industries.—Contd.

ARTICLE AND YEAR	Unit of Quantity	Imports for Home Consumption		Re-exports		Domestic Exports	
		Quantity	Value	Quantity	Value	Quantity	Value
			£		£		£
(e) <i>Butter.</i>							
1926 .. .. .	Cwt.	23	275	..	..	792	7,389
1927 .. .. .	"	61	675	6	69	507	4,938
1928 .. .. .	"	147	1,624	36	362	513	4,917
(f) <i>Cheese.</i>							
1926 .. .. .	"	118	1,397	1	10	180	1,456
1927 .. .. .	"	161	1,780	5	44	149	1,304
1928 .. .. .	"	262	2,968	19	197	107	523
(g) <i>Ghee.</i>							
1926 .. .. .	"	7,099	49,838	10	76	54	448
1927 .. .. .	"	10,475	46,832	15	81	116	786
1928 .. .. .	"	8,986	36,372	63	455	152	1,243
(h) <i>Sugar.</i>							
1926 .. .. .	"	19,567	20,865	1,201	1,296	23,839	31,366
1927 .. .. .	"	9,724	10,773	815	898	32,628	49,228
1928 .. .. .	"	80,244	68,903	5,241	5,191	16,394	23,822
(i) <i>Timber.</i>							
1926 .. .. .	Cubic ft.	148,230	34,703	8,467	1,345	97,108	23,549
1927 .. .. .	"	107,106	23,485	3,385	561	61,841	14,519
1928 .. .. .	"	150,175	29,265	8,397	1,641	82,276	27,721
(j) <i>Soap, Common.</i>							
1926 .. .. .	Cwt.	13,641	30,985	662	1,392	4,453	9,015
1927 .. .. .	"	11,906	26,912	373	915	6,619	11,719
1928 .. .. .	"	14,957	35,042	232	505	7,630	11,124

## 18. COUNTRIES OF DESTINATION OF DOMESTIC EXPORTS:—

By "countries of destination" is meant the countries of destination so far as can be ascertained at the time of shipment. In cases where particulars of ultimate destination are not known the goods are credited to the declared country to which they are consigned.

Particulars of the countries of destination of domestic produce are given in Tables VI and VII, the percentage division of trade between the various principal overseas markets during the past three years being as follows:—

COUNTRIES OF DESTINATION	1926	1927	1928
Great Britain .. .. .	% 49.5	% 47.4	% 45.99
British Possessions .. .. .	26.2	23.2	28.28
Total British Empire .. .. .	75.7	70.6	74.27
Foreign Countries:—			
Arabia .. .. .	0.2	0.2	0.08
Belgium .. .. .	5.4	5.9	5.69
Egypt .. .. .	1.1	1.2	0.69
France .. .. .	2.5	1.6	2.74
Germany .. .. .	1.2	3.0	1.37
Holland .. .. .	1.7	1.8	0.89
Italy .. .. .	1.1	0.4	1.63
Italian East Africa and Colonia Erytrea .. .. .	0.8	1.7	1.78
United States of America .. .. .	1.6	1.4	2.15
Japan .. .. .	7.8	11.2	7.31
Other Foreign Countries .. .. .	0.9	1.0	1.40
Total Foreign Countries .. .. .	24.3	29.4	25.73

The division of trade in domestic exports according to the main statistical headings is shown below :—

	Great Britain.	British Possessions.	Foreign Countries.	Total.	British Empire Proportion.
	£	£	£	£	%
CLASS I.—Food, Drink and Tobacco .. .. .	1,180,233	289,634	380,974	1,850,841	79.4
CLASS II.—Raw Materials and Articles Mainly Unmanufactured .. .. .	1,872,758	1,564,026	1,330,906	4,767,690	72.0
CLASS III.—Articles Wholly or Mainly Manufactured ..	1,080	27,362	1,768	30,210	94.1
CLASS IV.—Animals not for Food .. .. .	315	1,087	130	1,532	91.5
CLASS V.—Parcel Post ..	..	1,847	..	1,847	100
CLASS VI.—Bullion and Specie	9,509	44	..	9,553	100
Total ..	3,063,895	1,884,000	1,713,778	6,661,673	74.2

The following is a summary of the principal commodities exported to the most important markets, relative figures in regard to 1927 being given in brackets :—

*Great Britain.*—Coffee £1,023,445 (£1,115,482); Cotton £887,186 (£448,769); Cotton seed £317,817 (£163,149); Hides and skins £219,654 (£142,554); Sisal fibre and tow £178,294 (£192,438); Maize £113,339 (£262,277); Wool £103,040 (£63,980) Rubber £54,387 (£80,560) and Metallic ores, non-ferrous £50,698 (£12,672).

*India.*—Cotton £1,364,509 (£848,749); Wheat £23,685 (nil); Carbonate of soda £27,100 (£21,275); Hides and skins £9,468 (£20,885) and Barks and extracts for tanning £2,794 (£203).

*Tanganyika Territory.*—Sugar £23,137 (£48,614); Maize meal and flour £18,122 (£33,289); Wheat meal and flour £15,642 (£5,788); Timber £10,590 (£8,068) and Copra £5,204 (£747).

*Union of South Africa.*—Wheat £42,670 (£130); Coffee £41,292 (£54,470) and Sisal fibre and tow £9,410 (£4,855).

*Japan.*—Carbonate of soda £243,575 (£215,972); Cotton £231,684 (£380,058) and Cotton seed £5,292 (£4,865).

*Belgium.*—Sisal fibre and tow £178,279 (£173,449); Hides and skins £142,384 (£60,759); Maize £45,935 (£80,123) and Barks and extracts for tanning £4,890 (nil).

*France.*—Hides and skins £69,187 (£21,965); Coffee £61,437 (£21,884); Maize £27,864 (£24,344) and Copra £9,927 (£11,219).

*United States of America.*—Sisal fibre and tow £94,674 (£25,469); Hides and skins £35,882 (£39,897) Carbonate of soda £26,974 (nil) and timber £6,933 (£459).

*Italian East Africa and Colonia Erytraea.*—Maize £60,695 (£47,439); Coffee £39,117 (£28,077) and Sesame seed £14,057 (£13,469).

*Italy.*—Hides and skins £71,456 (£14,192); Groundnuts £13,482 (£182); Copra £7,087 (£170) and Sisal fibre and tow £5,873 (£3,664).

*Germany.*—Maize £25,904 (£68,652); Hides and skins £24,002 (£18,739); Barks and extracts for tanning £17,153 (£13,705); Sisal fibre and tow £14,053 (£34,706); Timber £4,506 (£1,397).

### 19. GROWTH OF EXPORT TRADE:—

Yearly values of the total exports (including re-exports of imported merchandise but excluding exports of goods in transit and transshipment) since 1908, are given below:—

Period	Value. £	COMPARED WITH PREVIOUS YEARS.	
		Increase per cent.	Decrease per cent.
Year ended 31st March 1908 ... ..	555,202	—	—
" " " " 1909 ... ..	463,403	...	16
" " " " 1910 ... ..	623,657	34	—
" " " " 1911 ... ..	1,032,913	66	—
" " " " 1912 ... ..	1,152,323	11	—
Five yearly average ... ..	765,500	—	—
Year ended 31st March 1913 ... ..	1,353,163	17	—
" " " " 1914 ... ..	1,680,189	24	—
" " " " 1915 ... ..	1,117,349	...	33
" " " " 1916 ... ..	1,147,211	2	—
" " " " 1917 ... ..	1,856,693	62	—
Five yearly average ... ..	1,430,921	—	—
Year ended 31st March 1918 ... ..	2,290,118	23	—
" " " " 1919 ... ..	3,224,854	41	—
" " " " 1920 ... ..	4,321,454	34	—
" " " " 1921 ... ..	5,746,196	33	—
(9 months) ended 31st December 1921 ... ..	2,857,518	(Incomplete	period).
Year ended " " 1922 (including specie valued £1,954,528) ... ..	5,504,579	...	4
Five yearly average excluding 9 months ended 31st December 1921 ... ..	4,217,440	—	—
Year ended 31st December, 1923 (including specie £466,299) ... ..	5,377,122	...	2
Year ended 31st December, 1924 including specie £354,732) ... ..	7,720,122	43	—
" " " " 1925 " £276,733) ... ..	9,576,153	24	—
" " " " 1926 " £242,624) ... ..	7,844,681	...	18
" " " " 1927 " £91,666) ... ..	6,952,718	...	11
Five early average ... ..	7,494,159	—	—
Year ended 31st December, 1928 ... ..	8,764,671	26	—

Graph No. 1 (Appendix) illustrates the trend of total exports during the last twenty years.

### 20. TRANSIT EXPORTS:—

Exports under this heading are valued at £142,861 as against £143,067 in 1927 and £119,544 in 1926.

### 21. TRANSHIPMENT EXPORTS:—

As stated at paragraph 12, exports under this heading are valued at £241,846.

### 22. TOTAL EXPORT TRADE:—

The following statement indicates the value of all exports from Kenya and Uganda during the last three years:—

DESCRIPTION	1926	1927	1928
Re-exports from Kenya and Uganda .. ..	£ 1,834,295	£ 1,555,502	£ 2,102,998
Domestic Exports of Kenya .. ..	2,414,341	3,086,916	3,266,403
" " Uganda .. ..	3,596,045	2,310,300	3,395,270
Transit Exports .. ..	119,544	143,067	142,861
Transshipment Exports .. ..	171,624	200,723	241,846
Total .. .. £	8,135,849	7,296,508	9,149,378

**23. BALANCE OF TRADE:—**

The appended figures show the value of exports from and the trade imports of Kenya and Uganda during the period under review :—

(a) Total Domestic Exports	...	£6,661,673	
Total re-exports	... ..	2,102,998	
Total exports	... ..		£8,764,617
(b) Total imports	... ..	£10,400,315	
Less Value of Government Imports		£1,652,538	

Total trade imports (including goods imported during the year and remaining in bond at 31st December, 1928) ... .. £8,747,777

From these figures it will be seen that there is a favourable balance of overseas trade of £16,894 or 0.19 per cent.

Graph No. 1, appearing as an appendix to this report illustrates the position over the last twenty years and marks the extremely close connection between the values of imports and exports during similar periods.

**24. GENERAL DEVELOPMENT OF TRADE:—**

The following statement shows from 1896 onwards, the growth of the volume of import, export and re-export trade in Kenya and Uganda, including importations on Government account, specie and goods in transit and trans-shipment.

YEAR ENDED.	Value.	Compared with previous year.	
		Increase.	Decrease.
	£	%	%
31st March, 1896 (12 months) ..	250,697	..	..
1897 ..	339,841	36	..
1898 ..	370,273	8	..
1899 ..	542,514	47	..
1900 ..	588,298	5	..
1901 ..	521,331	..	9
1902 ..	1,039,099	99	..
1903 ..	835,190	..	20
1904 ..	738,525	..	12
1905 ..	956,362	30	..
1906 ..	1,290,543	36	..
1907 ..	1,645,863	27	..
1908 ..	1,745,737	6	..
1909 ..	1,584,008	..	9
1910 ..	1,755,730	11	..
1911 ..	2,569,436	46	..
1912 ..	3,086,969	20	..
1913 ..	4,094,693	33	..
1914 ..	4,880,267	19	..
1915 ..	3,602,955	..	26
1916 ..	3,739,118	4	..
1917 ..	6,592,863	77	..
1918 ..	7,850,535	19	..
1919 ..	7,065,993	..	10
1920 ..	8,028,034	14	..
1921 ..	*13,964,057	74	..
31st December, 1922 ..	9,994,444	..	28
1923 ..	11,278,289	13	..
1924 ..	19,085,587	69	..
1925 ..	22,228,380	16	..
1926 ..	17,208,483	..	23
1927 ..	16,334,190	..	5
1928 ..	19,550,383	20	..

\* Converted at the rate of Florins or Rupees 10 per £ instead of Rupees 15 as formerly.



## 25. DISTRIBUTION OF FOREIGN TRADE BETWEEN KENYA AND UGANDA:—

Kenya and Uganda being one administrative unit for purposes of Customs, complete freedom of trade between the territories exists. For this reason, and on account of the very intimate trade connection of the two countries, a detailed examination of the external trade of each territory separately is a matter of very considerable difficulty, particularly in view of the fact that virtually the whole of the imports and exports of both dependencies pass through Mombasa, the principal Port of Kenya. Consequently the combined trade figures represent generally the landed value at Mombasa in the case of imports, and the " f.o.b. Mombasa " value in the case of exports, these being the declared values for purposes of Customs.

As, however, the division of Customs Revenue is based on the consumption of dutiable articles in each territory, every endeavour is made to calculate the actual imports into Uganda with the greatest possible accuracy, exports being divided according to the declaration of the shippers. The introduction, as from 1st August, 1927, of a system of transfer forms to cover the movement of goods between the territories has done much to simplify the problem, but figures in regard to the external trade of Uganda must still be quoted in terms of values at the port of original entry or final exit, the external trade proper to Kenya alone being arrived at by a process of subtraction, as must be the case with all countries having a considerable entrepot traffic.

The succeeding paragraphs relate to the external trade of Uganda, traffic in goods either produced or originating in Kenya being excluded, as also are bonded goods stored in Uganda warehouses.

## 26. FOREIGN TRADE OF UGANDA:—

### IMPORTS.

The following are the principal articles imported into Uganda for consumption in that territory during 1927 and 1928 respectively:—

ARTICLES.	Unit of Quantity.	1927		1928	
		Quantity.	Value.	Quantity.	Value
Rice .. .. .	cwt.	25,371	£ 29,108	32,915	£ 41,573
Other Grain and Pulse ..	"	2,581	1,979	2,489	1,795
Wheat Meal and Flour ..	"	10,795	10,094	9,536	8,528
Other Meal and Flour ..	"	493	456	1,049	711
Feeding Stuffs for Animals ..	ton	..	1	1	1
Meat .. .. .	cwt.	1,516	4,749	510	2,159
Animals, Living for Food ..	No.	1,888	3,131	746	2,212
Ale, Beer, Stout, etc. ..	Imp. gals.	22,032	4,528	25,318	5,125
Ghee .. .. .	cwt.	1,927	8,773	1,523	5,976
Milk, Condensed or otherwise Preserved .. .. .	"	1,145	3,778	1,629	5,428
Salt .. .. .	"	96,789	12,851	106,257	14,763
Spices .. .. .	"	1,315	3,720	1,265	3,309
Whisky, Rum, Brandy and Gin	prf. gals.	13,956	17,826	16,871	21,732
Other Spirits .. .. .	Imp. gals.	293	368	222	293
Sugar .. .. .	cwt.	158	196	1,877	1,879
Tea .. .. .	"	1,434	13,592	1,691	16,245
Wines .. .. .	Imp. gals.	8,004	4,883	9,880	6,847
Other Articles of Food and Drink .. .. .	Value	..	26,770	..	31,901
Cigarettes .. .. .	lbs.	74,380	15,045	142,276	28,807
Tobacco, Manufactured ..	"	496,324	63,642	606,132	61,432
Tobacco, Unmanufactured ..	"	940	70	12,332	589
Other Manufactures of Tobacco .. .. .	"	913	261	632	139
Wood and Timber .. .. .	cubic feet	8,193	1,246	7,969	1,331
*Hides, Dry and Dry Salted ..	cwt.	144	497	232	989
*Skins, Sheep and Goat ..	No.	2,159	109	1,111	35
*Skins, Other Animal ..	"	325	24	..	..
*Ivory, Elephant .. .. .	cwt.	285	17,874	124	6,940
Tar and Pitch .. .. .	ton	2	24	1	30
Other Raw Materials and articles Mainly Unmanufactured .. .. .	Value	..	2,432	..	1,897

The following are the principal articles imported into Uganda for consumption in that territory during 1926 and 1927 respectively (continued from previous page) :—

ARTICLES.	Unit. of Quantity.	1927		1928	
		Quantity.	Value.	Quantity.	Value.
Chinaware, etc. . . . .	Value	..	£ 4,712	..	£ 4,898
Glass and Glassware . . . .	"	..	3,653	..	6,340
Cement, Building . . . . .	ton	2,730	12,076	3,198	13,135
Other Mining and Quarry Pro- ducts . . . . .	"	24	507	54	792
Galvanised Sheets, Corrugated	"	1,627	31,360	1,480	24,210
Hollow-ware, Enamelled . . .	"	110	7,695	302	19,392
Wire, Fencing and Baling . . .	"	3	60	2	36
Wire, Iron, Other Sorts . . . .	"	31	653	42	1,194
Wire Netting and Gauze . . . .	"	15	757	23	1,428
Other Iron and Steel and Manufactures thereof . . . . .	"	1,274	28,674	1,556	32,752
Aluminium Hollow-ware, Domestic . . . . .	"	34	7,133	87	16,058
Aluminium Wire . . . . .	"	..	8	2	205
Brass Wire . . . . .	"	3	358	15	1,317
Copper Wire . . . . .	"	13	1,203	8	722
Other Non-Ferrous Metals and Manufactures thereof . . . . .	ton	12	1,688	15	1,953
Artisans' Tools . . . . .	Value	..	3,442	..	4,307
Implements and Tools and Parts thereof . . . . .	"	..	5,747	..	5,824
Shovels Spades Axes and Matchets . . . . .	No.	527,651	17,713	939,926	22,534
Other Cutlery, Hardware, In- struments and Implements	Value	..	19,481	..	29,900
Electrical Goods and Apparatus . . . . .	"	..	763	..	1,503
Agricultural Machinery and Parts . . . . .	ton	7	604	9	668
Industrial Machinery and Parts	"	459	45,640	400	41,859
Other Machinery and Parts . . .	"	85	8,034	77	8,267
Manufactures of Wood and Timber . . . . .	Value	..	4,786	..	4,397
Cotton Piece Goods :—					
Grey, Unbleached . . . . .	yards	6,767,870	..	9,372,814	..
Bleached . . . . .	cwt.	18,786	120,562	21,244	164,305
Printed . . . . .	yards	1,995,652	50,625	2,061,658	44,652
Dyed in the Piece . . . . .	"	958,477	27,538	1,051,795	27,568
Coloured . . . . .	"	3,808,650	167,042	4,266,915	152,123
Cotton Blankets . . . . .	No.	2,692,652	91,584	7,135,830	192,240
" Thread . . . . .	lbs.	483,747	48,706	910,578	73,795
" Yarns . . . . .	"	43,619	6,824	78,736	9,107
" Manufactures . . . . .	Value	809	45	2,402	106
Woollen and Worsted Yarns, and Manufactures . . . . .	"	..	9,802	..	9,666
Silk and Silk Manufactures . . .	"	..	8,293	..	13,851
Cordage, Ropes and Twine, etc	cwt.	793	1,610	1,085	1,931
Jute Bags and Sacks . . . . .	dozen	46,929	..	81,001	..
Linen Piece Goods . . . . .	cwt.	11,469	25,575	19,342	37,872
Other Manufactures of Ordinary Textile Materials . . . . .	yards	4,390	260	187	19
Boots and Shoes . . . . .	Value	..	22,030	..	37,038
Hats, Caps, etc. . . . .	doz. pairs	1,564	4,482	3,507	7,245
Other Wearing Apparel and Hosiery . . . . .	dozen	5,755	4,518	6,424	7,030
Disinfectants and Insecticides	Value	..	23,047	..	35,143
Drugs and Medicines . . . . .	cwt.	999	1,899	1,047	1,948
Painters' Colours and Var- nishes . . . . .	Value	..	11,154	..	10,036
Other Chemicals, Drugs, Dyes and Colours . . . . .	cwt.	635	1,991	894	2,268
Candles . . . . .	Value	..	2,809	..	2,882
Lubricating Oils . . . . .	cwt.	119	415	166	571
" Greases . . . . .	Imp. gals.	96,658	16,186	170,332	21,433
Motor Spirit . . . . .	cwt.	333	629	598	1,109
Mineral Oil, Illuminating or Burning . . . . .	Imp. gals.	893,234	54,751	1,267,498	62,889
Soap, Common . . . . .	"	519,832	22,017	655,763	29,004
" Toilet . . . . .	/ cwt.	4,441	9,896	4,613	11,516
Other Oils, Fats and Resins . . .	Value	..	4,497	..	7,338
	"	..	979	..	1,174

The following are the principal articles imported into Uganda for consumption in that territory during 1926 and 1927 respectively (*continued from previous page*):—

ARTICLES.	Unit of Quantity.	1927		1928	
		Quantity.	Value.	Quantity.	Value.
			£		£
Leather and Manufactures thereof .. .. .	"	..	3,664	..	4,073
Paper, Cigarette .. .. .	"	..	8,061	..	7,774
Other Paper and Cardboard ..	"	..	14,339	..	18,117
Cycles (not Motor) .. .. .	No.	3,133	22,497	4,204	25,560
Motor-cars .. .. .	"	259	45,171	286	43,802
Motor-car Parts and Accessories .. .. .	Value	..	14,493	..	16,724
Motor Lorries .. .. .	No.	279	40,545	517	65,790
" Tractors .. .. .	"	17	2,706	20	4,142
" Lorry Parts and Accessories .. .. .	Value	..	4,736	..	8,106
" Tractor Parts and Accessories .. .. .	"	..	2,311	..	715
" Cycles .. .. .	No.	122	5,129	133	5,345
" " Sidecars for .. .. .	"	34	1,113	22	386
" Cycle, sidecar and Tricar Parts, etc. ..	Value	..	1,198	..	1,221
Other Vehicles and Parts ..	"	..	11,804	..	15,080
Tyres and Tubes:—					
Motor-car .. .. .	No.	11,436	15,152	9,081	13,519
Motor Cycle .. .. .	"	2,355	1,141	1,759	1,411
Bicycle .. .. .	"	114,856	16,765	182,291	22,176
Power Lorry .. .. .	"	3,795	12,845	7,690	20,356
Other Rubber Manufactures ..	Value	..	695	..	2,053
Ammunition (Sporting) .. ..	hundreds	1,253	943	1,384	1,074
Beads .. .. .	lbs.	29,734	1,970	55,145	3,520
Fertilizers and Manures .. ..	ton	..	5	5	5
Guns, Rifles, Revolvers and Pistols .. .. .	No.	152	1,445	150	1,172
Lamps and Lanterns .. .. .	"	47,194	4,977	62,194	6,068
Matches .. .. .	gross box.	32,845	5,516	43,478	6,966
Other Miscellaneous Articles					
Wholly or Mainly Manufactured .. .. .	Value	..	58,682	..	59,727
Parcel Post .. .. .	Value	..	87,958	..	114,920
(a) Bullion and Specie on Private Account .. .. .	"	..	231,972	..	23,683
<b>TOTAL ..</b>		..	£1,819,961	..	1,988,104
<b>COMPARED WITH 1927, THE DECREASE IN VALUE IS ..</b>		..	£168,143	..	..

\* Hides, skins and ivory imported into Uganda from Belgian Congo.

a Includes specie transferred from Tanganyika Territory, valued at £172,400 in 1927.

During 1928 the channels of introduction into Uganda of trade goods imported for consumption in that territory were as follows:—

	£	£
(1) By clearances from bonded warehouses in Uganda .. .. .		374,357
(2) By Parcel Post (direct) .. .. .	101,467	
(3) By Parcel Post (transfers) .. .. .	13,453	
		114,920
(4) By transfers from stocks cleared in Kenya for Home Consumption .. .. .		1,446,109
(5) By transfers from stocks cleared in Tanganyika for Home Consumption .. .. .		4,724
(6) By Imports of Tanganyika produce .. .. .		47,994
		£1,988,104

The Customs duty payable to Uganda in respect of these imports amounted to, approximately, £430,433, as compared with £345,187 in 1927.

*Cotton Yarns and Manufactures* continue to be the main item of imports into Uganda. All classes show increased quantities imported, but decreased values are recorded under bleached and dyed piece goods. Notwithstanding these decreases, the total value of 1928 imports shows an increase of £155,785, as compared with 1927, viz. :—

	1927.	1928.
	Value.	Value.
	£	£
Cotton piece goods ... ..	457,351	580,888
Cotton blankets ... ..	48,706	73,795
Cotton yarns and manufactures ...	14,457	21,616
	<u>£520,514</u>	<u>£676,299</u>

*Tobacco.*—The value of imports under cigarettes, cigars and tobacco increased from £79,018 in 1927 to £90,967 during the year under report.

*Other main items of imports* showing increases are : Jute bags and sacks; Motor vehicles; Bicycles; Tyres and tubes; Petrol; Kerosene; Aluminium hollow-ware; Rice; Sugar and Spirits.

*Decreases* are recorded under Industrial machinery and Corrugated iron sheets.

#### EXPORTS.

A comparative statement showing exports of the domestic produce of Uganda during the years 1927 and 1928 respectively is appended :—

ARTICLES.	Unit of Quantity.	1927		1928	
		Quantity.	Value.	Quantity	Value
Rice .. .. .	cwt.	2	£ 3	24	£ 32
Other Grain .. .. .	"	4	1	3	2
Pulse .. .. .	"	10	8	29	19
Wheat Meal and Flour .. .. .	"	..	..	12	12
Maize Meal and Flour .. .. .	"	..	..	400	180
Cake, oil seed, other .. .. .	ton	..	..	136	847
Chillies .. .. .	cwt.	1,237	4,359	4,437	25,848
Cocoa, Raw .. .. .	"	64	160	2	6
Coffee, Raw .. .. .	"	43,514	170,408	40,348	164,188
Coffee, Prepared .. .. .	"	1	4	..	..
Fish, Salted, Pickled or Dried ..	"	1	3	..	..
Fruit, Fresh .. .. .	Value	..	18	..	4
Garlic and Onions, not Preserved ..	cwt.	58	184	73	75
Ghee .. .. .	"	..	..	31	239
Provisions, Fresh .. .. .	Value	..	108	..	75
Provisions, Other .. .. .	"	..	13	..	11
Sugar, Jaggery .. .. .	cwt.	437	425	125	130
Sugar, (Refined) .. .. .	"	10,162	16,371	2,749	4,435
Other Articles of Food and Drink .. .. .	Value	..	19	..	15
Cigarettes .. .. .	lb.	..	..	20	3
Tobacco, unmanufactured .. .. .	"	..	..	8,539	327
Timber, Hewn or Sawn .. .. .	cubic feet	2,414	512	1,913	609
Timber, Other Sorts .. .. .	"	2,223	404	..	..
Metalliferous Ores, Non-ferrous ..	ton	118	20,876	252	50,673
Cotton, Raw .. .. .	centals of 100 lbs.	526,910	1,690,837	553,944	2,475,328
Seed, Cotton .. .. .	ton	29,502	170,303	45,507	323,109
Seed, Sesame .. .. .	"	718	13,733	116	2,163
Groundnuts .. .. .	"	2	40	150	2,636
Oil, Sesame .. .. .	Imp. gals.	88	26	1,536	422
Hides, Dry and Dry Salted .. .. .	cwt.	29,619	99,542	58,364	257,287
Skins, Sheep and Goat .. .. .	No.	78,411	4,090	163,042	8,038
Skins, Other Animals .. .. .	"	8	15	202	13
Rubber, Plantation, Raw .. .. .	centals of 100 lbs.	14,463	82,076	11,311	54,978
Rubber, Wild .. .. .	100 lbs.	34	84	..	..
Hippopotamus teeth .. .. .	cwt.	3	21	1	4
Ivory, Elephant .. .. .	"	949	34,575	330	21,758

## EXPORTS.

A comparative statement showing exports of the domestic produce of Uganda during the years 1926 and 1927 respectively is appended.

ARTICLES.	Unit of Quantity.	1927		1928	
		Quantity.	Value.	Quantity.	Value.
Rhinoceros horns .. ..	"	1	£ 453	3	£ 722
Other raw materials and articles mainly unmanufactured..	Value	..	127	..	579
Bricks and tiles .. ..	Thousands	..	..	1	5
Soap, common .. ..	cwt.	..	..	3	8
Other articles wholly or mainly manufactured .. ..	Value	..	342	..	490
Other animals .. ..	No.	46	160	..	..
Total ..		..	2,310,300	..	3,395,270

Increase in value as compared with 1927—£1,084,970.

*Cotton*, the main item in the list of Domestic Exports from Uganda, shows an increase in value of £784,491 over the 1927 exports, whilst cotton seed shows an increase of £152,806.

*Metalliferous Ores, Non-ferrous.*—As a result of the development of the mining operations in Uganda, exports under this heading increased from 118 tons, valued at £20,876, in 1927, to 252 tons, valued at £50,673, during the year under review.

*Satisfactory increases* are also recorded under Chillies, and Hides and skins. The following decreases are recorded: Rubber, 3,186 centals valued at £27,182; Ivory, 619 cwt. (£12,817); Sugar, 7,625 cwt. (£12,231); and Coffee, 3,166 cwt., valued at £6,220.

## 27. INTER-TERRITORIAL TRADE:—

## (A) KENYA—UGANDA.

In addition to the foreign trade of Uganda specified in the preceding paragraph, virtually the whole of which passes via Kenya either in transit to or from Mombasa or through the intermediary markets of Kenya, a considerable and growing trans-frontier trade in domestic products exists. During 1928, the value of local produce exported from Kenya to Uganda amounted to £236,255 as compared with £130,118 in 1927 and £146,537 in 1926, the principal commodities involved during the last three years being:—

ARTICLES	Unit of Quantity	1926		1927		1928	
		Quantity	Value	Quantity	Value	Quantity	Value
Pulse .. ..	Cwt.	25,425	£ 14,238	15,321	7,521	47,178	28,194
Other Grain .. ..	"	4,058	2,110	4,887	2,307	6,263	4,114
Wheat Meal and Flour ..	"	10,122	8,029	12,600	11,711	22,488	22,000
Maize Meal and Flour ..	"	19,336	9,109	24,983	9,938	195,141	81,583
Other Meal and Flour ..	"	..	..	10	10	201	70
Feeding Stuffs for Animals	Ton	1	5	..	3	3	59
Bacon and Ham .. ..	Cwt.	582	6,099	530	4,680	672	5,225
Meat, Fresh .. ..	"	314	879	581	1,627	709	2,651
Meat, tinned, canned, etc.	"	92	516	91	392	118	859
Animals, Living for Food	No.	9,016	4,973	4,109	5,042	2,591	6,500
Ale, Beer, Stout, etc. ..	Imp. gal.	4,210	842	7,236	1,447	7,074	1,608
Butter .. ..	Cwt.	988	8,949	749	7,591	706	7,491
Cheese .. ..	"	187	1,701	192	1,427	145	1,020
Coffee, Prepared .. ..	"	102	860	118	850	224	1,538
Ghee .. ..	"	192	1,533	142	801	155	1,187
Sugar .. ..	"	12,349	13,828	14,193	22,156	11,080	15,350
Other Articles of Food, Drink and Tobacco ..	Value	..	1,664	..	2,298	..	2,094
Timber .. ..	Cub. ft.	187,959	28,194	46,470	4,670	33,491	5,096
Sesame Oil .. ..	Imp. gal.	15,968	1,561	13,556	3,291	15,657	4,342
Other Raw Materials ..	Value	..	659	..	1,844	..	2,471
Soap, Common .. ..	Cwt.	14,416	32,912	16,376	34,650	21,731	34,739
Other Manufactured Articles, etc. .. ..	Value	..	7,876	..	5,885	..	8,064
Total .. £		..	146,537	..	130,118	..	236,255

*Exports of Uganda Produce.*—These are recorded only on final exportation from Mombasa, and consequently no details are available in respect of goods consumed in Kenya. The value of Uganda produce consumed in Kenya is, however, at present of small importance.

*Imported goods re-exported from Uganda to Kenya* were valued at £17,558 during the period under review.

(B) KENYA AND UGANDA—TANGANYIKA TERRITORY.

Trans-frontier trade between Kenya/Uganda and Tanganyika Territory is considerable; traffic in imported goods having been stimulated by the agreement of 1927, whereby the free interchange of such goods is allowed.

During 1928, the value of imported goods transferred from Kenya and Uganda to Tanganyika Territory amounted to £899,593, the amount of duty collected by the Kenya and Uganda Customs Administration and transferred to Tanganyika Territory under the agreement being £113,463.

The following are the principal items of imported goods transferred to Tanganyika Territory during the last two years :—

ARTICLES	Unit of Quantity	1927		1928	
		Quantity	Value	Quantity	Value
Rice .. .. .	Cwt.	6,356	£ 5,921	3,278	£ 2,907
Other Grain and Pulse .. .. .	"	196	178	531	449
Wheat Meal and Flour .. .. .	"	2,326	2,217	4,360	3,584
Ale, Beer, Stout, etc. .. .. .	Imp. gal.	6,328	1,328	3,354	702
Milk, Condensed, etc. .. .. .	Cwt.	467	1,589	635	2,052
Salt, Other .. .. .	"	21,042	2,709	27,574	3,537
Whisky, Brandy and Gin .. .. .	Prf. gal.	3,950	5,333	2,532	3,582
Sugar .. .. .	Cwt.	248	327	4,082	4,151
Tea .. .. .	"	934	10,478	619	6,013
Cigarettes, Cigars and Tobacco .. .. .	lb.	139,612	16,480	194,828	24,844
Other Articles of Food and Drink .. .. .	Value	..	6,932	..	11,691
Raw Materials .. .. .	"	..	972	..	1,475
Earthenware and Glassware .. .. .	"	..	1,326	..	2,555
Cement, Building .. .. .	Ton	1,797	7,682	2,894	11,433
Galvanised Corrugated Iron Sheets .. .. .	"	609	11,509	623	10,051
Nails, Screws, Rivets, etc. .. .. .	"	41	1,076	90	2,230
Other Iron & Steel Manufactures .. .. .	"	272	9,535	564	14,541
Brass, Copper & Metal Manufactures .. .. .	"	57	5,514	52	6,308
Cutlery, Hardware, Instruments and Implements .. .. .	Value	..	19,910	..	26,207
Electrical Goods and Apparatus .. .. .	"	..	538	..	974
Machinery .. .. .	Ton	93	12,767	307	27,639
Manufactures of Wood and Timber .. .. .	Value	..	1,125	..	1,608
Cotton Piece Goods:—					
Unbleached .. .. .	Yard	2,428,230	46,295	2,899,661	53,083
Bleached .. .. .	"	405,898	10,253	540,217	10,913
Printed .. .. .	"	436,641	12,457	513,374	14,634
Dyed .. .. .	"	611,881	24,303	917,349	30,727
Coloured .. .. .	"	1,566,044	47,740	2,240,421	59,861
Cotton Blankets .. .. .	No.	203,500	18,409	229,820	19,776
" Thread, Yarns and Manufactures .. .. .	Value	..	6,495	..	7,683
Woolen and Silk Manufactures .. .. .	"	..	1,174	..	4,006
Jute Bags and Sacks .. .. .	Dozen	31,346	16,475	50,274	20,516
Other Textile Manufactures .. .. .	Value	..	4,607	..	7,683
Wearing Apparel and Haberdashery .. .. .	"	..	14,210	..	27,796
Chemicals, Drugs, Dyes & Colours .. .. .	"	..	4,072	..	4,779
Fuel Oil .. .. .	Imp. gal.	153,672	5,326	309,031	3,873
Lubricating Oil .. .. .	"	37,356	6,539	50,684	6,892
Petrol .. .. .	"	519,614	39,102	835,022	39,945
Kerosene .. .. .	"	260,660	12,925	460,301	23,261
Other Oils, Fats and Resin Manufactures .. .. .	Value	..	2,137	..	2,028
Leather and Manufactures thereof .. .. .	"	..	1,481	..	2,281
Paper, Cardboard and Stationery .. .. .	"	..	3,632	..	3,829
Cycles, not Motor .. .. .	No.	605	4,381	427	2,750
Motor Cars .. .. .	"	125	21,242	98	13,921
Motor Car Parts and Accessories .. .. .	Value	..	6,389	..	9,055
Motor Lorries .. .. .	No.	66	11,238	82	11,232
" Tractors .. .. .	"	23	6,498	44	7,980
" Lorry and Tractor Parts .. .. .	Value	..	2,691	..	5,710

(B) Kenya and Uganda—Tanganyika Territory.—*Contd.*

ARTICLES	Unit of Quantity	1927		1928	
		Quantity	Value	Quantity	Value
Motor Cycles, Sidecars and Parts, etc. .. .. .	"	..	£ 1,558	..	£ 1,303
Other Vehicles and Parts .. .. .	"	..	13,841	..	5,195
Tyres and Tubes .. .. .	No.	5,387	9,103	16,115	14,253
Miscellaneous Manufactured Goods etc. .. .. .	Value	..	41,987	..	57,657
Bullion and Specie .. .. .	"	..	46,763	..	258,438
Total .. .. .		..	568,769	..	899,593

Details of transfers from Uganda are not recorded separately by items, but, included in above, these are valued during 1928 at £258,851, including specie to the value of £208,958.

Trade in imported goods in the reverse direction is classified for statistical purposes under the actual countries of origin for the items concerned, and for this reason detailed particulars of imported goods supplied by Tanganyika Territory are not available. During 1928 imported goods transferred from Tanganyika Territory to Kenya and Uganda were valued at £48,920, a sum of £9,409 originally collected in duty on these goods being transferred to Kenya and Uganda by the Tanganyika Customs administration.

The division of this trade was :—

	Value.	Duty.
	£	£
Kenya .. .. .	44,196	8,657
Uganda .. .. .	4,724	752
	<u>£48,920</u>	<u>£9,409</u>

As regards produce of Tanganyika Territory imported into Kenya, the greater portion of this traffic passes through Kenya in transit for shipment at Mombasa. Goods to the value of £1,120,419 were handled in this manner during 1928, the principal commodities imported during the last three years being detailed below :—

ARTICLES	1926	1927	1928
*Rice .. .. .	£ 72,007	£ 80,983	£ 85,531
Maize .. .. .	711	648	3,602
*Other Grain and Flour .. .. .	1,298	4,843	6,904
Feeding Stuffs for Animals .. .. .	103	430	291
Animals, Living for Food .. .. .	349	298	27
Chillies .. .. .	548	181	293
Coffee .. .. .	558,947	395,838	579,535
*Ghee .. .. .	46,004	42,926	31,359
*Other Articles of Food, etc. .. .. .	8,473	14,494	12,580
*Wood and Timber .. .. .	12,101	1,966	2,542
Cotton, Raw .. .. .	202,746	129,593	130,170
Sisal Fibre and Sisal Tow .. .. .	16,686	18,860	32,491
Nuts and Kernals .. .. .	207,676	64,866	25,032
Seeds .. .. .	29,338	21,064	29,842
Gum Arabic .. .. .	8,140	1,362	194
Beeswax .. .. .	1,487	3,320	1,826
Oils, Fats and Greases .. .. .	587	639	239
Hides and Skins, Undressed .. .. .	94,018	129,720	159,668
Other Unmanufactured Articles .. .. .	10,437	12,875	13,609
*Soap .. .. .	3,870	3	255
Miscellaneous Manufactured Articles .. .. .	2,023	2,708	2,271
Animals not for Food .. .. .	355	1,061	1,674
*Parcel Post .. .. .	914	972	484
Total .. .. .	£ 1,278,818	929,650	1,120,419

Items marked \* are intended mainly for consumption in Kenya and Uganda. Tanganyika Territory produce intended for re-exportation does not enter Uganda.

During 1928, Tanganyika produce to the value of £47,994 was imported into Uganda.

The following figures detail the principal items of Tanganyika produce re-exported via Mombasa during the last three years:—

ARTICLES	1926 Value	1927 Value	1928 Value
Rice .. .. .	£ 6,478	£ 4,606	£ 391
Other Grain and Flour .. .. .	244	276	426
Coffee, Raw .. .. .	458,503	354,915	583,023
Other Articles of Food, Drink and Tobacco..	850	262	1,052
Metalliferous Ores .. .. .	5,248	7,540	7,273
Cotton, Raw .. .. .	164,874	123,676	123,626
Sisal Fibre and Tow .. .. .	17,215	16,626	34,890
Oil Seeds .. .. .	8,709	9,030	7,450
Groundnuts .. .. .	138,561	62,182	14,378
Gum and Beeswax .. .. .	9,367	6,166	2,220
Hides and Skins .. .. .	66,671	70,233	93,363
Ivory .. .. .	1,969	3,149	886
Rhino Horns .. .. .	641	1,653	3,843
Other Articles .. .. .	873	1,301	6,802
Total .. £	880,203	661,615	879,623

Owing to the fact that Tanganyika produce is allowed free admission on entry into Kenya or Uganda, a strict differentiation between articles imported for subsequent re-export and articles imported for consumption in the territories is impracticable, but, from a reference to the foregoing statistics, it would appear that the following goods, the produce of Tanganyika, representing an aggregate value of £240,796 in 1928, £268,035 in 1927, and £398,615 in 1926 were imported for local consumption in Kenya and Uganda during the last three years:—

ARTICLES	1926 Value	1927 Value	1928 Value
Rice .. .. .	£ 65,529	£ 76,377	£ 85,140
Other Grain and Flour .. .. .	1,298	4,843	6,904
Other Foodstuffs .. .. .	150	611	3,061
Ghee .. .. .	46,004	42,926	31,359
Other Articles of Food .. .. .	8,473	14,494	12,580
Groundnuts .. .. .	69,115	2,684	10,654
Soap .. .. .	3,870	3	255
Other Articles .. .. .	194,176	126,097	90,843
Total .. £	398,615	268,035	240,796

(c) KENYA—TANGANYIKA.

The value of Kenya produce exported for consumption in Tanganyika amounted to £123,270 during the period under review, details for the last three years being as follows:—

ARTICLES	1926	1927	1928
Maize .. .. .	£ 4,929	£ 2,151	£ 2,956
Pulse .. .. .	7,348	5,838	3,972
Other Grain .. .. .	503	1,230	1,323
Wheat Meal and Flour .. .. .	3,037	5,788	15,630
Maize Meal and Flour .. .. .	33,067	33,289	17,942
Bacon and Ham .. .. .	1,363	1,503	1,766
Other Foodstuffs .. .. .	95	142	229
Butter .. .. .	3,832	3,952	4,065
Cheese .. .. .	1,360	1,188	513
Potatoes .. .. .	1,600	1,880	2,468
Sugar .. .. .	29,233	32,161	19,169
Other Articles of Food, Drink and Tobacco ..	1,554	4,203	3,359
Wood and Timber .. .. .	4,120	7,199	10,019
Vegetable Oils .. .. .	4,938	3,487	7,657
Other Raw Materials .. .. .	873	5,192	8,463
Soap, Common .. .. .	8,960	11,250	9,807
All Other Articles .. .. .	4,439	7,828	13,932
Total .. £	111,251	128,281	123,270



## (D) UGANDA—TANGANYIKA TERRITORY.

The Customs agreement of 1927, whereby the unrestricted interchange of imported goods between the territories of Kenya, Uganda and Tanganyika was made possible, has proved of definite advantage to trade at Victoria Nyanza ports. Owing to the fact that the agricultural seasons in the various districts do not synchronise, surplus stocks can be liquidated and seasonal requirements to some extent met by inter-territorial arrangements, thereby minimising the dangers of overstocking and rendering trade in this area generally more fluid in character.

The value of imported trade goods transferred from Uganda to Tanganyika Territory during 1928 amounted to £258,851, goods to the value of £4,724 being transferred in the reverse direction.

Tanganyika produce imported into Uganda during the year was valued at £47,994. Domestic produce of Uganda exported to Tanganyika amounted to £6,439, details for the last three years being as follows:—

ARTICLES	1926	1927	1928
Sugar .. .. .	£ 1,478	£ 16,453	£ 3,968
Other Articles of Food, Drink and Tobacco ..	1,238	669	907
All Other Articles .. .. .	470	1,214	1,564
Total .. £	3,186	18,336	6,439

## 28. COASTING TRADE.

The term "coasting trade" means all trade by sea from any place within the limits of Kenya direct to any other place within these limits.

The following figures show the value of this traffic (exclusive of the value of specie) during the past five years:—

COAST PORT	1924	1925	1926	1927	1928
Mombasa .. .. .	£ 72,666	£ 96,741	£ 101,992	£ 117,174	£ 90,604
Lamu .. .. .	29,099	46,133	38,054	38,869	44,433
Malindi .. .. .	24,083	28,191	31,918	21,554	15,571
Vanga .. .. .	6,485	6,518	7,975	6,546	4,758
Kilifi .. .. .	63,822	42,075	58,912	43,598	47,237
Gazi .. .. .	6,825	7,411	6,001	11,887	435
Total .. £	202,980	227,069	244,852	239,628	203,038

(a) Coastwise shipments from Mombasa during 1928 were made to the various coastal ports as under:—

GOODS	Lamu	Malindi	Vanga	Kilifi	Gazi	Total
Country Produce ..	£ 5,218	£ 2,216	£ 969	£ 5,028	£ 380	£ 13,811
Imported Goods ..	47,538	12,976	4,797	8,558	2,924	76,793
Total .. £	52,756	15,192	5,766	13,586	3,304	90,604

The following is a summary of the main items, values in respect of 1927 being given in brackets:—

Maize, £3,347 (£3,374); Maize meal and flour, £3,095 (£1,363); Sugar, local, £4,501 (£7,234); Soap, local, £657 (£955); Rice, £8,059 (£12,544); Sugar, imported, £5,804 (£3,470); Tea, £4,495 (£4,425); Cigarettes and tobacco, £3,833 (£5,853); Earthenware, glassware, etc., £2,778 (£1,899); Machinery, £3,590 (£6,930); Cotton piece goods and manufactures, £21,801 (£25,613); Kerosene oil, £5,824 (£9,648).

(b) Coastwise shipments from Lamu were as under :—

GOODS	Mombasa	Malindi	Vanga	Kilifi	Gazi	Total
Country Produce ..	£ 33,391	£ 532	£ ..	£ ..	£ ..	£ 33,923
Imported Goods ..	9,467	1,043	..	..	..	10,510
Total .. £	42,858	1,575	..	..	..	44,433

The main items being :—

Grain and pulse, £1,459 (£1,174); Fish, salted, pickled or dried, £1,181 (£1,644); Ghee, £1,820 (£1,725); Firewood, £1,415 (£1,534); Copra, £4,308 (£5,122); Hides and skins, £8,981 (£2,159); Ivory, £2,849 (£826).

(c) Coastwise shipments from Malindi were consigned to :—

GOODS	Mombasa	Lamu	Vanga	Kilifi	Gazi	Total
Country Produce ..	£ 10,728	£ 3,909	£ 2	£ ..	£ ..	£ 14,639
Imported Goods ..	391	541	..	..	..	932
Total .. £	11,119	4,450	2	..	..	15,571

The main items were :—

Maize, £3,247 (£8,792); Oil seeds and copra, £2,467 (£2,978); Mangrove bark, £2,852 (£262); Hides and skins, £288 (£420); Kapok, £795 (£839).

(d) Coastwise shipments from Vanga were consigned to :—

GOODS	Mombasa	Malindi	Lamu	Kilifi	Gazi	Total
Country Produce ..	£ 4,332	£ ..	£ ..	£ ..	£ ..	£ 4,332
Imported Goods ..	426	..	..	..	..	426
Total .. £	4,758	..	..	..	..	4,758

The main items were :—

Grain and pulse, £283 (£230); Mangrove poles, £385 (£179); Firewood, £464 (£244); Copra, £2,102 (£4,036); Hides and skins, £400 (£374).

(e) Coastwise shipments from Kilifi were consigned to :—

GOODS	Mombasa	Malindi	Lamu	Vanga	Gazi	Total
Country Produce ..	£ 45,484	£ 25	£ 25	£ ..	£ ..	£ 45,534
Imported Goods ..	1,696	5	2	..	..	1,703
Total .. £	47,180	30	27	..	..	47,237

The principal items are summarised as follows :—

Grain and pulse, £402 (£3,158); Timber, £636 (£404); Firewood, £399 (£5); Sisal fibre and tow, £35,692 (£29,963); Copra, £6,267 (£4,480); Sesame seed, £1,438 (£1,069).

(f) Coastwise shipments from Gazi were consigned to :—

GOODS	Mombasa	Malindi	Lamu	Kilifi	Vanga	Total
Country Produce ..	£ 435	£ ..	£ ..	£ ..	£ ..	£ 435
Imported Goods ..	..	..	..	..	..	..
Total .. £	435	..	..	..	..	435

The principal items were :—

Mangrove poles, £190 (£209); Firewood, £99 (£282); Copra, £130 (£715); Sisal fibre and tow, nil (£9,475).

The decrease in coastwise traffic by sea from Gazi is explained by the increased use of motor transport for the conveyance of goods from this port.

## 29. SHIPPING :—

The following figures are abstracted from the 1928 Annual Report of the Kenya and Uganda Railways and Harbours, to which reference should be made for further details regarding the working of the Port of Mombasa :—

(1) Statement showing the number of steamers, tonnage, quantity of cargo, and number of passengers landed and shipped by the different lines of steamers entered in the port of Mombasa during the year :—

LINE	Service	No. of Ships	Net Tonnage of Steamers	Import B.L. Ton	Export B.L. Ton	Passengers Landed		Passengers Embarked	
						Euro-peans	Non-Europeans	Euro-peans	Non-Europeans
British India Steam Nav. Co. ..	Bombay	62	209,645	31,453	38,616	1,090	10,519	969	8,354
Ditto .. .. .	Europe	26	143,081	63,490	36,397	1,449	282	1,033	207
Clan Ellerman Harrison .. ..	"	33	108,133	57,525	79,194	3	1	4	..
Clan Line .. .. .	America	5	17,239	14,449	1,061	3	..	..	..
Compagnia Italiana Transatlantica	Europe	52	199,973	11,676	13,090	334	439	325	249
Compagnie Africaine de Navigation	"	20	64,134	1,988	3,027	4	2	2	11
Deutsche Ost Africa Linie .. ..	"	36	155,289	13,409	14,674	1,664	671	1,401	362
Ellerman and Bucknall .. .. .	(From America) (To India)	11	28,069	33,269	5,127	1	..	1	..
Holland Africa Lijn .. .. .	Europe	44	163,375	25,434	40,582	206	375	139	222
Messageries Maritimes .. .. .	"	52	225,691	1,673	1,015	656	338	519	445
Nippon Yusen Kaisha .. .. .	Japan	14	50,017	22,258	11,691	8	14	9	2
Osaka Shosen Kaisha .. .. .	"	24	87,320	8,493	50,486	21	20	40	91
Societa Africaine Navigation .. ..	Europe	12	16,788	2,822	3,624	1	164	3	60
Union Castle Mail S.S. Co. .. ..	"	26	140,284	40,121	19,685	1,292	7	1,271	80
Various .. .. .	"	24	70,047	15,537	7,816	938	..	1	35
Oil Ships .. .. .	"	21	43,752	70,052	3,171	..	..	2	..
Coal Ships .. .. .	"	11	22,605	47,109	2,104	..	..	..	..
COASTING SERVICE.									
African Wharfage Company .. .. .	"	62	4,795	2,618	2,104	5	8	..	1
British India Steam Nav. Co. .. ..	"	36	45,472	2,221	2,643	172	1,634	216	1,052
Cowasjee Dinshaw and Bros. .. ..	"	36	17,472	624	3,082	17	1,204	16	622
Shell Company .. .. .	"	30	1,550	1,080	5,681	..	..	..	..
Totals, 1928 .. .. .	..	637	1,814,731	447,301	344,870	7,864	15,678	5,951	11,793
Totals, 1927 .. .. .	..	593	1,703,896	370,745	323,036	7,161	17,169	5,948	12,356
Increase .. .. .	..	44	110,835	76,576	21,834	703	..	3	..
Percentage .. .. .	..	7.41	6.50	20.65	6.76	9.82	..	.05	..
Decrease .. .. .	..	..	..	..	..	..	1,491	..	563
Percentage .. .. .	..	..	..	..	..	..	9.51	..	4.77

(2) Statement showing total number of steamers entered in the port of Mombasa during the year :—

NATIONALITIES	Number of Steamships	Registered Net Tonnage	Percentage of Total Number of Steamships	Percentage of Total Net Registered Tonnage
British .. .. .	367	831,194	57.61	45.80
Belgian .. .. .	20	64,134	3.14	3.53
Dutch .. .. .	51	169,355	8.01	9.33
Danish .. .. .	7	10,421	1.10	.57
French .. .. .	52	225,691	8.16	12.45
German .. .. .	36	155,289	5.65	8.55
Italian .. .. .	64	216,761	10.05	11.95
Japan .. .. .	38	137,337	5.97	7.57
Norwegian .. .. .	2	4,549	.31	.25
Totals, 1928 ..	637	1,814,731	—	—
Totals, 1927 ..	593	1,703,896	—	—

(3) Statement showing number and registered tonnage of steam and sailing vessels entered inwards and cleared outwards during the year for all Kenya sea-ports :—

PORTS	STEAMERS		SAILING VESSELS		TOTALS	
	No.	Reg. Tons	No.	Reg. Tons	No.	Reg. Tons
VANGA—						
Inwards .. .. .	..	..	313	8,390	313	8,390
Outwards .. .. .	..	..	327	7,060	327	7,060
GAZI—						
Inwards .. .. .	7	522	302	2,533	309	3,055
Outwards .. .. .	7	522	302	2,651	309	3,173
MOMBASA—						
Inwards .. .. .	637	1,814,731	1,468	33,129	2,105	1,847,860
Outwards .. .. .	627	1,799,136	1,530	33,422	2,157	1,832,558
KILIFI—						
Inwards .. .. .	31	2,023	413	5,170	444	7,193
Outwards .. .. .	31	2,059	415	5,098	446	7,157
MALINDI—						
Inwards .. .. .	1	319	383	7,792	384	8,111
Outwards .. .. .	1	319	405	7,724	406	8,043
LAMU—						
Inwards .. .. .	53	33,233	478	10,068	531	43,301
Outwards .. .. .	53	33,233	486	11,268	539	44,501
Totals, 1928 ..	1,448	3,686,097	6,822	134,305	8,270	3,820,402
Totals, 1927 ..	1,320	3,478,693	6,667	137,242	7,987	3,615,935

### 30. DEPARTMENTAL WORK :—

*Beer Ordinance.*—As stated in previous reports, the administration of the Beer Ordinance (Kenya) is in the hands of the Customs Department.

Since the introduction of this Ordinance, which became operative on 1st July, 1924, one set of premises has been approved for the brewing of beer in Kenya, viz., the Kenya Brewery, near Nairobi. The undernoted revenue has accrued from this source :—

During		£
1924	...	426
1925	...	733
1926	...	1,115
1927	...	1,332
1928	...	1,278

*Wines and Spirits Consumption Tax (Kenya).*—The administration of the Ordinance imposing this tax, which became operative on the 6th November, 1926, is also in the hands of the Customs Department. The net revenue accruing from this source during 1928 amounted to £37,942, as compared with an estimate of £30,000.

Details of the incidence of this taxation are as follows :—

	£
(a) Spirits ... ..	29,617
(b) Wines (still) ... ..	5,432
(b) Wines, sparkling (other than champagne) ... ..	57
(d) Wines, champagne ... ..	2,836
	£37,942

*Ivory Sales.*—On behalf of the Government of Kenya, the Department undertakes the sale of all confiscated or purchased ivory.

Two sales were held during the year, as under :—

One at Lamu, when 7,236 lbs. weight realised ...	£4,471
One at Mombasa, when 16,034 lbs. weight realised	8,794
	Total amount realised £13,265

*Beche de Mer.*—Concessions for the working of beche de mer are granted by Government in respect of different areas along the coast.

During 1928, royalties were collected as under :—

	£
Vanga ... ..	97
Malindi ... ..	234
Lamu (including Kipini) ... ..	4
	Total ... £335

*Fuel and Timber Royalties.*—Fuel and timber royalties were collected on behalf of the Forest Department of Kenya during 1928 as under :—

	£
Vanga ... ..	369
Gazi ... ..	83
Kipini ... ..	4
	Total ... £456

*Kenya and Uganda Railway Revenue.*—Items of Port Revenue (including Port Harbour Dues; Fees for Registration of Dhows, Crews, etc.; Fishing Stake Licenses; Jetty Fees and Other Port Charges) amounting to £563, were collected as under :—

	£
Vanga ... ..	138
Gazi ... ..	49
Kilifi ... ..	48
Malindi ... ..	77
Kipini ... ..	14
Mombasa ... ..	237
	Total ... £563

*Smuggling.*—During the year 95 cases of attempted smuggling were detected; 92 cases were dealt with departmentally, fines aggregating £234 being imposed, whilst goods to the value of £188 were confiscated. These figures compare with 68 cases dealt with in 1927, involving fines to the total of £596 and confiscation of goods to the value of £79.

During 1928 three cases were dealt with by the Courts, fines amounting to £105 being imposed.

In addition to the above and at the instigation of this Department, the following cases of contravention of the Abuse of Opiates Prevention Ordinance, 1913, were dealt with :—

1	fined	Sh. 700	or	3 months' R.I.
1	,,	,, 100	or	10 days' R.I.
1	,,	,, 50		
1	,,	,, 100		
<hr style="width: 20%; margin: 0 auto;"/>				
Total 4	,,	,, 950	or	£47/10/0

*Port of Mombasa.*—Consequent upon the transference to the Shimanzi area of all activities in connection with the handling of bulk and packed oils, facilities for the storage of packed oils in Government Bonded Warehouses at Kilindini were withdrawn with effect from 1st April, 1928. Private bonded warehouse licenses have been granted in respect of two warehouses for the storage of packed oils at Shimanzi, and the whole of the enclosed premises of the Shell Company of East Africa are treated as a bonded warehouse for Customs purposes in order that packing operations and the storage of bulk oil in bond may be rendered possible. The arrangements made in this connection have proved satisfactory.

The application as from 1st April, 1928, of an *ad valorem* wharfage charge of 1 per cent. imposed by the Port Administration has necessitated a check of documents for this purpose by the Customs Department, which Department also assesses the wharfage charges due on goods imported through the post. Although a considerable increase in checking work has resulted, no avoidable delays in the passing of documents have been reported.

*Government Coast Agency.*—A general control of this Department is undertaken by the Commissioner of Customs. The work of the Agency during the year was performed satisfactorily.

*Harbour Advisory Board.*—The constitution of this Board is now prescribed by Order in Council and is under the Chairmanship of the Commissioner of Customs, monthly meetings being held on the second Saturday in each month at the Custom House, Mombasa.

*General.*—During the year Customs stations were opened at Wajir in the Northern Frontier Province of Kenya and at Arua in the Northern Province of Uganda.

Allusion was made in the 1927 Trade Report to the possibility of instituting more up-to-date methods in the Statistical Branch of the Department by the use of mechanical recording, sorting and tabulating machines in replacement of manual labour. A complete scheme has now been prepared and will be brought into operation when the requisite machines come to hand. In the meantime a preliminary step in the mechanisation of this Branch has been taken by the installation of an electrically operated calculating machine which has already proved itself extremely valuable as a labour-saving device.

*Staff.*—Mr. J. H. McQuade acted satisfactorily as Deputy Commissioner of Customs during the absence on leave of Mr. E. G. Bale who returned to duty on 28th October, 1928.

It is with the greatest pleasure that I am again able to record my sincere appreciation of the loyal and efficient service rendered by all grades of the Customs staff.

G. WALSH,  
*Commissioner of Customs,  
Kenya and Uganda.*

Custom House,  
Mombasa, 11th March, 1929.

TABLE I.

Comparative statement showing the quantities and values of the principal articles imported for Home Consumption in Kenya and Uganda during the years 1926, 1927, and 1928.

ARTICLES.	Unit of Quantity.	1926		1927		1928	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Rice .. .. .	cwt.	142,153	145,241	159,682	159,493	176,552	174,246
Wheat Meal and Flour .. .. .	"	58,257	57,929	63,843	58,739	64,742	57,231
Ale, Beer and Stout, etc. .. .. .	Imp. gal.	109,503	23,751	124,316	26,198	157,245	31,649
Whisky .. .. .	prf. gal.	56,937	82,322	50,995	71,991	59,054	82,242
Brandy, Gin and Rum .. .. .	"	26,044	23,335	21,263	18,761	25,797	23,102
Other Spirits .. .. .	Imp. gal.	1,906	2,180	1,608	2,169	1,705	2,141
Wines .. .. .	"	52,999	31,495	48,348	32,424	50,193	35,032
*Coffee .. .. .	cwt.	123,343	558,947	114,619	395,838	179,741	579,600
Ghee .. .. .	"	7,099	49,838	10,475	46,832	8,986	36,372
Sugar .. .. .	"	19,567	20,865	9,724	10,773	80,244	68,903
Tea .. .. .	"	6,901	72,761	7,273	69,567	8,897	81,913
Other articles of Food and Drink .. .. .	Value	..	263,388	..	286,591	..	325,575
Cigarettes .. .. .	lb.	419,245	94,436	466,323	101,954	610,267	126,286
Tobacco, Manufactured .. .. .	"	932,402	100,850	779,589	79,646	827,183	82,831
Other Manufactures of Tobacco .. .. .	"	88,545	3,700	77,473	4,210	101,018	4,434
Coal .. .. .	ton	44,026	76,279	48,294	75,823	61,157	92,560
*Cotton .. .. .	cental of 100 lb.	48,815	202,750	34,043	129,593	30,066	130,170
*Sisal Fibre and Tow .. .. .	ton	421	16,686	545	18,860	1,106	32,491
*Hides, Dry and Dry Salted .. .. .	cwt.	21,768	72,965	26,800	103,142	25,265	133,953
*Skins, Sheep and Goat .. .. .	No.	407,941	21,837	533,271	25,478	474,050	24,309
*Other Raw Materials and Articles							
Mainly Unmanufactured .. .. .	Value	..	306,644	..	168,196	..	135,361
Chinaware, etc. .. .. .	"	..	20,479	..	32,224	..	27,914
Glass and Glassware .. .. .	"	..	25,837	..	26,901	..	30,629
Cement, Building .. .. .	ton	12,600	55,346	23,455	101,245	28,149	109,654
Other Mining and Quarry Products and Manufactures .. .. .	Value	..	5,984	..	10,657	..	12,904
Iron Sheets, Galvanised and Corrugated .. .. .	ton	5,853	120,251	6,642	127,371	6,209	107,809
Hollow-ware, Enamelled .. .. .	"	398	32,077	270	18,992	666	44,753
Other Iron and Steel Manufactures .. .. .	Value	..	196,608	..	260,242	..	285,053
Non-Ferrous Metals and Manufactures thereof .. .. .	ton	1,209	84,615	1,401	85,933	1,435	92,226
Cutlery, Hardware, Instruments and Implements .. .. .	Value	..	202,089	..	241,096	..	265,739
Electrical Goods and Apparatus .. .. .	"	..	24,516	..	32,025	..	45,510
Agricultural Machinery .. .. .	ton	982	88,372	1,195	98,645	770	83,445
Industrial Machinery .. .. .	"	1,378	134,464	1,627	130,464	2,037	191,704
Other Machinery .. .. .	"	778	77,756	871	98,147	861	103,947
Manufactures of Wood and Timber .. .. .	Value	..	46,919	..	47,560	..	51,397
Cotton Piece Goods:—							
Grey, Unbleached .. .. .	yard	14,195,314	323,127	16,987,045	299,603	17,423,143	..
Bleached .. .. .	cwt.	39,435	..	44,519	..	43,903	308,876
Printed .. .. .	yard	2,767,405	86,555	3,175,068	80,433	4,148,602	94,798
Dyed in the piece .. .. .	"	2,519,107	92,310	3,400,869	105,268	4,774,358	132,104
Coloured .. .. .	"	3,769,385	193,722	5,221,153	226,743	6,574,997	255,823
Cotton Blankets .. .. .	No.	5,759,564	213,798	8,305,865	250,390	11,219,798	310,310
" Thread .. .. .	lb.	1,543,286	173,368	1,668,688	161,676	2,459,862	213,594
" Yarn .. .. .	"	78,437	14,398	94,302	14,753	157,302	21,298
" Yarn .. .. .	"	49,124	2,809	51,795	2,564	59,562	3,340
Manufactures, unspecified .. .. .	Value	..	45,147	..	41,509	..	54,989
Woolen and Worsted Yarns and Manufactures .. .. .	"	..	39,417	..	41,990	..	45,948
Silk and Silk Manufactures .. .. .	"	..	30,088	..	36,813	..	48,978
Cordage, Ropes, Twine, etc. .. .. .	cwt.	7,333	17,661	7,169	15,095	9,206	15,716
Jute Bags and Sacks .. .. .	dozen	380,752	..	301,993	..	483,289	..
Jute Piece Goods .. .. .	cwt.	95,140	233,056	81,069	159,866	121,794	255,300
Linen Piece Goods and Manufactures .. .. .	yard	1,033,018	..	622,205	..	1,103,875	..
Other Textile Manufactures .. .. .	cwt.	6,366	23,196	3,934	12,675	6,933	23,638
Wearing Apparel and Haberdashery .. .. .	Value	..	21,149	..	21,579	..	32,525
Chemicals, Drugs, Dyes and Colours .. .. .	"	..	32,877	..	32,406	..	64,479
Candles .. .. .	"	..	130,658	..	137,626	..	173,910
Fuel Oil .. .. .	"	..	83,138	..	96,350	..	116,076
Lubricating Oils .. .. .	cwt.	493	1,907	753	2,906	729	2,614
" Greases .. .. .	Imp. gal.	5,731,483	77,280	8,899,065	125,951	12,836,549	161,006
Motor Spirit .. .. .	"	362,628	52,376	534,088	81,360	579,385	80,243
Mineral Oil, Illuminating or Burning .. .. .	cwt.	2,642	4,643	2,803	5,133	3,260	5,773
Soap, Common .. .. .	Imp. gal.	2,570,493	158,958	3,368,744	205,718	4,498,447	239,546
" Toilet .. .. .	"	1,712,266	67,523	3,198,148	140,478	3,489,759	150,994
Other Oils, Fats and Resin Manufactures .. .. .	cwt.	13,641	30,985	11,906	26,912	14,957	35,042
Leather and Manufactures thereof .. .. .	Value	..	14,337	..	16,024	..	19,262
Paper, Cardboard and Stationery .. .. .	"	..	4,243	..	5,671	..	6,832
Cycles (not Motor) .. .. .	"	..	26,663	..	25,340	..	27,193
Motor-cars .. .. .	No.	11,629	94,100	4,852	33,865	6,152	39,015
" .. .. .	"	1,403	250,453	1,585	275,010	1,616	256,824

TABLE I—(Contd.).

ARTICLES.	Unit of Quantity.	1926		1927		1928	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Motor-car Parts and Accessories ..	Value	..	£ 73,741	..	£ 70,647	..	£ 70,624
†Motor Lorries .. .. .	No.	1,135	224,949	{ 665	115,074	1,334	190,158
†Motor Tractors .. .. .	"	..	..	{ 617	141,581	388	107,023
†Motor Lorry Parts and Accessories ..	} Value	..	49,058	..	29,387	..	23,652
†Motor Tractor Parts and Accessories ..		..	..	..	..	36,148	..
†Motor Cycles .. .. .	} No.	602	25,377	446	19,429	302	12,679
†Motor Cycles, Sidecars for .. .. .				47	1,174	27	470
Motor Cycle, Sidecar and Tricar Parts and Accessories .. .. .	Value	..	9,220	..	4,705	..	5,860
Other Vehicles and Parts .. .. .	"	..	75,878	..	54,832	..	80,592
Tyres and Tubes :—							
†Motor Car .. .. .	} No.	35,890	52,426	46,554	63,282	45,803	58,782
†Motor Cycle .. .. .				4,351	3,698	4,413	2,682
Bicycle .. .. .	"	126,415	23,248	141,680	20,107	221,024	28,199
Power Lorry .. .. .	"	6,949	27,506	15,981	48,430	26,583	73,184
Rubber Manufactures, unspecified ..	Value	..	7,564	..	5,894	..	7,707
Miscellaneous Articles, Mainly or Wholly Manufactured .. .. .	"	..	362,317	..	396,825	..	432,139
Animals not for Food .. .. .	No.	1,339	10,222	1,943	16,481	1,251	15,353
Parcel Post .. .. .	Value	..	372,460	..	403,869	..	431,539
Bullion and Specie on Private Account	"	..	173,649	..	296,182	..	121,205
<b>GRAND TOTAL, HOME CONSUMPTION IMPORTS .. £</b>		..	7,440,649	..	7,697,180	..	8,696,061

\* Items marked thus, refer principally to Imports from Tanganyika Territory and which are intended for subsequent re-exportation. These Imports totalled during :—

	£
1926 .. .. .	1,278,818
1927 .. .. .	929,650
1928 .. .. .	1,120,419

† Not separately recorded prior to 1927.



TABLE II.

Total value of merchandise (exclusive of Government goods and Government Bullion and Specie) imported into and cleared for Home Consumption in Kenya and Uganda during the last three years, distinguishing principal countries of origin:—

COUNTRIES OF ORIGIN	1926 Value.	1927 Value.	1928 Value.
	£	£	£
Great Britain .. .. .	2,762,178	2,951,159	3,007,866
British Possessions:—			
Free State of Ireland ( <i>included with Great Britain prior to 1927.</i> ) .. .. .	..	640	4,794
India and Burmah .. .. .	757,847	676,926	862,266
Ceylon .. .. .	19,236	20,481	28,830
Dominion of Canada ( <i>included with Other British Possessions prior to 1927</i> ) .. .. .	..	177,185	209,811
Mauritius .. .. .	307	22	614
Zanzibar .. .. .	6,402	5,786	5,045
Union of South Africa .. .. .	105,642	110,207	129,914
Australia .. .. .	11,824	9,148	15,384
Straits Settlements ( <i>included with Other British Possessions prior to 1927</i> ) .. .. .	..	25,109	4,575
Tanganyika Territory .. .. .	1,278,818	929,650	1,120,419
Other British Possessions .. .. .	97,401	12,897	12,753
Total British Possessions .. .. .	2,277,477	1,968,051	2,394,405
GRAND TOTAL, BRITISH EMPIRE .. .. .	5,039,655	4,919,210	5,402,271
Foreign Countries:—			
Austria .. .. .	27,309	19,255	17,696
Belgian Congo .. .. .	6,049	15,428	10,336
Belgium .. .. .	99,054	108,942	103,358
China .. .. .	34,431	35,502	38,568
Czecho-Slovakia .. .. .	20,643	18,374	29,457
Dutch East Indies ( <i>included with Miscellaneous Ports of Asia prior to 1927</i> ) .. .. .	..	187,240	193,732
Egypt .. .. .	17,651	19,002	13,718
France .. .. .	101,580	108,802	132,367
Germany .. .. .	275,125	352,285	380,771
Holland .. .. .	354,349	379,605	470,541
Italian Colonia Erytra ( <i>included with Other African Countries prior to 1927</i> ) .. .. .	..	11,101	16,956
Italy .. .. .	59,265	81,941	100,398
Japan .. .. .	290,048	319,680	395,862
Persia ( <i>included with Miscellaneous Ports of Asia prior to 1927</i> ) .. .. .	..	168,927	212,523
Sweden .. .. .	49,890	41,084	44,278
Switzerland .. .. .	26,270	25,068	33,918
Other European Countries .. .. .	19,185	23,820	34,988
Other Asiatic and African Countries .. .. .	269,946	33,514	76,635
Miscellaneous Ports of America .. .. .	1,563	1,450	2,461
United States of America .. .. .	748,636	826,950	985,227
Total Foreign Countries .. .. .	2,400,994	2,777,970	3,293,790
GRAND TOTAL .. £	7,440,649	7,697,180	8,696,061

TABLE III.

STATEMENT SHOWING QUANTITY AND VALUE OF ALL ARTICLES IMPORTED FROM VARIOUS COUNTRIES DURING THE YEAR ENDED 31ST DECEMBER, 1928.

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS I.—FOOD, DRINK AND TOBACCO.							
GROUP (A).—GRAIN, PULSE AND FLOUR.							
<i>(a) Grain and Pulse.</i>							
(1) Wheat :			£		£		£
India and Burmah .. .. .	cwt.	3,032	2,573	3,034	2,576	..	..
Dominion of Canada .. .. .	"	1	2	1	2	..	..
Tanganyika Territory .. .. .	"	716	646	716	646	..	..
Belgian Congo .. .. .	"	3	3	3	3	..	..
Total ..		3,752	3,224	3,754	3,227	..	..
(2) Maize :							
Zanzibar .. .. .	cwt.	2	1	2	1	..	..
Tanganyika Territory .. .. .	"	12,145	3,602	12,145	3,602	..	..
Union of South Africa .. .. .	"	3	1	3	1	..	..
Total ..		12,150	3,604	12,150	3,604	..	..
(3) Rice :							
India and Burmah .. .. .	cwt.	94,470	87,171	94,207	86,956	..	..
Tanganyika Territory .. .. .	"	79,581	85,531	79,581	85,531	..	..
Belgian Congo .. .. .	"	20	18	20	18	..	..
Egypt .. .. .	"	12	11	12	11	..	..
France .. .. .	"	6	9	6	9	..	..
French Possessions .. .. .	"	713	526	713	526	..	..
Japan .. .. .	"	2,011	1,188	2,011	1,192	..	..
Spain .. .. .	"	2	3	2	3	..	..
Total ..		176,815	174,457	176,552	174,246	..	..
(4) Millet :							
India and Burmah .. .. .	cwt.	2,520	1,588	2,529	1,592	..	..
Tanganyika Territory .. .. .	"	4,518	1,528	4,518	1,528	..	..
Belgian Congo .. .. .	"	..	1	..	1	..	..
Total ..		7,038	3,117	7,047	3,121	..	..
(5) Other Grain :							
Great Britain .. .. .	cwt.	264	391	277	427	..	..
India and Burmah .. .. .	"	8	6	8	6	..	..
Australia .. .. .	"	70	66	70	66	..	..
Union of South Africa .. .. .	"	280	311	280	311	..	..
Tanganyika Territory .. .. .	"	2,112	685	2,112	685	..	..
Other British Possessions .. .. .	"	7	6	7	6	..	..
French Possessions .. .. .	"	12	15	12	15	..	..
Germany .. .. .	"	8	12	8	12	..	..
Holland .. .. .	"	4	6	4	6	..	..
United States of America .. .. .	"	7	10	7	10	..	..
Total ..		2,772	1,508	2,785	1,544	..	..
(6) Pulse :							
Great Britain .. .. .	cwt.	13	18	13	18	..	..
India and Burmah .. .. .	"	3,490	2,709	3,490	2,709	..	..
Tanganyika Territory .. .. .	"	6,731	3,886	6,731	3,886	..	..
France .. .. .	"	2	4	2	4	..	..
Total ..		10,236	6,617	10,236	6,617	..	..
(7) Dhall :							
India and Burmah .. .. .	cwt.	8,321	7,360	8,323	7,363	..	..
<i>(b) Flour.</i>							
(1) Wheat Meal and Flour :							
India and Burmah .. .. .	cwt.	64,794	57,231	64,690	57,158	..	..
Australia .. .. .	"	4	4	4	4	..	..
Dominion of Canada .. .. .	"	3	3	3	3	..	..
Tanganyika Territory .. .. .	"	1	2	1	2	..	..
Germany .. .. .	"	35	57	35	57	..	..
United States of America .. .. .	"	9	7	9	7	..	..
Total ..		64,846	57,304	64,742	57,231	..	..
(2) Maize Meal and Flour :							
Tanganyika Territory .. .. .	cwt.	373	156	373	156	..	..

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS I.—FOOD, DRINK AND TOBACCO (Contd.).							
(3) Pulse Meal and Flour: India and Burmah .. .. .	cwt.	2,813	2,418	2,813	2,418	..	..
(4) Other Meal and Flour: Great Britain .. .. .	cwt.	48	105	41	78	..	..
Tanganyika Territory .. .. .	"	..	1	..	1	..	..
Germany .. .. .	"	10	21	10	21	..	..
Total ..		58	127	51	100	..	..
GROUP (B).—FEEDING STUFFS FOR ANIMALS.							
(4) Cake, Oil Seed, Other.							
Zanzibar .. .. .	Ton	1	3	1	3	..	..
Tanganyika Territory .. .. .	"	57	290	57	290	..	..
Total ..		58	293	58	293	..	..
(5) Hay and Forage.							
Great Britain .. .. .	Ton	..	5	..	5	..	..
(6) Other Sorts.							
Great Britain .. .. .	Ton	27	935	26	913	..	..
Tanganyika Territory .. .. .	"	..	1	..	1	..	..
Total ..		27	936	26	914	..	..
GROUP (C).—MEAT.							
(1) Bacon and Ham.							
Great Britain .. .. .	Cwt.	42	416	44	416	..	..
Denmark .. .. .	"	45	383	38	327	..	..
Germany .. .. .	"	1	6	1	9	..	..
United States of America .. .. .	"	11	96	10	96	..	..
Total ..		99	901	93	848	..	..
(2) Meat, Fresh.							
Tanganyika Territory .. .. .	Cwt.	86	287	86	287	..	..
(3) Meat, Tinned, Canned or otherwise Preserved.							
Great Britain .. .. .	Cwt.	433	3,223	438	3,270	..	..
Union of South Africa .. .. .	"	30	125	30	125	..	..
Tanganyika Territory .. .. .	"	722	2,001	722	2,001	..	..
Other British Possessions .. .. .	"	1	15	1	15	..	..
Austria .. .. .	"	16	66	16	66	..	..
Denmark .. .. .	"	49	460	49	460	..	..
Egypt .. .. .	"	1	8	1	8	..	..
France .. .. .	"	3	69	3	69	..	..
Germany .. .. .	"	7	52	7	52	..	..
Holland .. .. .	"	..	3	..	3	..	..
Italy .. .. .	"	1	13	1	13	..	..
Portuguese Possessions .. .. .	"	8	62	7	55	..	..
Russia .. .. .	"	..	5	..	5	..	..
Switzerland .. .. .	"	2	18	2	18	..	..
Miscellaneous Ports of Europe .. .. .	"	..	2	..	2	..	..
" " America .. .. .	"	92	447	92	447	..	..
United States of America .. .. .	"	80	381	81	386	..	..
Total ..		1,445	6,950	1,450	6,995	..	..
(4) Poultry and Game, Dead.							
Great Britain .. .. .	No.	15	8	15	8	..	..

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS I.—FOOD, DRINK AND TOBACCO (Contd.).</b>							
<b>GROUP (D).—ANIMALS, LIVING, FOR FOOD.</b>							
<b>(1) Cattle.</b>							
Belgian Congo .. .. .	No.	412	1,591	412	1,591	..	..
<b>(2) Sheep and Goats.</b>							
Tanganyika Territory .. .. .	No.	43	23	43	23	..	..
Belgian Congo .. .. .	"	292	273	292	273	..	..
Total ..		335	296	335	296	..	..
<b>(4) Poultry and Game, alive.</b>							
Tanganyika Territory .. .. .	No.	8	4	8	4	..	..
<b>GROUP (E).—OTHER FOOD AND DRINK.</b>							
<b>(1) Aerated Waters.</b>							
Great Britain .. .. .	Doz. bots.	2,799	1,011	2,496	888	..	..
Free State of Ireland .. .. .	"	105	41	130	51	..	..
France .. .. .	"	131	63	131	63	..	..
Germany .. .. .	"	64	20	44	12	..	..
Italy .. .. .	"	68	6	68	6	..	..
United States of America .. .. .	"	50	15	50	15	..	..
Total ..		3,217	1 1,56	2,919	1,035	..	..
<b>(2) Ale, Beer, Stout, etc.</b>							
Great Britain .. .. .	Imp. gals.	34,980	8,069	33,945	7,866	..	..
Union of South Africa .. .. .	"	15,402	3,047	13,146	2,587	..	..
Belgium .. .. .	"	82	25	..	..	..	..
Denmark .. .. .	"	3,339	791	3,867	831	..	..
Germany .. .. .	"	68,287	15,513	65,866	13,823	..	..
Holland .. .. .	"	38,532	6,154	39,771	6,426	..	..
Italy .. .. .	"	16	4	16	4	..	..
Japan .. .. .	"	1,000	175	616	105	..	..
Miscellaneous Ports of America .. .. .	"	18	7	18	7	..	..
Total ..		161,656	33,785	157,245	31,649	..	..
<b>(3) Beverages and Syrups, unenumerated.</b>							
Great Britain .. .. .	Imp. gal.	5,808	3,450	5,962	3,563	..	..
Free State of Ireland .. .. .	"	2	1	2	1	..	..
India and Burmah.. .. .	"	10	3	10	3	..	..
Zanzibar .. .. .	"	6	1	6	1	..	..
Union of South Africa .. .. .	"	1,852	1,313	1,822	1,291	..	..
Tanganyika Territory .. .. .	"	16	8	16	8	..	..
France .. .. .	"	709	192	785	228	..	..
Germany .. .. .	"	434	262	430	257	..	..
Holland .. .. .	"	3	1	3	1	..	..
Italy .. .. .	"	4	5	4	5	..	..
United States of America .. .. .	"	3	4	113	57	..	..
Total ..		8,847	5,240	9,153	5,415	..	..
<b>(5) Biscuits.</b>							
Great Britain .. .. .	Cwt.	1,553	14,878	1,561	15,067	5	16
Free State of Ireland .. .. .	"	419	4,451	419	4,451	..	..
Union of South Africa .. .. .	"	20	168	15	128	..	..
Belgium .. .. .	"	73	466	73	466	..	..
France .. .. .	"	..	2	1	20	..	..
French Possessions.. .. .	"	..	..	1	4	..	..
Germany .. .. .	"	121	648	121	648	..	..
Holland .. .. .	"	44	317	44	317	..	..
Japan .. .. .	"	17	127	17	127	..	..
United States of America .. .. .	"	2	15	2	15	..	..
Total ..		2,249	21,072	2,254	21,243	5	16

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS I.—FOOD, DRINK AND TOBACCO (Contd.).							
GROUP (E).—OTHER FOOD AND DRINK (Contd.).							
(6) <i>Butter.</i>							
Great Britain .. .. .	Cwt.	7	93	7	91	..	..
India and Burmah.. .. .	"	127	1,379	132	1,432	..	..
Tanganyika Territory .. .. .	"	..	2	..	2	..	..
Other British Possessions .. .. .	"	1	10	1	10	..	..
Denmark .. .. .	"	9	120	6	76	..	..
Holland .. .. .	"	1	9	1	9	..	..
United States of America .. .. .	"	..	4	..	4	..	..
Total ..		145	1,617	147	1,624	..	..
(7) <i>Cheese.</i>							
Great Britain .. .. .	Cwt.	80	945	78	920	..	..
Union of South Africa .. .. .	"	42	508	42	508	..	..
Egypt .. .. .	"	5	51	5	51	..	..
France .. .. .	"	2	39	2	39	..	..
Germany .. .. .	"	11	145	11	145	..	..
Holland .. .. .	"	66	554	66	565	..	..
Italy .. .. .	"	2	30	2	30	..	..
Sweden .. .. .	"	2	24	2	24	..	..
Switzerland .. .. .	"	53	674	48	625	..	..
Miscellaneous Ports of Europe .. .. .	"	6	61	6	61	..	..
Total ..		269	3,031	262	2,968	..	..
(8) <i>Chillies.</i>							
Tanganyika Territory .. .. .	Cwt.	126	293	126	293	..	..
(10) <i>Coffee: (a) Raw.</i>							
Tanganyika Territory .. .. .	Cwt.	179,729	579,535	179,729	579,535	..	..
Belgian Congo .. .. .	"	12	65	12	65	..	..
Total ..		179,741	579,600	179,741	579,600	..	..
(11) <i>Confectionery.</i>							
Great Britain .. .. .	Cwt.	3,266	26,840	3,322	27,604	..	..
India and Burmah.. .. .	"	3	9	3	9	..	..
Dominion of Canada .. .. .	"	5	71	5	71	..	..
Zanzibar .. .. .	"	..	1	..	1	..	..
Union of South Africa .. .. .	"	23	133	24	144	..	..
Other British Possessions .. .. .	"	..	1	..	1	..	..
Belgium .. .. .	"	16	89	8	41	..	..
Denmark .. .. .	"	9	126	9	126	..	..
Egypt .. .. .	"	26	90	26	90	..	..
France .. .. .	"	5	65	2	35	..	..
French Possessions.. .. .	"	..	4	..	4	..	..
Germany .. .. .	"	44	216	49	238	..	..
Holland .. .. .	"	157	751	157	751	..	..
Italy .. .. .	"	26	222	21	192	..	..
Japan .. .. .	"	7	54	7	54	..	..
Spain.. .. .	"	..	1	..	1	..	..
Switzerland .. .. .	"	8	85	12	61	..	..
United States of America .. .. .	"	..	1	..	1	..	..
Total ..		3,595	28,759	3,645	29,424	..	..
(12) <i>Dates.</i>							
India and Burmah.. .. .	Cwt.	194	210	194	210	..	..
Tanganyika Territory .. .. .	"	1	2	1	2	..	..
Oter British Possessions .. .. .	"	3	7	3	7	..	..
Arabia .. .. .	"	1,910	1,892	1,915	1,896	..	..
Egypt .. .. .	"	20	11	20	12	..	..
Miscellaneous Ports of Asia .. .. .	"	36	101	36	101	..	..
Total ..		2,164	2,233	2,169	2,228	..	..

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS I.—FOOD, DRINK AND TOBACCO (Contd.).</b>							
<b>GROUP (E).—OTHER FOOD AND DRINK (Contd.).</b>							
<i>(13) Fish, Salted, Pickled or Dried.</i>							
Great Britain .. .. .	Cwt.	621	2,773	621	2,773	..	..
India and Burmah.. .. .	"	227	454	227	454	..	..
Union of South Africa .. .. .	"	6	19	6	19	..	..
Tanganyika Territory .. .. .	"	1,357	2,894	1,357	2,894	..	..
Other British Possessions .. .. .	"	11	15	11	15	..	..
Arabia .. .. .	"	1,544	1,779	1,544	1,779	..	..
Holland .. .. .	"	19	98	19	98	..	..
Italian East Africa .. .. .	"	506	694	506	694	..	..
Italy .. .. .	"	1	2	1	2	..	..
Japan .. .. .	"	3	1	3	1	..	..
Norway .. .. .	"	2	8	2	8	..	..
Portuguese Possessions .. .. .	"	8	6	8	6	..	..
Total .. .. .		4,305	8,743	4,305	8,743	..	..
<i>(14) Fish, Canned.</i>							
Great Britain .. .. .	Cwt.	765	5,260	782	5,391	..	..
India and Burmah.. .. .	"	..	5	..	5	..	..
Union of South Africa .. .. .	"	2	13	2	13	..	..
Dominion of Canada .. .. .	"	77	391	78	396	..	..
Straits Settlements.. .. .	"	..	2	3	23	..	..
Other British Possessions .. .. .	"	2	39	2	40	..	..
Egypt .. .. .	"	9	65	9	65	..	..
France .. .. .	"	38	478	37	473	..	..
Germany .. .. .	"	12	89	12	89	..	..
Holland .. .. .	"	..	2	..	2	..	..
Italy .. .. .	"	23	204	23	204	..	..
Japan .. .. .	"	13	113	9	86	..	..
Norway .. .. .	"	329	2,563	343	2,649	..	..
Portugal .. .. .	"	38	242	41	265	..	..
Portuguese Possessions .. .. .	"	4	29	4	29	..	..
Russia .. .. .	"	1	27	1	27	..	..
Spain.. .. .	"	4	24	4	24	..	..
Sweden .. .. .	"	2	19	2	19	..	..
Miscellaneous Ports of Asia .. .. .	"	69	489	69	489	..	..
" " Europe .. .. .	"	11	103	11	104	..	..
" " America .. .. .	"	10	72	10	73	..	..
United States of America .. .. .	"	464	2,340	468	2,371	..	..
Total .. .. .		1,873	12,569	1,910	12,837	..	..
<i>(15) Fruit, Bottled, Canned or otherwise Preserved.</i>							
Great Britain .. .. .	Cwt.	732	3,546	792	3,760	6	16
India and Burmah.. .. .	"	919	3,286	918	3,278	..	..
Australia .. .. .	"	78	328	84	347	..	..
Ceylon .. .. .	"	..	1	..	1	..	..
Dominion of Canada .. .. .	"	4	24	4	24	..	..
Straits Settlements.. .. .	"	85	241	89	253	..	..
Union of South Africa .. .. .	"	556	2,522	551	2,505	..	..
Other British Possessions .. .. .	"	1	4	1	4	..	..
Arabia .. .. .	"	1	4	1	4	..	..
Austria .. .. .	"	2	11	9	22	..	..
Belgium .. .. .	"	..	1	..	1	..	..
China .. .. .	"	2	8	2	8	..	..
Denmark .. .. .	"	1	8	1	8	..	..
Egypt .. .. .	"	69	172	69	172	..	..
France .. .. .	"	126	809	137	858	..	..
French Possessions .. .. .	"	4	52	4	52	..	..
Germany .. .. .	"	3	29	3	29	..	..
Holland .. .. .	"	..	1	..	1	..	..
Italy .. .. .	"	42	181	42	181	..	..
Japan .. .. .	"	1	5	1	5	..	..
Norway .. .. .	"	1	9	1	9	..	..
Portugal .. .. .	"	..	5	18	42	..	..
Portuguese Possessions .. .. .	"	4	19	6	33	..	..
Spain.. .. .	"	47	389	50	413	..	..
Sweden .. .. .	"	..	1	..	1	..	..
Switzerland .. .. .	"	..	2	..	2	..	..
Miscellaneous Ports of Asia .. .. .	"	22	92	22	92	..	..
" " Europe .. .. .	"	94	361	98	373	..	..
" " America .. .. .	"	239	778	239	778	..	..
United States of America .. .. .	"	1,846	6,113	1,892	6,276	..	..
Total .. .. .		4,879	19,002	5,034	19,532	6	16

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS I.—FOOD, DRINK AND TOBACCO (Contd.).</b>							
<b>GROUP (E).—OTHER FOOD AND DRINK (Contd.).</b>							
<b>(16) Fruit, Fresh.</b>							
Great Britain .. .. .	Value	..	258	..	258	..	..
India and Burmah.. .. .	"	..	398	..	398	..	..
Dominion of Canada .. .. .	"	..	87	..	87	..	..
Zanzibar .. .. .	"	..	1,207	..	1,207	..	..
Union of South Africa .. .. .	"	..	3,565	..	3,565	..	..
Tanganyika Territory .. .. .	"	..	743	..	743	..	..
France .. .. .	"	..	12	..	12	..	..
Japan .. .. .	"	..	2	..	2	..	..
Spain.. .. .	"	..	215	..	233	..	..
United States of America .. .. .	"	..	12	..	12	..	..
Total ..		..	6,499	..	6,517	..	..
<b>(17) Garlic and Onions, not preserved.</b>							
India and Burmah.. .. .	Cwt.	9,041	4,738	9,041	4,738	..	..
Tanganyika Territory .. .. .	"	1,892	1,791	1,892	1,791	..	..
Egypt .. .. .	"	8,057	3,988	8,057	3,988	..	..
Total ..		18,990	10,517	18,990	10,517	..	..
<b>(18) Ghee.</b>							
India and Burmah.. .. .	Cwt.	609	5,264	575	5,013	..	..
Tanganyika Territory .. .. .	"	8,411	31,359	8,411	31,359	..	..
Total ..		9,020	36,623	8,986	36,372	..	..
<b>(19) Lard and its Compounds.</b>							
Great Britain .. .. .	Cwt.	133	831	140	877	..	..
Union of South Africa .. .. .	"	1	3	1	3	..	..
Germany .. .. .	"	6	37	6	37	..	..
United States of America .. .. .	"	3	22	3	22	..	..
Total ..		143	893	150	939	..	..
<b>(20) Margarine, Marrowfat, Butter Substitutes and Similar Substances for use as Food or in Cooking.</b>							
Great Britain .. .. .	Cwt.	323	1,643	329	1,674	..	..
Union of South Africa .. .. .	"	1	4	1	4	..	..
Tanganyika Territory .. .. .	"	188	885	188	885	..	..
Other British Possessions .. .. .	"	..	1	..	1	..	..
France .. .. .	"	..	2	..	2	..	..
Germany .. .. .	"	3	20	3	20	..	..
Holland .. .. .	"	4	18	4	18	..	..
Miscellaneous Ports of Europe .. .. .	"	1	4	1	4	..	..
" " America .. .. .	"	1	4	1	4	..	..
United States of America .. .. .	"	3	20	3	20	..	..
Total ..		524	2,601	530	2,632	..	..
<b>(21) Marmalades, Jams and Jellies.</b>							
Great Britain .. .. .	Cwt.	1,611	6,935	1,653	7,126	2	5
India and Burmah.. .. .	"	4	14	4	14	..	..
Union of South Africa .. .. .	"	742	2,480	729	2,400	..	..
Australia .. .. .	"	92	286	92	286	..	..
Other British Possessions .. .. .	"	..	1	..	1	..	..
Austria .. .. .	"	3	8	3	8	..	..
Denmark .. .. .	"	1	6	1	6	..	..
Egypt .. .. .	"	1	3	1	3	..	..
France .. .. .	"	1	3	1	3	..	..
Germany .. .. .	"	2	7	2	7	..	..
Holland .. .. .	"	3	13	3	11	..	..
Portuguese Possessions .. .. .	"	1	4	1	4	..	..
Spain.. .. .	"	1	2	1	2	..	..
Miscellaneous Ports of Europe .. .. .	"	5	15	5	15	..	..
Switzerland .. .. .	"	..	1	..	..	..	..
United States of America .. .. .	"	9	43	9	43	..	..
Total ..		2,476	9,821	2,505	9,929	2	5

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS I.—FOOD, DRINK AND TOBACCO (Contd.).</b>							
<b>GROUP (E).—OTHER FOOD AND DRINK (Contd.).</b>							
<i>(23) Milk, Condensed or otherwise Preserved.</i>							
Great Britain .. .. .	Cwt.	1,222	4,607	1,271	5,099	79	151
Australia .. .. .	"	60	689	52	610	..	..
Dominion of Canada .. .. .	"	16	223	21	303	..	..
Other British Possessions .. .. .	"	99	1,536	98	1,530	..	..
Austria .. .. .	"	5	63	5	63	..	..
Belgium .. .. .	"	2	15	..	..	..	..
Denmark .. .. .	"	34	116	36	110	..	..
Germany .. .. .	"	12	46	12	46	..	..
Holland .. .. .	"	3,859	11,175	3,871	11,225	..	..
Italy .. .. .	"	3	9	3	9	..	..
Norway .. .. .	"	182	1,200	161	1,080	..	..
Sweden .. .. .	"	..	1	..	1	..	..
Switzerland .. .. .	"	6,503	18,668	6,638	19,068	12	34
United States of America .. .. .	"	1	5	2	11	..	..
Total .. .. .		11,998	38,353	12,170	39,155	91	185
<i>(24) Potatoes.</i>							
Tanganyika Territory .. .. .	Cwt.	5	2	5	2	..	..
Belgian Congo .. .. .	"	9	3	9	3	..	..
Total .. .. .		14	5	14	5	..	..
<i>(25) Provisions fresh.</i>							
Great Britain .. .. .	Value	..	63	..	63	..	..
India and Burmah .. .. .	"	..	73	..	73	..	..
Zanzibar .. .. .	"	..	31	..	31	..	..
Dominion of Canada .. .. .	"	..	77	..	77	..	..
Union of South Africa .. .. .	"	..	162	..	162	..	..
Tanganyika Territory .. .. .	"	..	26	..	26	..	..
Other British Possessions .. .. .	"	..	24	..	24	..	..
Total .. .. .		..	456	..	456	..	..
<i>(26) Provisions, Other.</i>							
Great Britain .. .. .	Value	..	35,179	..	34,672	..	644
Free State of Ireland .. .. .	"	..	7	..	7	..	..
India and Burmah .. .. .	"	..	4,291	..	4,500	..	..
Australia .. .. .	"	..	7	..	7	..	..
Ceylon .. .. .	"	..	11	..	11	..	..
Dominion of Canada .. .. .	"	..	211	..	210	..	..
Hong Kong .. .. .	"	..	14	..	14	..	..
Straits Settlements .. .. .	"	..	16	..	16	..	..
Tanganyika Territory .. .. .	"	..	1,178	..	1,178	..	..
Union of South Africa .. .. .	"	..	227	..	227	..	..
Zanzibar .. .. .	"	..	10	..	10	..	..
Other British Possessions .. .. .	"	..	57	..	57	..	..
Arabia .. .. .	"	..	13	..	13	..	..
Belgium .. .. .	"	..	75	..	55	..	..
China .. .. .	"	..	7	..	7	..	..
Czecho-Slovakia .. .. .	"	..	291	..	291	..	..
Denmark .. .. .	"	..	274	..	193	..	..
Dutch East Indies .. .. .	"	..	3	..	3	..	..
Egypt .. .. .	"	..	178	..	178	..	..
France .. .. .	"	..	1,561	..	1,557	..	..
French Possessions .. .. .	"	..	60	..	75	..	..
Germany .. .. .	"	..	733	..	743	..	..
Holland .. .. .	"	..	356	..	356	..	..
Italian East Africa .. .. .	"	..	3	..	3	..	..
Italy .. .. .	"	..	1,361	..	1,313	..	..
Japan .. .. .	"	..	87	..	87	..	..
Norway .. .. .	"	..	28	..	28	..	..
Portugal .. .. .	"	..	38	..	33	..	..
Portuguese Possessions .. .. .	"	..	25	..	45	..	..
Russia .. .. .	"	..	9	..	4	..	..
Spain .. .. .	"	..	156	..	156	..	..
Sweden .. .. .	"	..	64	..	64	..	..
Switzerland .. .. .	"	..	57	..	57	..	..
Miscellaneous Ports of Asia .. .. .	"	..	18	..	18	..	..
" " Europe .. .. .	"	..	31	..	31	..	..
" " America .. .. .	"	..	153	..	153	..	..
United States of America .. .. .	"	..	8,110	..	8,300	..	..
Total .. .. .		..	54,899	..	54,672	..	644



TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS I.—FOOD, DRINK AND TOBACCO (Contd.).</b>							
<b>GROUP (E).—OTHER FOOD AND DRINK (Contd.).</b>							
<b>(27) Salt: (a) Table Salt.</b>							
Great Britain .. .. .	Cwt.	532	1,274	966	1,532	..	..
Germany .. .. .	"	1	5	1	5	..	..
Total ..		533	1,279	967	1,537	..	..
<b>(b) Salt for Curing, Dairy and Agricultural Purposes.</b>							
Great Britain .. .. .	Cwt.	5,040	1,296	5,040	1,295	..	..
Belgium .. .. .	"	200	51	..	..	..	..
Egypt .. .. .	"	555	63	155	18	..	..
Germany .. .. .	"	2,189	458	2,189	458	..	..
Italian Colonia Erytra .. .. .	"	8,049	942	8,049	942	..	..
Italian East Africa .. .. .	"	3,063	314	3,063	314	..	..
Total ..		19,096	3,124	18,496	3,027	..	..
<b>(c) Salt, Other.</b>							
Great Britain .. .. .	Cwt.	824	349	423	182	..	..
Other British Possessions .. .. .	"	16,921	2,280	16,921	2,280	..	..
Arabia .. .. .	"	3,301	348	2,261	243	..	..
Belgium .. .. .	"	216	51	..	..	..	..
Egypt .. .. .	"	28,908	3,722	27,568	3,528	..	..
Germany .. .. .	"	..	..	501	127	..	..
Italian Colonia Erytra .. .. .	"	135,472	16,360	132,184	16,014	..	..
Italian East Africa .. .. .	"	1,174	114	1,174	114	..	..
Total ..		186,816	23,224	181,032	22,488	..	..
<b>(28) Spices.</b>							
Great Britain .. .. .	Cwt.	241	3,047	237	2,993	3	38
India and Burmah .. .. .	"	6,636	15,650	6,648	15,713	..	..
Ceylon .. .. .	"	..	3	..	3	..	..
Union of South Africa .. .. .	"	8	58	8	58	..	..
Zanzibar .. .. .	"	59	241	59	241	..	..
Hong Kong .. .. .	"	2	20	2	20	..	..
Straits Settlements .. .. .	"	6	100	6	100	..	..
Other British Possessions .. .. .	"	1	14	1	14	..	..
China .. .. .	"	197	272	233	335	..	..
Czecho-Slovakia .. .. .	"	..	4	..	4	..	..
Dutch East Indies .. .. .	"	36	48	36	48	..	..
France .. .. .	"	..	54	..	54	..	..
Germany .. .. .	"	2	5	2	5	..	..
Italy .. .. .	"	..	1	..	1	..	..
Spain .. .. .	"	..	1	..	1	..	..
Miscellaneous Ports of Asia .. .. .	"	..	2	..	2	..	..
" " America .. .. .	"	..	1	..	1	..	..
United States of America .. .. .	"	1	6	1	6	..	..
Total ..		7,189	19,527	7,233	19,599	3	38
<b>(29) Spirits: (a) Brandy.</b>							
France .. .. .	Prf. gal.	14,979	14,356	14,426	14,539	108	187
Germany .. .. .	"	17	13	17	13	..	..
Italy .. .. .	"	56	62	56	62	..	..
Total ..		15,052	14,431	14,499	14,614	108	187
<b>(b) Gin and Geneva.</b>							
Great Britain .. .. .	Prf. gal.	10,699	7,549	10,766	8,101	..	..
Union of South Africa .. .. .	"	8	6	8	6	..	..
Holland .. .. .	"	446	262	358	231	..	..
Total ..		11,153	7,817	11,132	8,338	..	..

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS I.—FOOD, DRINK AND TOBACCO (Contd.).							
GROUP (E).—OTHER FOOD AND DRINK (Contd.).							
<i>(c) Liqueurs.</i>							
Great Britain .. .. .	Imp. gal.	363	495	320	464	..	..
Union of South Africa .. .. .	"	55	63	53	61	..	..
Other British Possessions .. .. .	"	151	373	121	306	..	..
Belgium .. .. .	"	9	13	5	6	..	..
Denmark .. .. .	"	112	150	106	134	..	..
France .. .. .	"	786	822	795	834	..	..
Germany .. .. .	"	1	2	1	2	..	..
Holland .. .. .	"	127	168	107	145	..	..
Italy .. .. .	"	13	12	48	40	..	..
Norway .. .. .	"	..	..	14	11	..	..
Portuguese Possessions .. .. .	"	127	112	117	101	..	..
Russia .. .. .	"	2	2	2	2	..	..
Spain.. .. .	"	26	63	14	31	..	..
Total ..		1,772	2,275	1,703	2,137	..	..
<i>(d) Rum.</i>							
Great Britain .. .. .	Prf. gal.	31	25	44	35	..	..
Other British Possessions .. .. .	"	110	102	107	104	..	..
France .. .. .	"	23	27	8	5	..	..
Miscellaneous Ports of Asia .. .. .	"	11	10	7	6	..	..
Total ..		175	164	166	150	..	..
<i>(e) Whisky.</i>							
Great Britain .. .. .	Prf. gal.	62,183	81,321	59,054	82,242	..	..
<i>(f) Unenumerated.</i>							
Great Britain .. .. .	Imp. gal.	2	4	2	4	..	..
<i>(30) Sugar: (a) Jaggery.</i>							
India and Burmah.. .. .	Cwt.	43	67	43	67	..	..
Tanganyika Territory .. .. .	"	1,178	1,052	1,178	1,052	..	..
Total ..		1,221	1,119	1,221	1,119	..	..
<i>(b) Refined, in bulk.</i>							
Great Britain .. .. .	Cwt.	15	25	16	26	..	..
India and Burmah.. .. .	"	1,677	1,760	1,685	1,767	..	..
Belgium .. .. .	"	212	269	212	269	..	..
Egypt .. .. .	"	2	2	2	2	..	..
France .. .. .	"	148	163	148	163	..	..
Germany .. .. .	"	88	141	89	141	..	..
Holland .. .. .	"	391	651	391	651	..	..
Miscellaneous Ports of Asia .. .. .	"	77,009	64,332	75,810	63,387	..	..
Total ..		79,542	67,343	78,353	66,406	..	..
<i>(c) Refined, in Packages or Tins.</i>							
Great Britain .. .. .	Cwt.	526	1,153	559	1,207	..	..
Other British Possessions .. .. .	"	..	1	..	1	..	..
Czecho-Slovakia .. .. .	"	6	15	6	15	..	..
Germany .. .. .	"	100	145	100	145	..	..
Holland .. .. .	"	..	1	..	1	..	..
Miscellaneous Ports of Europe .. .. .	"	..	1	..	1	..	..
" " America .. .. .	"	1	2	1	2	..	..
United States of America .. .. .	"	4	6	4	6	..	..
Total ..		637	1,324	670	1,378	..	..

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS I.—FOOD, DRINK AND TOBACCO (Contd.).</b>							
<b>GROUP (E).—OTHER FOOD AND DRINK (Contd.).</b>							
<i>(d) Saccharin and Derivatives thereof.</i>							
Great Britain .. .. .	lb.	30	20	30	20	..	..
France .. .. .	"	300	76	300	76	..	..
Germany .. .. .	"	385	91	385	91	..	..
Switzerland .. .. .	"	100	19	100	19	..	..
Total ..		815	206	815	206	..	..
<i>(31) Tea.</i>							
India and Burmah.. .. .	Cwt.	6,280	63,083	5,296	54,656	16	202
Ceylon .. .. .	"	3,365	25,856	3,246	25,010	..	..
Union of South Africa .. .. .	"	7	89	7	89	..	..
Other British Possessions .. .. .	"	15	141	4	39	..	..
China .. .. .	"	21	357	20	357	..	..
Dutch East Indies .. .. .	"	..	..	16	75	..	..
Miscellaneous Ports of Asia .. .. .	"	281	1,561	308	1,687	..	..
Total ..		9,969	91,087	8,897	81,913	16	202
<i>(32) Wines.</i>							
Great Britain .. .. .	Imp. gal.	2,454	2,753	2,297	3,096	16	21
Australia .. .. .	"	2	4	34	33	..	..
Union of South Africa .. .. .	"	783	384	726	365	..	..
Other British Possessions .. .. .	"	120	54	42	20	..	..
France .. .. .	"	30,113	19,616	29,695	19,666	6	12
Germany .. .. .	"	338	319	316	287	..	..
Holland .. .. .	"	107	78	71	52	..	..
Italy .. .. .	"	10,153	3,829	10,021	3,827	..	..
Japan .. .. .	"	12	6	12	6	..	..
Portugal .. .. .	"	3,820	3,894	3,938	4,175	..	..
Spain.. .. .	"	3,309	4,123	2,900	3,414	..	..
Switzerland .. .. .	"	99	73	99	73	..	..
Miscellaneous Ports of Asia .. .. .	"	..	..	42	18	..	..
Total ..		51,310	35,133	50,193	35,032	22	33
<i>(33) Other Foods.</i>							
Great Britain .. .. .	Value	..	3,214	..	3,094	..	..
India and Burmah.. .. .	"	..	4,670	..	4,736	..	..
Ceylon .. .. .	"	..	4	..	4	..	..
Union of South Africa .. .. .	"	..	59	..	59	..	..
Zanzibar .. .. .	"	..	807	..	807	..	..
Tanganyika Territory .. .. .	"	..	353	..	353	..	..
Arabia .. .. .	"	..	5	..	5	..	..
Belgiap Congo .. .. .	"	..	3	..	3	..	..
Belgium .. .. .	"	..	5	..	5	..	..
China .. .. .	"	..	46	..	46	..	..
France .. .. .	"	..	1	..	1	..	..
Germany .. .. .	"	..	5	..	5	..	..
Italian East Africa.. .. .	"	..	8	..	8	..	..
Italy .. .. .	"	..	18	..	18	..	..
Japan .. .. .	"	..	19	..	19	..	..
Total ..		..	9,217	..	9,163	..	..
<b>GROUP (F).—TOBACCO.</b>							
<i>(1) Cigarettes.</i>							
Great Britain .. .. .	lb.	577,129	132,255	604,884	125,097	..	..
Union of South Africa .. .. .	"	2,769	898	2,587	770	..	..
Tanganyika Territory .. .. .	"	508	71	508	71	..	..
Belgium .. .. .	"	2,695	281	133	13	..	..
Egypt .. .. .	"	48	12	48	12	..	..
Germany .. .. .	"	3	1	3	1	..	..
Holland .. .. .	"	599	59	1,223	105	..	..
Portuguese Possessions .. .. .	"	452	96	504	96	..	..
Miscellaneous Ports of Europe .. .. .	"	202	46	64	10	..	..
United States of America .. .. .	"	391	149	313	111	..	..
Total ..		584,796	133,868	610,267	126,286	..	..

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS I.—FOOD, DRINK AND TOBACCO (Contd.).</b>							
<i>(2) Cigars and Cigarillos.</i>							
Great Britain .. .. .	lb.	399	273	369	265	..	..
India and Burmah.. .. .	"	1,618	220	1,370	196	..	..
Ceylon .. .. .	"	147	70	147	70	..	..
Union of South Africa .. .. .	"	15	5	15	5	..	..
Belgium .. .. .	"	168	76	235	100	..	..
Denmark .. .. .	"	6	7	6	7	..	..
Germany .. .. .	"	493	193	151	51	..	..
Holland .. .. .	"	1,026	537	931	491	..	..
Miscellaneous Ports of America .. .. .	"	1,833	490	1,961	515	..	..
Total .. .. .		5,705	1,871	5,185	1,700	..	..
<i>(3) Tobacco, Manufactured.</i>							
Great Britain .. .. .	lb.	16,999	3,901	13,962	3,646	..	..
India and Burmah.. .. .	"	20	2	20	2	..	..
Union of South Africa .. .. .	"	13,766	2,088	15,515	2,223	..	..
Belgium .. .. .	"	6,789	640	9,240	599	..	..
Holland .. .. .	"	909,932	88,154	788,004	76,308	..	..
Portuguese Possessions .. .. .	"	110	16	110	16	..	..
Switzerland .. .. .	"	164	13	164	13	..	..
United States of America .. .. .	"	168	24	168	24	..	..
Total .. .. .		947,948	94,838	827,183	82,831	..	..
<i>(4) Tobacco, Unmanufactured.</i>							
India and Burmah.. .. .	lb.	1,807	67	1,807	67	..	..
Zanzibar .. .. .	"	67	3	67	3	..	..
Union of South Africa .. .. .	"	30	1	30	1	..	..
Tanganyika Territory .. .. .	"	62,947	1,285	62,947	1,285	..	..
Other British Possessions .. .. .	"	1,633	32	1,633	32	..	..
Arabia .. .. .	"	5,181	240	5,181	240	..	..
Belgian Congo .. .. .	"	11	1	11	1	..	..
France .. .. .	"	8,502	313	152	10	..	..
Italian East Africa .. .. .	"	1,074	51	1,074	51	..	..
United States of America .. .. .	"	20,969	991	20,969	991	..	..
Total .. .. .		102,221	2,984	93,871	2,681	..	..
<i>(5) Snuff.</i>							
India and Burmah.. .. .	lb.	1,940	52	1,940	52	..	..
Arabia .. .. .	"	20	1	20	1	..	..
Total .. .. .		1,960	53	1,960	53	..	..
TOTAL CLASS I .. .. .		..	1,741,129	..	1,711,557	..	1,326
<b>CLASS II.—RAW MATERIALS AND ARTICLES MAINLY UNMANUFACTURED.</b>							
<b>GROUP (A).—COAL.</b>							
<i>Coal.</i>							
Union of South Africa .. .. .	Ton	61,166	92,588	61,157	92,560	9	28
<b>GROUP (B).—WOOD AND TIMBER.</b>							
<i>(3) Mahogany.</i>							
Tanganyika Territory .. .. .	Cubic ft.	804	317	804	317	..	..
<i>(4) Teak.</i>							
India and Burmah.. .. .	Cubic ft.	42,485	18,813	26,479	10,591	14,576	7,835
<i>(5) Mangrove Poles.</i>							
Tanganyika Territory .. .. .	No.	1,300	36	1,300	36	..	..

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports.	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS II.—RAW MATERIALS AND ARTICLES MAINLY UNMANUFACTURED. (Contd.).</b>							
<b>GROUP (B).—WOOD AND TIMBER. (Contd.).</b>							
<i>(7) Timber, Unspecified: (a) Hewn or Sawn.</i>							
Great Britain .. .. .	Cubic ft.	14,470	3,295	1,559	346	12,911	2,949
India and Burmah.. .. .	"	525	267	525	267	..	..
Union of South Africa .. .. .	"	334	102	334	102	..	..
Australia .. .. .	"	6,186	1,468	..	..	6,186	1,468
Tanganyika Territory .. .. .	"	9,061	2,097	9,061	2,097	..	..
Belgian Congo .. .. .	"	215	40	215	40	..	..
Belgium .. .. .	"	673	85	673	85	..	..
Germany .. .. .	"	1,943	272	1,943	272	..	..
Norway .. .. .	"	52,558	6,819	52,558	6,819	..	..
Sweden .. .. .	"	50,723	7,740	37,438	5,788	11,231	1,606
Miscellaneous Ports of Europe .. .. .	"	12,503	1,564	12,503	1,564	..	..
Total ..		149,191	23,749	116,809	17,380	30,328	6,023
<i>(b) Planed or Dressed.</i>							
Sweden .. .. .	Cubic ft.	8,345	1,266	5,666	832	2,679	435
<i>(c) Firewood.</i>							
Italian East Africa .. .. .	Cubic ft.	400	5	400	5	..	..
<i>(d) Other Sorts.</i>							
Great Britain .. .. .	Cubic ft.	816	85	57	2	759	83
India and Burmah.. .. .	"	15	2	15	2	..	..
Tanganyika Territory .. .. .	"	278	128	278	128	..	..
Belgian Congo .. .. .	"	69	13	69	13	..	..
Norway .. .. .	"	65	5	..	..	65	5
Miscellaneous Ports of Africa .. .. .	"	36	3	..	..	36	3
Total ..		1,279	236	419	145	860	91
<b>GROUP (D).—METALLIFEROUS ORES, NON-FERROUS.</b>							
Tanganyika Territory .. .. .	Ton	52	7,137	52	7,137	..	..
Belgian Congo .. .. .	"	..	5	..	5	..	..
Total ..		52	7,142	52	7,142	..	..
<b>GROUP (E).—RAW COTTON.</b>							
<i>Cotton, Raw.</i>							
Tanganyika Territory .. .. .	Cental of 100 lbs.	30,066	130,170	30,066	130,170	..	..
<b>GROUP (F).—OTHER TEXTILE MATERIALS.</b>							
<i>(1) Coir Fibre.</i>							
Great Britain .. .. .	Ton	6	120	..	..	6	120
India and Burmah.. .. .	"	5	90	5	90	..	..
Ceylon .. .. .	"	36	573	36	573	..	..
Tanganyika Territory .. .. .	"	2	21	2	21	..	..
Japan .. .. .	"	1	11	1	11	..	..
Total ..		50	815	44	695	6	120
<i>(4) Sisal Fibre.</i>							
Tanganyika Territory .. .. .	Ton	1,098	32,287	1,098	32,287	..	..
<i>(5) Sisal Tow.</i>							
Tanganyika Territory .. .. .	Ton	8	204	8	204	..	..

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports.	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS II.—RAW MATERIALS AND ARTICLES MAINLY UNMANUFACTURED. (Contd.).							
GROUP (G).—SEEDS AND NUTS FOR OIL, OILS, FATS, RESINS AND GUMS.							
(a) Seeds: (1) Seeds, Castor.							
Tanganyika Territory .. .. .	Ton	21	372	21	372	..	..
(2) Seeds, Cotton.							
Tanganyika Territory .. .. .	Ton	1,950	5,963	1,950	5,963	..	..
(4) Seeds, Sesame.							
India and Burmah.. .. .	Ton	..	3	..	3	..	..
Tanganyika Territory .. .. .	"	1,251	23,507	1,251	23,507	..	..
Belgian Congo .. .. .	"	..	8	..	8	..	..
Italian East Africa .. .. .	"	..	2	..	2	..	..
Total ..		1,251	23,520	1,251	23,520	..	..
(b) Nuts and Kernels: (1) Copra.							
India and Burmah.. .. .	Ton	..	18	..	18	..	..
Zanzibar .. .. .	"	..	1	..	1	..	..
Tanganyika Territory .. .. .	"	183	3,858	183	3,858	..	..
Total ..		183	3,877	183	3,877	..	..
(2) Groundnuts.							
Tanganyika Territory .. .. .	Ton	1,367	21,174	1,367	21,174	..	..
Belgian Congo .. .. .	"	..	1	..	1	..	..
Total ..		1,367	21,175	1,367	21,175	..	..
(c) Gums and Resins: (1) Arabic.							
India and Burmah.. .. .	Cwt.	35	116	35	116	..	..
Zanzibar .. .. .	"	27	27	27	27	..	..
Tanganyika Territory .. .. .	"	215	194	215	194	..	..
Arabia .. .. .	"	..	2	..	2	..	..
Total ..		277	339	277	339	..	..
(d) Waxes: (1) Beeswax.							
Great Britain .. .. .	Cwt.	..	3	..	3	..	..
India and Burmah.. .. .	"	2	10	2	10	..	..
Tanganyika Territory .. .. .	"	269	1,826	269	1,826	..	..
Belgian Congo .. .. .	"	1	4	1	4	..	..
Total ..		272	1,843	272	1,843	..	..
(e) Oils and Fats: (2) Oil, Coconut.							
Tanganyika Territory .. .. .	Imp. gal.	29	8	29	8	..	..
(5) Oil, Palm.							
Tanganyika Territory .. .. .	Imp. gal.	122	19	122	19	..	..
Belgian Congo .. .. .	"	600	49	600	49	..	..
Total ..		722	68	722	68	..	..

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports.	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS II.—RAW MATERIALS AND ARTICLES MAINLY UNMANUFACTURED. (Contd.).</b>							
<b>GROUP (G).—SEEDS AND NUTS FOR OIL, OILS, FATS, RESINS AND GUMS (Contd.).</b>							
<i>(6) Oil, Sesame.</i>							
India and Burmah.. .. .	Imp. gal.	2,340	447	2,340	447	..	..
Zanzibar .. .. .	"	12	3	12	3	..	..
Tanganyika Territory .. .. .	"	293	212	293	212	..	..
Italian East Africa .. .. .	"	43	11	43	11	..	..
Total ..		2,688	673	2,688	673	..	..
<b>GROUP (H).—HIDES AND SKINS, UNDRESSED.</b>							
<i>(1) Hides, Dry and Dry-salted.</i>							
Tanganyika Territory .. .. .	Cwt.	24,733	132,138	24,733	132,138	..	..
Belgian Congo .. .. .	"	248	1,009	248	1,009	..	..
Italian East Africa .. .. .	"	284	806	284	806	..	..
Total ..		25,265	133,953	25,265	133,953	..	..
<i>(2) Skins, Sheep and Goat.</i>							
Tanganyika Territory .. .. .	No.	474,041	24,308	474,041	24,308	..	..
Belgian Congo .. .. .	"	9	1	9	1	..	..
Total ..		474,050	24,309	474,050	24,309	..	..
<i>(3) Skins, Other Animal.</i>							
Great Britain .. .. .	No.	2	4	2	4	..	..
Tanganyika Territory .. .. .	"	9,593	3,222	9,593	3,222	..	..
Italian East Africa .. .. .	"	19,485	641	19,485	641	..	..
Total ..		29,080	3,867	29,080	3,867	..	..
<b>GROUP (J).—MISCELLANEOUS.</b>							
<i>(4) Fish Ova.</i>							
Great Britain .. .. .	lb.	672	100	..	..	672	100
<i>(5) Hippopotamus Teeth.</i>							
Tanganyika Territory .. .. .	Cwt.	..	1	..	1	..	..
Belgian Congo .. .. .	"	1	7	1	7	..	..
Total ..		1	8	1	8	..	..
<i>(7) Ivory, Elephant.</i>							
Tanganyika Territory .. .. .	Cwt.	11	1,117	11	1,117	..	..
Belgian Congo .. .. .	"	128	7,164	128	7,164	..	..
Total ..		139	8,281	139	8,281	..	..
<i>(8) Kapok.</i>							
Tanganyika Territory .. .. .	Ton	1	33	1	33	..	..
Zanzibar .. .. .	"	..	6	..	6	..	..
Total ..		1	39	1	39	..	..

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS II.—RAW MATERIALS AND ARTICLES MAINLY UNMANUFACTURED. (Contd.).							
GROUP (J).—MISCELLANEOUS (Contd.).							
(10) <i>Plants, Bulbs, Shrubs and Trees.</i>							
Great Britain .. .. .	Value	..	188	..	188	..	..
Australia .. .. .	"	..	28	..	28	..	..
Union of South Africa .. .. .	"	..	1,783	..	1,783	..	..
Mauritius .. .. .	"	..	27	..	25	..	2
Belgium .. .. .	"	..	3	..	3	..	..
France .. .. .	"	..	9	..	9	..	..
Germany .. .. .	"	..	31	..	36	..	..
Holland .. .. .	"	..	52	..	52	..	..
Japan .. .. .	"	..	1	..	..	..	1
Total ..		..	2,122	..	2,124	..	3
(11) <i>Rhino Horns.</i>							
Tanganyika Territory .. .. .	Cwt.	23	3,971	23	3,971	..	..
Italian East Africa .. .. .	"	..	15	..	..	..	..
Total ..		23	3,986	23	3,971	..	..
(12) <i>Seeds, Miscellaneous Agricultural.</i>							
Great Britain .. .. .	Ton	17	1,016	17	1,016	..	..
Free State of Ireland .. .. .	"	..	2	..	2	..	..
India and Burmah.. .. .	"	31	9,289	30	9,265	1	25
Australia .. .. .	"	10	348	10	344	..	4
Dominion of Canada .. .. .	"	..	10	..	10	..	..
Mauritius .. .. .	"	1	577	1	577	..	..
Union of South Africa .. .. .	"	9	874	9	874	..	..
Other British Possessions .. .. .	"	..	6	..	6	..	..
Denmark .. .. .	"	..	1	..	1	..	..
Egypt .. .. .	"	..	15	..	15	..	..
France .. .. .	"	1	193	1	193	..	..
French Possessions .. .. .	"	1	15	1	15	..	..
Italy .. .. .	"	..	1	..	1	..	..
Miscellaneous Ports of America .. .. .	"	4	53	4	53	..	..
United States of America .. .. .	"	..	14	..	16	..	..
Total ..		74	12,414	73	12,388	1	29
(13) <i>Shells, Marine.</i>							
Tanganyika Territory .. .. .	Ton	..	3	..	3	..	..
Zanzibar .. .. .	"	3	136	3	136	..	..
Arabia .. .. .	"	..	7	..	7	..	..
Italian East Africa .. .. .	"	4	75	4	75	..	..
Total ..		7	221	7	221	..	..
(15) <i>Sportsmen's Trophies.</i>							
Tanganyika Territory .. .. .	Value	..	785	..	785	..	..
(16) <i>Tar and Pitch.</i>							
Great Britain .. .. .	Ton	495	5,410	394	4,184	93	1,134
Union of South Africa .. .. .	"	..	4	..	4	..	..
Egypt .. .. .	"	295	2,195	242	1,797	47	348
France .. .. .	"	..	6	..	6	..	..
Sweden .. .. .	"	..	16	..	16	..	..
United States of America .. .. .	"	141	1,355	141	1,355	..	..
Total ..		931	8,986	777	7,362	140	1,482



TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS II.—RAW MATERIALS AND ARTICLES MAINLY UNMANUFACTURED. (Contd.).</b>							
<i>(18) Goods Unmanufactured, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	51	..	51	..	..
India and Burmah.. .. .	"	..	758	..	753	..	..
Union of South Africa .. .. .	"	..	6	..	..	..	6
Tanganyika Territory .. .. .	"	..	505	..	505	..	..
Other British Possessions .. .. .	"	..	1	..	1	..	..
Arabia .. .. .	"	..	1	..	1	..	..
Italian East Africa .. .. .	"	..	17	..	17	..	..
Portuguese Possessions .. .. .	"	..	6	..	6	..	..
Total ..		..	1,345	..	1,334	..	6
TOTAL CLASS II ..		..	565,882	..	548,844	..	16,152
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.</b>							
<b>GROUP (A).—COKE AND MANUFACTURED FUEL.</b>							
<i>(1) Coke.</i>							
Great Britain .. .. .	Ton	118	606	66	331	52	275
Union of South Africa .. .. .	"	283	1,045	283	1,045	..	..
Total ..		401	1,651	349	1,376	52	275
<b>GROUP (B).—EARTHENWARE, GLASS, ETC.</b>							
<i>(a) Chinaware, etc. : (1) Earthenware, General.</i>							
Great Britain .. .. .	Value	..	17,906	..	14,596	..	3,467
India and Burmah.. .. .	"	..	273	..	273	..	..
Zanzibar .. .. .	"	..	4	..	4	..	..
Tanganyika Territory .. .. .	"	..	4	..	4	..	..
Sudan .. .. .	"	..	1	..	1	..	..
Arabia .. .. .	"	..	75	..	75	..	..
Belgium .. .. .	"	..	231	..	140	..	..
Czechoslovakia .. .. .	"	..	344	..	262	..	..
China .. .. .	"	..	14	..	14	..	..
Egypt .. .. .	"	..	22	..	22	..	..
France .. .. .	"	..	131	..	138	..	3
Germany .. .. .	"	..	3,368	..	3,377	..	..
Holland .. .. .	"	..	275	..	275	..	..
Italian East Africa .. .. .	"	..	5	..	5	..	..
Italy .. .. .	"	..	48	..	55	..	..
Japan .. .. .	"	..	3,075	..	2,765	..	..
Sweden .. .. .	"	..	1	..	1	..	..
Switzerland .. .. .	"	..	1	..	1	..	..
Spain.. .. .	"	..	1	..	1	..	..
Miscellaneous Ports of Asia .. .. .	"	..	18	..	18	..	..
" " Europe .. .. .	"	..	6	..	6	..	..
United States of America .. .. .	"	..	204	..	210	..	..
Total ..		..	26,007	..	22,243	..	3,470
<i>(2) Bricks and Tiles.</i>							
Great Britain .. .. .	Thousands	128	2,487	102	1,857	26	630
India and Burmah.. .. .	"	508	3,631	225	1,594	212	2,037
Belgium .. .. .	"	25	139	25	139	..	..
France .. .. .	"	113	1,047	133	1,047	..	..
Germany .. .. .	"	40	377	46	439	..	..
Holland .. .. .	"	1	7	1	7	..	..
Italy .. .. .	"	4	124	4	117	..	6
Norway .. .. .	"	20	109	20	109	..	..
United States of America .. .. .	"	16	51	16	51	..	..
Total ..		875	7,972	572	5,360	308	2,673

TABLE III (Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.</b>							
<i>(Contd.)</i>							
<b>GROUP (B).—EARTHENWARE, GLASSWARE, ETC. (Contd.)</b>							
<i>(3) Pipes, Earthenware.</i>							
Great Britain .. .. .	Cwt.	2,706	1,297	486	311	2,220	986
<i>(b) Glass and Glassware: (1) Chimneys, Globes and Shades.</i>							
Great Britain .. .. .	No.	9,354	868	7,932	807	1,164	60
India and Burmah.. .. .	"	12	1	12	1	..	..
Dominion of Canada .. .. .	"	96	32	96	32	..	..
Other British Possessions .. .. .	"	12	11	12	11	..	..
Austria .. .. .	"	6,708	106	6,708	106	..	..
Belgium .. .. .	"	1,154	15	1,154	15	..	..
Czecho-Slovakia .. .. .	"	14,501	262	14,713	265	..	..
France .. .. .	"	371	17	371	17	..	..
Germany .. .. .	"	50,760	803	61,159	969	..	..
Holland .. .. .	"	3,336	63	3,336	63	..	..
Italy .. .. .	"	24	1	24	1	..	..
Japan .. .. .	"	1,716	32	1,716	32	..	..
Norway .. .. .	"	40	77	..	..	40	77
Sweden .. .. .	"	8	1	8	1	..	..
Miscellaneous Ports of Europe .. .. .	"	72	9	72	9	..	..
United States of America .. .. .	"	48,844	1,308	48,794	1,294	..	..
Total ..		137,008	3,606	146,107	3,623	1,204	137
<i>(2) Glass Bottles and Jars, Common.</i>							
Great Britain .. .. .	No.	276,456	2,692	191,611	1,541	83,723	1,144
India and Burmah.. .. .	"	172,410	582	175,290	588	..	..
Belgium .. .. .	"	4,192	51	4,192	51	..	..
France .. .. .	"	484	26	560	26	..	..
Germany .. .. .	"	379,220	2,227	379,220	2,227	..	..
Holland .. .. .	"	9,196	90	9,196	90	..	..
Japan .. .. .	"	84,179	316	79,859	301	4,320	15
Sweden .. .. .	"	129,600	990	129,600	990	..	..
United States of America .. .. .	"	360	12	360	12	..	..
Total ..		1,056,097	6,986	969,888	5,826	88,043	1,159
<i>(3) Glassware, Domestic and Fancy.</i>							
Great Britain .. .. .	Value	..	2,034	..	1,977	..	36
India and Burmah.. .. .	"	..	21	..	21	..	..
Dominion of Canada .. .. .	"	..	5	..	5	..	..
Austria .. .. .	"	..	25	..	25	..	..
Belgium .. .. .	"	..	246	..	367	..	..
Czecho-Slovakia .. .. .	"	..	230	..	209	..	1
France .. .. .	"	..	3	..	3	..	..
Germany .. .. .	"	..	694	..	722	..	..
Holland .. .. .	"	..	34	..	34	..	..
Japan .. .. .	"	..	255	..	243	..	..
Portugal .. .. .	"	..	1	..	1	..	..
Sweden .. .. .	"	..	42	..	42	..	..
United States of America .. .. .	"	..	4	..	4	..	..
Total ..		..	3,594	..	3,653	..	37
<i>(4) Mirrors and Looking Glasses.</i>							
Great Britain .. .. .	Value	..	1,566	..	1,559	..	18
India and Burmah.. .. .	"	..	322	..	322	..	..
Belgium .. .. .	"	..	1,249	..	1,262	..	..
Czecho-Slovakia .. .. .	"	..	10	..	10	..	..
France .. .. .	"	..	2	..	2	..	..
Germany .. .. .	"	..	1,037	..	1,045	..	..
Holland .. .. .	"	..	77	..	83	..	..
Italy .. .. .	"	..	11	..	11	..	..
Japan .. .. .	"	..	918	..	918	..	..
Sweden .. .. .	"	..	..	..	18	..	..
United States of America .. .. .	"	..	..	..	1	..	..
Total ..		..	5,192	..	5,231	..	18

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (B).—EARTHENWARE, GLASSWARE, ETC. (Contd.).							
(5) <i>Plate and Sheet Glass.</i>							
Great Britain .. .. .	Sq. ft.	131,733	5,433	68,325	3,224	79,164	2,212
Belgium .. .. .	"	281,589	3,369	281,332	3,387	..	..
France .. .. .	"	160	2	160	2	..	..
Germany .. .. .	"	12,328	269	12,128	259	..	..
Holland .. .. .	"	6,983	75	6,983	75	..	..
Japan .. .. .	"	200	3	200	3	..	..
Total ..		432,993	9,151	369,128	6,950	79,164	2,212
(6) <i>Glass and Glassware, Unspecified.</i>							
Great Britain .. .. .	Value	..	6,911	..	3,174	..	3,680
India and Burmah.. .. .	"	..	11	..	11	..	..
Belgium .. .. .	"	..	879	..	860	..	..
China .. .. .	"	..	2	..	2	..	..
Czecho-Slovakia .. .. .	"	..	463	..	449	..	..
Denmark .. .. .	"	..	4	..	4	..	..
France .. .. .	"	..	128	..	29	..	100
Germany .. .. .	"	..	448	..	432	..	..
Holland .. .. .	"	..	149	..	149	..	..
Italy .. .. .	"	..	6	..	6	..	..
Japan .. .. .	"	..	118	..	121	..	..
Sweden .. .. .	"	..	108	..	98	..	..
United States of America .. .. .	"	..	64	..	11	..	53
Total ..		..	9,291	..	5,346	..	3,833
(c) <i>Miscellaneous: (1) Asbestos, Manufactured.</i>							
Great Britain .. .. .	Ton	212	5,540	126	3,169	79	2,364
India and Burmah.. .. .	"	1	29	..	2	..	..
Austria .. .. .	"	11	109	11	109	..	..
Belgium .. .. .	"	164	1,739	156	1,672	..	..
Germany .. .. .	"	37	374	50	500	..	..
Holland .. .. .	"	45	546	39	490	11	112
Italy .. .. .	"	273	2,780	281	2,969	9	99
United States of America .. .. .	"	1	68	1	68	..	..
Total ..		744	11,185	664	8,979	99	2,575
(2) <i>Cement, Building.</i>							
Great Britain .. .. .	Ton	50,029	190,135	24,290	96,561	24,570	88,986
Belgium .. .. .	"	148	547	161	602	..	..
Czecho-Slovakia .. .. .	"	28	91	28	91	..	..
France .. .. .	"	2	12	2	12	..	..
Germany .. .. .	"	1,631	5,930	1,631	5,929	..	..
Holland .. .. .	"	43	160	43	160	..	..
Italy .. .. .	"	1,349	4,202	1,349	4,202	..	..
Japan .. .. .	"	429	1,279	393	1,179	..	..
Sweden .. .. .	"	152	598	152	598	..	..
Miscellaneous Ports of Europe .. .. .	"	100	313	100	314	..	..
United States of America .. .. .	"	30	341	..	6	30	336
Total ..		53,941	203,608	28,149	109,654	24,600	89,322
(3) <i>Chalk, Prepared.</i>							
Great Britain .. .. .	Ton	3	77	3	37	..	40
India and Burmah.. .. .	"	..	1	..	1	..	..
Belgium .. .. .	"	3	24	3	24	..	..
Czecho-Slovakia .. .. .	"	..	3	..	3	..	..
France .. .. .	"	20	132	20	132	..	..
Germany .. .. .	"	..	13	..	13	..	..
Total ..		26	250	26	210	..	40

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.</b>							
<i>(Contd.)</i>							
<b>GROUP (B).—EARTHENWARE, GLASSWARE, ETC. (Contd.)</b>							
<b>(4) Fireclay.</b>							
Great Britain .. .. .	Ton	67	369	57	343	10	27
Union of South Africa .. .. .	"	5	32	5	32		
Germany .. .. .	"		3		3		
Total ..		72	404	62	378	10	27
<b>(5) Grindstones.</b>							
Great Britain .. .. .	Ton	3	164	2	93	1	71
India and Burmah.... .. .	"	1	8	1	8		
Germany .. .. .	"	1	48	1	48		
Total ..		5	220	4	149	1	71
<b>(7) Mining and Quarry Products Manufactured, Unspecified.</b>							
Great Britain .. .. .	Ton	36	993	23	774	13	219
India and Burmah.. .. .	"	3	83	3	83		
Ceylon .. .. .	"		5		5		
Union of South Africa .. .. .	"	1	79	1	79		
Tanganyika Territory .. .. .	"		3		3		
Arabia .. .. .	"	22	99	22	100		
Belgium .. .. .	"	8	591		1	8	590
France .. .. .	"	61	445	61	445		
Germany .. .. .	"		3		3		
Italy .. .. .	"	8	269	8	269		
Portuguese Possessions .. .. .	"		24		24		
United States of America .. .. .	"		26		26		
Total ..		139	2,620	118	1,812	21	809
<b>GROUP (C).—IRON AND STEEL AND MANUFACTURES THEREOF.</b>							
<b>(1) Anchors, Chains and Grapnels.</b>							
Great Britain .. .. .	Ton	369	7,908	315	5,456	54	2,452
India and Burmah.. .. .	"	4	83	4	83		
Germany .. .. .	"		7		7		
United States of America .. .. .	"	1	36	1	36		
Total ..		374	8,034	320	5,582	54	2,452
<b>(2) Bars, Rod, Angles, Shapes and Sections.</b>							
Great Britain .. .. .	Ton	915	12,909	337	5,352	571	7,527
India and Burmah.. .. .	"	81	1,068	5	71	71	931
Belgium .. .. .	"	666	5,669	658	5,491	8	91
France .. .. .	"	17	218	17	218		
Germany .. .. .	"	292	2,725	299	2,787		
Holland .. .. .	"	108	955	108	955		
United States of America .. .. .	"	33	361	33	361		
Total ..		2,112	23,905	1,457	15,235	650	8,549
<b>(3) Bedsteads and Finished Parts thereof.</b>							
Great Britain .. .. .	Ton	108	6,938	85	5,325	23	1,640
Belgium .. .. .	"	25	106	25	106		
Germany .. .. .	"	4	277	4	248		
Holland .. .. .	"		2		2		
United States of America .. .. .	"		14		13		
Total ..		137	7,337	114	5,694	23	1,640

TABLE III--(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (C).—IRON AND STEEL, AND MANUFACTURES THEREOF (Contd.).							
(4) Buildings, Complete.							
Great Britain .. .. .	Ton	873	21,141	873	21,141	..	..
(5) Galvanised Sheets, Corrugated.							
Great Britain .. .. .	Ton	7,519	132,690	5,835	100,655	1,466	28,742
Belgium .. .. .	"	25	442	20	338	..	..
Total ..		7,544	133,132	5,855	100,993	1,466	28,742
(6) Galvanised Sheets, Flat.							
Great Britain .. .. .	Ton	370	7,169	353	6,809	17	360
Belgium .. .. .	"	1	7	1	7	..	..
Total ..		371	7,176	354	6,816	17	360
(7) Girders, Beams, Joists, Pillars, etc.							
Great Britain .. .. .	Ton	871	16,128	399	7,643	470	8,420
India and Burmah .. .. .	"	108	1,535	38	531	71	1,005
Union of South Africa .. .. .	"	3	55	3	55	..	..
Belgium .. .. .	"	74	793	65	536	..	..
France .. .. .	"	7	60	7	60	..	..
Germany .. .. .	"	31	275	31	275	..	..
Holland .. .. .	"	43	336	43	336	..	..
United States of America .. .. .	"	3	45	3	45	..	..
Total ..		1,140	19,227	589	9,481	541	9,425
(8) Hollow-ware, Enamelled.							
Great Britain .. .. .	Ton	41	5,027	28	3,113	14	2,031
Hong Kong .. .. .	"	..	28	..	28	..	..
Austria .. .. .	"	15	1,036	15	1,030	..	..
Belgium .. .. .	"	27	2,751	26	2,697	..	..
China .. .. .	"	..	52	..	52	..	..
Czecho-Slovakia .. .. .	"	117	7,758	121	8,061	..	..
France .. .. .	"	1	29	1	29	..	..
Germany .. .. .	"	186	11,345	183	11,226	..	..
Holland .. .. .	"	44	2,332	39	2,287	..	..
Italy .. .. .	"	1	111	4	488	..	..
Japan .. .. .	"	170	9,294	155	8,596	..	..
Sweden .. .. .	"	5	184	5	184	..	..
Switzerland .. .. .	"	18	1,156	18	1,156	..	..
Miscellaneous Ports of Europe .. .. .	"	74	6,203	69	5,623	..	..
United States of America .. .. .	"	2	133	2	133	..	..
Total ..		701	47,439	666	44,753	14	2,031
(9) Hollow-ware, not Enamelled.							
Great Britain .. .. .	Ton	203	9,570	69	3,802	134	5,731
India and Burmah .. .. .	"	4	135	4	135	..	..
Austria .. .. .	"	2	101	2	101	..	..
Belgium .. .. .	"	3	108	2	72	..	..
France .. .. .	"	..	10	..	10	..	..
Germany .. .. .	"	15	933	15	933	..	..
Holland .. .. .	"	1	34	1	34	..	..
Sweden .. .. .	"	..	14	..	14	..	..
United States of America .. .. .	"	..	38	..	38	..	..
Total ..		228	10,943	93	5,139	134	5,731

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports.	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.</b>							
<i>(Contd.)</i>							
<b>GROUP (C).—IRON AND STEEL, AND MANUFACTURES THEREOF (Contd.).</b>							
<i>(10) Iron, Hoop or Band, for Baling Purposes.</i>							
Great Britain .. .. .	Ton	476	7,153	475	7,144	1	9
Belgium .. .. .	"	40	468	40	468	..	..
France .. .. .	"	33	382	33	382	..	..
Germany .. .. .	"	72	1,140	72	1,140	..	..
Holland .. .. .	"	2	19	2	19	..	..
Total ..		623	9,162	622	9,153	1	9
<i>(11) Nails, Screws, Rivets, Bolts, Hinges, etc.</i>							
Great Britain .. .. .	Ton	771	26,604	383	15,467	368	10,391
India and Burmah.. .. .	"	10	436	10	436	..	..
Union of South Africa .. .. .	"	..	2	..	2	..	..
Austria .. .. .	"	7	161	7	161	..	..
Belgium .. .. .	"	454	5,921	409	5,947	..	8
France .. .. .	"	2	48	2	48	..	..
Germany .. .. .	"	159	3,587	164	3,732	..	..
Holland .. .. .	"	23	471	22	460	..	2
Italy .. .. .	"	2	59	2	59	..	..
Sweden .. .. .	"	28	1,301	28	1,301	..	..
United States of America .. .. .	"	1	165	1	138	..	..
Total ..		1,457	38,755	1,028	27,751	368	10,401
<i>(12) Plates and Sheets, not Galvanised.</i>							
Great Britain .. .. .	Ton	180	2,921	123	1,929	52	948
India and Burmah.. .. .	"	7	131	1	61	6	70
Belgium .. .. .	"	47	483	47	483	..	..
Germany .. .. .	"	9	93	11	118	..	..
Holland .. .. .	"	4	43	4	43	..	..
United States of America .. .. .	"	91	3,755	16	407	75	3,348
Total ..		338	7,426	202	3,041	133	4,366
<i>(13) Posts, Gates and other Fencing Materials not elsewhere enumerated.</i>							
Great Britain .. .. .	Ton	263	3,482	226	2,723	37	759
India and Burmah.. .. .	"	..	1	..	1	..	..
Union of South Africa .. .. .	"	2	16	2	16	..	..
Belgium .. .. .	"	10	153	10	153	..	..
Germany .. .. .	"	1	33	1	33	..	..
United States of America .. .. .	"	1	79	1	79	..	..
Total ..		277	3,764	240	3,005	37	759
<i>(14) Rails, Sleepers, Fishplates, etc.</i>							
Great Britain .. .. .	Ton	36,196	375,992	516	5,132	35,680	370,860
Australia .. .. .	"	200	3,380	..	..	200	3,380
Belgium .. .. .	"	110	1,089	110	1,089	..	..
France .. .. .	"	15	129	15	129	..	..
Germany .. .. .	"	647	6,590	647	6,590	..	..
Holland .. .. .	"	252	2,294	252	2,304	..	..
Sweden .. .. .	"	71	648	71	648	..	..
Total ..		37,491	390,122	1,611	15,892	35,880	374,240

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.</b>							
<i>(Contd.)</i>							
<b>GROUP (C).—IRON AND STEEL, AND MANUFACTURES THEREOF</b>							
<i>(Contd.)</i>							
<b>(15) Stoves, Grates and Ranges, (Domestic)</b>							
Great Britain .. .. .	Ton	174	7,246	149	6,395	21	731
Belgium .. .. .	"	..	4	..	4	..	..
France .. .. .	"	1	40	1	40	..	..
Germany .. .. .	"	1	136	1	132	..	..
Italy .. .. .	"	..	9	..	9	..	..
Sweden .. .. .	"	..	2	..	2	..	..
United States of America .. .. .	"	5	312	5	308	..	..
Total ..		181	7,749	156	6,890	21	731
<b>(16) Safes.</b>							
Great Britain .. .. .	Ton	53	5,012	26	2,335	26	2,538
India and Burmah.. .. .	"	5	366	5	357	..	..
Austria .. .. .	"	9	534	9	519	..	..
Belgium .. .. .	"	..	..	..	17	..	..
France .. .. .	"	1	28	1	28	..	..
Germany .. .. .	"	9	661	9	661	..	..
Holland .. .. .	"	..	14	..	14	..	..
Italy .. .. .	"	2	157	2	157	..	..
United States of America .. .. .	"	..	25	..	25	..	..
Total ..		79	6,797	52	4,113	26	2,538
<b>(17) Tubes, Pipes and their Fittings.</b>							
Great Britain .. .. .	Ton	3,609	86,736	1,833	44,314	1,776	42,431
India and Burmah.. .. .	"	1	11	1	11	..	..
Dominion of Canada .. .. .	"	4	139	4	139	..	..
Belgium .. .. .	"	19	374	19	374	..	..
Czecho-Slovakia .. .. .	"	2	46	2	46	..	..
France .. .. .	"	12	136	12	136	..	..
Germany .. .. .	"	27	760	27	760	..	..
Holland .. .. .	"	6	149	6	149	..	..
Switzerland .. .. .	"	2	229	2	229	..	..
United States of America .. .. .	"	117	5,086	117	5,086	..	..
Total ..		3,799	93,666	2,023	51,244	1,776	42,431
<b>(18) Wire Cable and Rope (not Electrical)</b>							
Great Britain .. .. .	Ton	34	1,372	8	494	26	871
India and Burmah.. .. .	"	1	9	1	9	..	..
Germany .. .. .	"	2	34	2	30	..	..
United States of America .. .. .	"	2	285	..	16	2	269
Total ..		39	1,700	11	549	28	1,140
<b>(19) Wire, Fencing and Baling.</b>							
Great Britain .. .. .	Ton	616	13,140	496	11,027	120	2,112
Belgium .. .. .	"	227	2,765	227	2,765	..	..
Germany .. .. .	"	74	1,194	74	1,194	..	..
Holland .. .. .	"	2	36	2	36	..	..
Italy .. .. .	"	10	127	10	127	..	..
United States of America .. .. .	"	8	238	8	238	..	..
Total ..		937	17,500	817	15,387	120	2,112
<b>(20) Wire, Iron, other Sorts.</b>							
Great Britain .. .. .	Ton	8	209	3	143	5	66
Austria .. .. .	"	26	936	31	967	..	..
Belgium .. .. .	"	..	69	..	..	..	..
Czecho-Slovakia .. .. .	"	1	31	1	31	..	..
Germany .. .. .	"	30	678	31	705	..	..
Italy .. .. .	"	..	..	2	48	..	..
Total ..		65	1,923	68	1,894	5	66

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (C).—IRON AND STEEL, AND MANUFACTURES THEREOF (Contd.).							
(21) <i>Wire, Steel, other Sorts.</i>							
Great Britain .. .. .	Ton	38	1,052	9	296	28	756
Belgium .. .. .	"	2	24	2	24	..	..
United States of America .. .. .	"	..	4	..	4	..	..
Total ..		40	1,080	11	324	28	756
(22) <i>Wire Netting and Gauze.</i>							
Great Britain .. .. .	Ton	160	6,273	160	6,121	2	174
Belgium .. .. .	"	5	118	5	118	..	..
France .. .. .	"	..	5	..	5	..	..
Germany .. .. .	"	76	2,842	76	2,842	..	..
Holland .. .. .	"	5	324	5	324	..	..
Total ..		246	9,562	246	9,410	2	174
(23) <i>Wire Mattresses.</i>							
Great Britain .. .. .	Ton	14	1,461	12	1,067	2	338
Holland .. .. .	"	..	5	..	5	..	..
United States of America .. .. .	"	..	10	..	10	..	..
Total ..		14	1,476	12	1,082	2	338
(24) <i>Iron and Steel Manufactures, unenumerated.</i>							
Great Britain .. .. .	Ton	3,488	119,692	1,649	59,366	1,843	60,434
India and Burmah .. .. .	"	33	1,302	17	928	14	234
Tanganyika Territory .. .. .	"	..	2	..	2	..	..
Dominion of Canada .. .. .	"	..	1	..	1	..	..
Belgium .. .. .	"	18	460	10	172	..	..
Czecho-Slovakia .. .. .	"	..	13	..	13	..	..
Dutch East Indies .. .. .	"	55	2,775	..	7	..	..
France .. .. .	"	..	56	..	56	..	..
Germany .. .. .	"	118	5,641	119	5,707	..	..
Holland .. .. .	"	41	1,815	40	1,766	..	..
Japan .. .. .	"	..	43	..	43	..	..
Sweden .. .. .	"	2	86	2	86	..	..
Switzerland .. .. .	"	..	1	..	1	..	..
United States of America .. .. .	"	123	6,373	91	4,898	32	1,493
Total ..		3,878	138,260	1,928	73,046	1,889	62,161
GROUP (D).—NON-FERROUS METALS AND MANUFACTURES THEREOF.							
(1) <i>Aluminium Hollow-ware, Domestic.</i>							
Great Britain .. .. .	Ton	11	2,671	11	2,861	1	124
India and Burmah .. .. .	"	18	3,229	18	3,232	..	..
Belgium .. .. .	"	..	46	..	46	..	..
France .. .. .	"	6	1,202	6	1,201	..	..
Germany .. .. .	"	118	21,668	112	20,983	..	..
Holland .. .. .	"	..	5	..	5	..	..
Japan .. .. .	"	..	33	..	33	..	..
Switzerland .. .. .	"	18	2,810	18	2,810	..	..
United States of America .. .. .	"	..	18	1	131	..	..
Total ..		131	31,682	166	31,302	1	124
(2) <i>Aluminium Wire.</i>							
Great Britain .. .. .	Ton	12	1,569	12	1,553	..	..
Germany .. .. .	"	4	614	4	608	..	..
United States of America .. .. .	"	8	1,054	6	821	..	..
Total ..		24	3,237	22	2,982	..	..



TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.</b>							
<b>GROUP (D).—NON-FERROUS METALS AND MANUFACTURES THEREOF (Contd.).</b>							
<i>(3) Aluminium Sheets.</i>							
Great Britain .. .. .	Ton	7	944	6	691	..	14
Germany .. .. .	"	..	45	..	..	..	..
Switzerland .. .. .	"	11	1,239	11	1,239	..	..
Total ..		18	2,228	17	2,130	..	14
<i>(4) Brass Sheets, Plain or Perforated.</i>							
Great Britain .. .. .	Ton	6	450	3	344	2	112
India and Burmah.. .. .	"	..	2	..	2	..	..
Germany .. .. .	"	..	25	..	25	..	..
Total ..		6	477	3	371	2	112
<i>(5) Brass Wire.</i>							
Great Britain .. .. .	Ton	16	1,782	16	1,782	..	..
Belgium .. .. .	"	..	26	..	26	..	..
Czecho-Slovakia .. .. .	"	1	65	1	65	..	..
France .. .. .	"	19	1,489	19	1,489	..	..
Germany .. .. .	"	59	4,976	57	4,866	..	..
Holland .. .. .	"	3	236	3	236	..	..
Total ..		98	8,574	96	8,464	..	..
<i>(6) Brass Manufactures, unenumerated.</i>							
Great Britain .. .. .	Ton	43	7,896	12	2,574	31	5,277
India and Burmah.. .. .	"	14	2,642	14	2,643	..	..
Ceylon .. .. .	"	..	6	..	6	..	..
Belgium .. .. .	"	1	46	1	46	..	..
China .. .. .	"	..	90	..	90	..	..
Egypt .. .. .	"	1	149	1	161	..	..
Germany .. .. .	"	2	400	2	377	..	..
Holland .. .. .	"	..	80	..	86	..	..
Japan .. .. .	"	..	98	1	156	..	..
Sweden .. .. .	"	..	12	..	12	..	..
United States of America .. .. .	"	..	1	..	1	..	..
Total ..		61	11,420	31	6,152	31	5,277
<i>(7) Copper Sheets, Plain or Perforated.</i>							
Great Britain .. .. .	Ton	3	274	2	229	..	44
India and Burmah.. .. .	"	1	66	1	66	..	..
Germany .. .. .	"	..	49	..	50	..	..
Total ..		4	389	3	345	..	44
<i>(8) Copper Wire.</i>							
Great Britain .. .. .	Ton	42	3,983	5	550	37	3,433
France .. .. .	"	4	367	4	367	..	..
Germany .. .. .	"	43	3,911	40	3,607	..	27
Japan .. .. .	"	..	3	..	3	..	..
United States of America .. .. .	"	..	2	..	2	..	..
Total ..		89	8,266	49	4,529	37	3,460
<i>(9) Copper Manufactures, unenumerated.</i>							
Great Britain .. .. .	Ton	31	3,175	5	536	26	2,637
India and Burmah.. .. .	"	2	326	2	245	..	80
China .. .. .	"	..	17	..	17	..	..
Egypt .. .. .	"	..	5	..	5	..	..
Germany .. .. .	"	..	21	..	21	..	..
Total ..		33	3,544	7	824	26	2,717

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.)							
GROUP (D).—NON-FERROUS METALS AND MANUFACTURES THEREOF (Contd.).							
(10) <i>Lead, Bar and Sheet.</i>							
Great Britain .. .. .	Ton	74	2,214	12	343	62	1,871
India and Burmah.. .. .	"	..	18	..	18	..	..
Belgium .. .. .	"	1	28	1	28	..	..
Total ..		75	2,260	13	389	62	1,871
(11) <i>Lead Manufactures, unenumerated.</i>							
Great Britain .. .. .	Ton	19	1,320	10	706	13	581
India and Burmah.. .. .	"	..	33	..	33	..	..
Germany .. .. .	"	..	23	..	17	..	..
United States of America .. .. .	"	..	17	..	17	..	..
Total ..		19	1,393	10	773	13	581
(12) <i>Tin, Bar, Plate or Sheet.</i>							
Great Britain .. .. .	Ton	958	22,808	957	22,745	1	63
India and Burmah.. .. .	"	..	103	..	103	..	..
Belgium .. .. .	"	..	..	..	4	..	..
Total ..		958	22,911	957	22,852	1	63
(13) <i>Tin Manufactures, unenumerated.</i>							
Great Britain .. .. .	Ton	8	861	8	811	..	45
India and Burmah.. .. .	"	..	22	..	22	..	..
Czecho-Slovakia .. .. .	"	..	18	..	18	..	..
France .. .. .	"	..	24	..	..	..	23
Germany .. .. .	"	1	87	1	139	..	..
Japan .. .. .	"	..	31	..	31	..	..
Sweden .. .. .	"	..	8	..	8	..	..
United States of America .. .. .	"	..	18	..	18	..	..
Total ..		9	1,069	9	1,047	..	68
(14) <i>Zinc, Bar, Plate or Sheet.</i>							
Great Britain .. .. .	Ton	3	222	1	86	2	136
Belgium .. .. .	"	1	36	1	36	..	..
Total ..		4	258	2	122	2	136
(15) <i>Zinc Manufactures, unenumerated.</i>							
Great Britain .. .. .	Ton	..	28	..	4	..	25
India and Burmah.. .. .	"	..	2	..	2	..	..
Total ..		..	30	..	6	..	25
(16) <i>Metal, Bar, Block, Ingots or Pigs.</i>							
Great Britain .. .. .	Ton	81	4,395	11	2,022	69	2,380
France .. .. .	"	..	2	..	2	..	..
Total ..		81	4,397	11	2,024	69	2,380
(17) <i>Other Manufactures, not elsewhere specified.</i>							
Great Britain .. .. .	Ton	113	13,564	27	5,766	86	7,796
India and Burmah.. .. .	"	2	402	2	428	..	..
Zanzibar .. .. .	"	..	4	..	4	..	..
Austria .. .. .	"	1	43	1	43	..	..
Egypt .. .. .	"	..	1	..	1	..	..
France .. .. .	"	1	130	1	130	..	..
Germany .. .. .	"	5	931	5	872	..	..
Italy .. .. .	"	1	259	1	259	..	..
Japan .. .. .	"	1	205	1	205	..	..
Sweden .. .. .	"	1	63	1	63	..	..
United States of America .. .. .	"	..	137	..	143	..	..
Total ..		125	15,739	39	7,914	86	7,796

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (E).—CUTLERY, HARDWARE, INSTRUMENTS AND IMPLEMENTS.							
(1) <i>Agricultural and Horticultural Tools.</i>							
Great Britain .. .. .	Value	..	12,074	..	11,809	..	242
Australia .. .. .	"	..	57	..	57	..	..
Union of South Africa .. .. .	"	..	117	..	117	..	..
Austria .. .. .	"	..	7	..	7	..	..
Belgium .. .. .	"	..	87	..	67	..	..
France .. .. .	"	..	50	..	50	..	..
Germany .. .. .	"	..	30,323	..	30,289	..	..
Sweden .. .. .	"	..	30	..	30	..	..
Switzerland .. .. .	"	..	2	..	2	..	..
Total ..		..	42,747	..	42,428	..	242
(2) <i>Artisan's Tools.</i>							
Great Britain .. .. .	Value	..	15,157	..	13,439	..	1,756
India and Burmah .. .. .	"	..	25	..	25	..	..
Belgium .. .. .	"	..	172	..	42	..	..
France .. .. .	"	..	213	..	229	..	..
Germany .. .. .	"	..	2,493	..	2,508	..	..
Holland .. .. .	"	..	90	..	90	..	..
Italy .. .. .	"	..	1	..	8	..	..
Japan .. .. .	"	..	2	..	2	..	..
Norway .. .. .	"	..	..	..	1	..	..
Sweden .. .. .	"	..	9	..	9	..	..
Switzerland .. .. .	"	..	6	..	6	..	..
United States of America .. .. .	"	..	7,917	..	7,894	..	39
Total ..		..	26,085	..	24,253	..	1,795
(3) <i>Bioscopes, Magic Lanterns, Cinematographs, and Parts thereof.</i>							
Great Britain .. .. .	Value	..	642	..	688	..	..
France .. .. .	"	..	4	..	4	..	..
Germany .. .. .	"	..	194	..	194	..	..
Holland .. .. .	"	..	10	..	10	..	..
United States of America .. .. .	"	..	739	..	1,291	..	..
Total ..		..	1,589	..	2,187	..	..
(4) <i>Clocks, Complete.</i>							
Great Britain .. .. .	No.	787	863	257	301	94	522
France .. .. .	"	141	89	24	25	1	22
Germany .. .. .	"	2,213	882	2,219	857	..	..
Holland .. .. .	"	3	7	3	7	..	..
Italy .. .. .	"	11	5	11	5	..	..
Japan .. .. .	"	78	62	78	62	..	..
United States of America .. .. .	"	3,208	1,592	3,208	1,592	..	..
Total ..		6 441	3,500	5,800	2,849	95	544
(5) <i>Cutlers' Wares, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	5,233	..	5,086	..	207
India and Burmah .. .. .	"	..	29	..	24	..	..
France .. .. .	"	..	88	..	88	..	..
Germany .. .. .	"	..	3,905	..	3,886	..	..
Holland .. .. .	"	..	28	..	28	..	..
Italy .. .. .	"	..	13	..	13	..	..
Japan .. .. .	"	..	89	..	75	..	..
United States of America .. .. .	"	..	1,114	..	1,059	..	..
Total ..		..	10,499	..	10,259	..	207

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (E).—CUTLERY, HARDWARE, INSTRUMENTS AND IMPLEMENTS (Contd.).							
(6) <i>Hardware, other than Hollow-ware.</i>							
Great Britain .. .. .	Cwt.	945	6,631	888	6,166	46	524
India and Burmah .. .. .	"	102	364	102	364	..	..
Dominion of Canada .. .. .	"	..	26	..	26	..	..
Austria .. .. .	"	10	65	10	65	..	..
Belgium .. .. .	"	102	136	..	6	..	..
Czecho-Slovakia .. .. .	"	1	2	1	2	..	..
Denmark .. .. .	"	1	3	1	3	..	..
France .. .. .	"	2	13	4	23	..	..
Germany .. .. .	"	1,057	3,235	1,055	3,284	5	20
Holland .. .. .	"	..	1	..	1	..	..
Norway .. .. .	"	2	30	..	..	2	30
Sweden .. .. .	"	29	199	10	46	19	153
Miscellaneous Ports of Europe .. .. .	"	..	4	..	4	..	..
United States of America .. .. .	"	66	416	67	435	..	..
Total ..		2,317	11,125	2,138	10,425	72	727
(7) <i>Locks and Fastenings for Doors and Windows.</i>							
Great Britain .. .. .	Value	..	11,359	..	7,485	..	4,011
India and Burmah .. .. .	"	..	220	..	280	..	..
Czecho-Slovakia .. .. .	"	..	52	..	52	..	..
France .. .. .	"	..	35	..	35	..	..
Germany .. .. .	"	..	6,191	..	6,135	..	..
Holland .. .. .	"	..	35	..	35	..	..
Japan .. .. .	"	..	146	..	146	..	..
United States of America .. .. .	"	..	225	..	225	..	..
Total ..		..	18,263	..	14,393	..	4,011
(8) <i>Implements and Tools and parts thereof.</i>							
Great Britain .. .. .	Value	..	45,471	..	28,173	..	17,017
India and Burmah .. .. .	"	..	137	..	137	..	..
Ceylon .. .. .	"	..	191	..	191	..	..
Australia .. .. .	"	..	2,249	..	2,249	..	..
Dominion of Canada .. .. .	"	..	2,101	..	2,101	..	..
Union of South Africa .. .. .	"	..	1,726	..	514	..	1,212
Austria .. .. .	"	..	33	..	33	..	..
Belgium .. .. .	"	..	133	..	98	..	..
Denmark .. .. .	"	..	242	..	242	..	..
France .. .. .	"	..	202	..	208	..	..
French Possessions .. .. .	"	..	7	..	7	..	..
Germany .. .. .	"	..	3,418	..	3,370	..	1
Holland .. .. .	"	..	486	..	486	..	..
Japan .. .. .	"	..	4	..	4	..	..
Norway .. .. .	"	..	19	..	19	..	..
Sweden .. .. .	"	..	694	..	692	..	2
Miscellaneous Ports of America .. .. .	"	..	397	..	397	..	..
United States of America .. .. .	"	..	18,440	..	18,255	..	62
Total ..		..	75,950	..	57,176	..	18,294
(9) <i>Knives other than Machine Knives.</i>							
Great Britain .. .. .	Dozen	1,428	932	1,448	902	7	36
India and Burmah .. .. .	"	8	4	8	4	..	..
Belgium .. .. .	"	1,297	197	1,298	214	..	..
Czecho-Slovakia .. .. .	"	51	12	51	12	..	..
France .. .. .	"	76	68	76	68	..	..
Germany .. .. .	"	20,490	4,649	21,664	4,917	..	..
Holland .. .. .	"	15	12	15	12	..	..
Italian East Africa .. .. .	"	..	1	..	1	..	..
Japan .. .. .	"	1	1	1	1	..	..
Switzerland .. .. .	"	100	14	100	14	..	..
Total ..		23,466	5,890	24,661	6,145	7	36

THE SECRETARIAT.

NAIROBI,

KENYA

27th May, 1929.

The Colonial Secretary of the Colony and Protectorate of Kenya presents his compliments and has the honour to transmit the undernoted documents for information.

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Annual Trade Report of Kenya & Uganda, 1928.

Report of the Acting General Manager on the Administration of the Kenya & Uganda Railways & Harbours, 1928.

G.A.Vaze Esq.,  
c/o The Servants of India Society,  
Gymkhana Post Office, Poona, India.

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.)							
GROUP (E).—CUTLERY, HARDWARE, INSTRUMENTS AND IMPLEMENTS (Contd.).							
(10) <i>Optical Instruments.</i>							
Germany .. .. .	Value	..	158	..	158	..	..
(11) <i>Photographic Cameras.</i>							
Great Britain .. .. .	Value	..	1,707	..	1,692	..	..
Dominion of Canada .. .. .	"	..	997	..	997	..	..
Czecho-Slovakia .. .. .	"	..	6	..	6	..	..
France .. .. .	"	..	2	..	2	..	..
Germany .. .. .	"	..	459	..	434	..	..
United States of America .. .. .	"	..	4,255	..	4,443	..	..
Total ..		..	7,426	..	7,574	..	..
(12) <i>Ploughs, Harrows, Cultivators, Drillers, etc.</i>							
Great Britain .. .. .	No.	1,649	12,610	1,649	12,610	..	..
Australia .. .. .	"	93	2,796	93	2,796	..	..
Dominion of Canada .. .. .	"	667	6,697	667	6,697	..	..
France .. .. .	"	12	193	12	193	..	..
Germany .. .. .	"	9	337	8	72	1	265
Japan .. .. .	"	1	25	1	25	..	..
United States of America .. .. .	"	1,430	28,173	1 430	28,173	..	..
Total ..		3,861	50,831	3,860	50,566	1	265
(13) <i>Razors.</i>							
Great Britain .. .. .	Dozen	10,949	2,391	10,948	2,368	16	31
France .. .. .	"	20	8	20	8	..	..
Germany .. .. .	"	3,743	1,079	3,755	1,082	..	..
Holland .. .. .	"	25	6	25	6	..	..
Japan .. .. .	"	1	1	1	1	..	..
United States of America .. .. .	"	2	3	2	3	..	..
Total ..		14,740	3,488	14,751	3,468	16	31
(14) <i>Shovels, Spades, Axes and Matchets.</i>							
Great Britain .. .. .	No.	113,434	7,031	105,475	5,965	7,040	997
India and Burmah .. .. .	"	100	13	100	13	..	..
Belgium .. .. .	"	11,680	346	10,280	221	..	..
France .. .. .	"	12	1	12	1	..	..
Germany .. .. .	"	716,112	18,467	715,581	18,478	60	12
Holland .. .. .	"	5,618	332	5,618	332	..	..
Norway .. .. .	"	100	9	100	9	..	..
United States of America .. .. .	"	3,852	591	3,972	618	..	..
Total ..		850,908	26,790	841,138	25,637	7,100	1,009
(15) <i>Surgical Instruments and Appliances.</i>							
Great Britain .. .. .	Value	..	6,039	..	3,248	..	2,324
India and Burmah .. .. .	"	..	4	..	4	..	..
Belgium .. .. .	"	..	3	..	..	..	..
Czecho-Slovakia .. .. .	"	..	59	..	59	..	..
France .. .. .	"	..	255	..	110	..	..
Germany .. .. .	"	..	114	..	54	..	..
Holland .. .. .	"	..	9	..	9	..	..
Japan .. .. .	"	..	98	..	98	..	..
Sweden .. .. .	"	..	2	..	2	..	..
United States of America .. .. .	"	..	48	..	79	..	..
Total ..		..	6,631	..	3,667	..	..

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (E).—CUTLERY, HARDWARE, INSTRUMENTS AND IMPLEMENTS (Contd.).							
(16) <i>Scientific Instruments and Appliances.</i>							
Great Britain .. .. .	Value	..	6,739	..	2,375	..	4,333
Union of South Africa .. .. .	"	..	38	..	..	..	38
Belgium .. .. .	"	..	7	..	..	..	..
Czecho-Slovakia .. .. .	"	..	..	..	5	..	..
France .. .. .	"	..	12	..	12	..	..
Germany .. .. .	"	..	519	..	260	..	250
Japan .. .. .	"	..	25	..	25	..	..
United States of America .. .. .	"	..	69	..	10	..	59
Total ..		..	7,409	..	2,687	..	4,680
(17) <i>Stoves, Primus and other Oil.</i>							
Great Britain .. .. .	Cwt.	73	481	33	364	15	61
Austria .. .. .	"	1	13	1	25	..	..
Belgium .. .. .	"	1	9	1	9	..	..
France .. .. .	"	..	2	..	4	..	..
Germany .. .. .	"	7	83	7	71	..	..
Italy .. .. .	"	3	28	1	8	..	..
Sweden .. .. .	"	86	887	85	888	..	..
United States of America .. .. .	"	18	127	18	127	..	..
Total ..		189	1,630	146	1,496	15	61
(18) <i>Watches, Complete.</i>							
Great Britain .. .. .	No.	209	142	208	147	..	..
Belgium .. .. .	"	12	2	12	2	..	..
France .. .. .	"	20	15	20	15	..	..
Germany .. .. .	"	624	121	578	120	..	..
Miscellaneous Ports of Europe .. .. .	"	18	2	18	2	..	..
Switzerland .. .. .	"	434	79	434	79	..	..
United States of America .. .. .	"	13	10	13	10	..	..
Total ..		1,330	371	1,283	375	..	..
GROUP (F).—ELECTRICAL GOODS AND APPARATUS.							
(1) <i>Electric Wires and Cables, Insulated.</i>							
Great Britain .. .. .	Value	..	12,812	..	9,574	..	3,198
Belgium .. .. .	"	..	38	..	38	..	..
Germany .. .. .	"	..	255	..	265	..	..
Holland .. .. .	"	..	42	..	42	..	..
Total ..		..	13,147	..	9,916	..	3,198
(2) <i>Electric Wires and Cables, not Insulated.</i>							
Great Britain .. .. .	Value	..	1,347	..	1,141	..	206
Belgium .. .. .	"	..	29	..	29	..	..
Germany .. .. .	"	..	96	..	96	..	..
Total ..		..	1,472	..	1,266	..	206
(3) <i>Electrical Goods and Apparatus, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	21,049	..	17,251	..	3,787
India and Burmah .. .. .	"	..	45	..	37	..	..
Dominion of Canada .. .. .	"	..	74	..	74	..	..
Union of South Africa .. .. .	"	..	5	..	..	..	5
Belgium .. .. .	"	..	265	..	265	..	..
Czecho-Slovakia .. .. .	"	..	6	..	6	..	..
Denmark .. .. .	"	..	115	..	166	..	..
France .. .. .	"	..	34	..	47	..	..
Germany .. .. .	"	..	1,487	..	1,468	..	..
Holland .. .. .	"	..	33	..	33	..	..
Italy .. .. .	"	..	16	..	16	..	..
Japan .. .. .	"	..	28	..	32	..	..
Sweden .. .. .	"	..	79	..	79	..	..
United States of America .. .. .	"	..	1,992	..	1,879	..	65
Total ..		..	25,228	..	21,353	..	3,857

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.</b>							
<i>(Contd.)</i>							
<b>GROUP (F).—ELECTRICAL GOODS AND APPARATUS.</b>							
<i>(4) Electric Light Bulbs.</i>							
Great Britain .. .. .	No.	22,632	1,829	19,018	1,156	3,502	669
Austria .. .. .	"	6,182	280	6,182	280	..	..
Denmark .. .. .	"	100	2	100	2	..	..
Germany .. .. .	"	7,262	110	7,334	111	..	..
Holland .. .. .	"	12,470	797	12,470	797	..	..
Italy .. .. .	"	1,870	58	1,870	58	..	..
United States of America .. .. .	"	2,847	79	2,847	79	..	..
Total ..		53,363	3,155	49,821	2,483	3,602	669
<i>(5) Telegraph and Telephone Instruments and Apparatus.</i>							
Great Britain .. .. .	Value	..	19,078	..	9,320	..	9,956
Union of South Africa .. .. .	"	..	3	..	3	..	..
Czecho-Slovakia .. .. .	"	..	15	..	15	..	..
Denmark .. .. .	"	..	139	..	139	..	..
France .. .. .	"	..	148	..	148	..	..
Germany .. .. .	"	..	295	..	295	..	..
Holland .. .. .	"	..	519	..	519	..	..
Italy .. .. .	"	..	10	..	10	..	..
United States of America .. .. .	"	..	239	..	43	..	216
Total ..		..	20,446	..	10,492	..	10,172
<b>GROUP (G).—MACHINERY.</b>							
<i>(1) Agricultural Machinery and Parts thereof.</i>							
Great Britain .. .. .	Ton	338	41,608	329	41,193	12	536
India and Burmah .. .. .	"	1	326	1	326	..	..
Ceylon .. .. .	"	5	379	5	379	..	..
Dominion of Canada .. .. .	"	147	14,057	147	14,057	..	..
Australia .. .. .	"	60	5,012	60	5,012	..	..
Union of South Africa .. .. .	"	1	80	1	80	..	..
Belgium .. .. .	"	5	424	5	424	..	..
France .. .. .	"	..	34	..	34	..	..
Germany .. .. .	"	28	2,988	28	2,988	..	..
Holland .. .. .	"	..	50	..	50	..	..
Italy .. .. .	"	1	241	1	241	..	..
Sweden .. .. .	"	5	1,352	5	1,352	..	..
Switzerland .. .. .	"	..	..	..	10	..	..
Miscellaneous Ports of America .. .. .	"	..	2	..	2	..	..
United States of America .. .. .	"	188	17,297	188	17,297	..	..
Total ..		779	83,850	770	83,445	12	536
<i>(2) Cranes, Hoists and Lifting Machinery, not elsewhere specified.</i>							
Great Britain .. .. .	Ton	321	19,328	38	1,845	283	17,484
United States of America .. .. .	"	..	18	..	18	..	..
Total ..		321	19,346	38	1,863	283	17,484
<i>(3) Electrical Machinery and Parts thereof.</i>							
Great Britain .. .. .	Ton	161	25,620	157	23,572	5	2,132
Denmark .. .. .	"	..	32	..	32	..	..
Germany .. .. .	"	14	1,988	14	1,988	..	..
Holland .. .. .	"	1	112	1	112	..	..
Sweden .. .. .	"	9	878	9	878	..	..
United States of America .. .. .	"	32	7,854	32	7,863	..	..
Total ..		217	36,484	213	34,445	5	2,132



TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).</b>			£		£		£
<b>GROUP (G).—MACHINERY (Contd.).</b>							
<b>(4) Engines, Internal Combustion (not for vehicles).</b>							
Great Britain .. .. .	No.	82	9,450	80	9,249	2	201
	Ton	83	..	81	..	2	..
Germany .. .. .	No.	3	53	3	53	..	..
	Ton	1	..	1	..	..	..
United States of America .. ..	No.	97	2,009	97	2,009	..	..
	Ton	15	..	15	..	..	..
<b>Total ..</b>	No.	182	11,512	180	11,311	2	201
	Ton	99	..	97	..	2	..
<b>(5) Engines, Steam (not for vehicles).</b>							
Great Britain .. .. .	No.	71	14,651	71	14,651	..	..
	Ton	210	..	210	..	..	..
Germany .. .. .	No.	4	2,116	4	2,116	..	..
	Ton	24	..	24	..	..	..
United States of America .. ..	No.	31	641	31	641	..	..
	Ton	7	..	7	..	..	..
<b>Total ..</b>	No.	106	17,408	106	17,408	..	..
	Ton	241	..	241	..	..	..
<b>(6) Industrial Machinery and Parts thereof.</b>							
Great Britain .. .. .	Ton	1,672	162,631	1,583	153,691	68	8,527
India and Burmah .. .. .	..	40	2,278	40	2,226	..	53
Australia .. .. .	..	..	175	..	175	..	..
Dominion of Canada .. .. .	..	..	101	..	101	..	..
Union of South Africa .. .. .	..	1	90	1	90	..	..
Austria .. .. .	..	..	60	..	60	..	..
Belgium .. .. .	..	21	1,052	20	927	..	..
France .. .. .	..	7	692	7	707	..	..
Germany .. .. .	..	201	13,329	201	13,281	..	..
Holland .. .. .	..	..	38	..	38	..	..
Italy .. .. .	..	13	1,155	13	1,155	..	..
Japan .. .. .	..	2	172	2	172	..	..
Sweden .. .. .	..	2	553	2	553	..	..
Miscellaneous Ports of Europe .. ..	..	..	8	..	8	..	..
.. .. . America .. .. .	..	..	25	..	25	..	..
United States of America .. ..	..	209	21,969	168	18,495	41	3,474
<b>Total ..</b>		2,168	204,328	2,037	191,704	109	12,054
<b>(7) Pumps and Pumping Machinery.</b>							
Great Britain .. .. .	Ton	60	9,792	43	7,268	18	2,527
Belgium .. .. .	..	..	10	..	..	..	..
France .. .. .	..	70	10,974	59	9,393	10	1,581
Germany .. .. .	..	2	385	2	385	..	..
Italy .. .. .	..	..	14	..	14	..	..
Switzerland .. .. .	..	..	14	..	14	..	..
United States of America .. ..	..	46	4,835	46	4,835	..	..
<b>Total ..</b>		178	26,024	150	21,909	28	4,108
<b>(8) Machinery and Parts thereof, not elsewhere specified.</b>							
Great Britain .. .. .	Ton	335	45,164	97	13,864	241	31,499
India and Burmah .. .. .	..	..	20	..	20	..	..
Australia .. .. .	..	..	25	..	25	..	..
Belgium .. .. .	..	..	3	..	3	..	..
France .. .. .	..	1	149	1	149	..	..
Germany .. .. .	..	11	1,082	11	1,081	..	..
Swly .. .. .	..	1	50	1	50	..	..
Unitean .. .. .	..	1	77	1	77	..	..
States of America .. .. .	..	11	1,742	11	1,742	..	..
<b>Total ..</b>		360	48,312	122	17,011	241	31,499

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (H).—MANUFACTURES OF WOOD AND TIMBER.							
(1) Furniture and Cabinet-ware.							
Great Britain .. .. .	Value	..	13,527	..	11,181	..	1,743
India and Burmah.. .. .	"	..	1,839	..	1,801	..	36
Union of South Africa .. .. .	"	..	281	..	264	..	..
Zanzibar .. .. .	"	..	97	..	98	..	..
Tanganyika Territory .. .. .	"	..	77	..	77	..	..
Straits Settlements .. .. .	"	..	489	..	463	..	15
Other British Possessions .. .. .	"	..	10	..	10	..	..
Arabia .. .. .	"	..	8	..	8	..	..
Austria .. .. .	"	..	174	..	174	..	..
Belgian Congo .. .. .	"	..	2	..	2	..	..
Belgium .. .. .	"	..	242	..	..	..	..
China .. .. .	"	..	183	..	181	..	..
Czecho-Slovakia .. .. .	"	..	146	..	141	..	..
Egypt .. .. .	"	..	15	..	15	..	..
France .. .. .	"	..	203	..	35	..	184
Germany .. .. .	"	..	627	..	570	..	..
Holland .. .. .	"	..	49	..	49	..	..
Italy .. .. .	"	..	3	..	27	..	..
Japan .. .. .	"	..	427	..	427	..	..
Portugal .. .. .	"	..	22	..	23	..	..
Sweden .. .. .	"	..	753	..	862	..	..
Miscellaneous Ports of Europe .. .. .	"	..	292	..	306	..	..
United States of America .. .. .	"	..	282	..	323	..	..
Total ..	..	..	19,748	..	17,037	..	1,978
(2) Builders' Woodwork (Window Frames, Doors, etc.)							
Great Britain .. .. .	Value	..	2,708	..	2,708	..	..
India and Burmah.. .. .	"	..	156	..	156	..	..
Zanzibar .. .. .	"	..	6	..	6	..	..
Dominion of Canada .. .. .	"	..	70	..	45	..	..
Tanganyika Territory .. .. .	"	..	3	..	3	..	..
Sweden .. .. .	"	..	81	..	81	..	..
United States of America .. .. .	"	..	686	..	686	..	..
Total ..	..	..	3,710	..	3,685	..	..
(3) Manufactures, not elsewhere specified.							
Great Britain .. .. .	Value	..	8,842	..	6,568	..	2,149
India and Burmah.. .. .	"	..	977	..	926	..	62
Australia .. .. .	"	..	481	..	..	..	481
Ceylon .. .. .	"	..	168	..	168	..	..
Zanzibar .. .. .	"	..	68	..	67	..	..
Tanganyika Territory .. .. .	"	..	1,095	..	1,095	..	..
Arabia .. .. .	"	..	9	..	9	..	..
Austria .. .. .	"	..	7	..	58	..	..
Belgian Congo .. .. .	"	..	3	..	3	..	..
Belgium .. .. .	"	..	20	..	20	..	..
China .. .. .	"	..	1	..	1	..	..
Dutch East Indies .. .. .	"	..	1	..	1	..	..
Egypt .. .. .	"	..	4	..	4	..	..
France .. .. .	"	..	61	..	61	..	..
Germany .. .. .	"	..	1,175	..	1,087	..	..
Holland .. .. .	"	..	569	..	575	..	..
Italy .. .. .	"	..	52	..	28	..	..
Japan .. .. .	"	..	8,634	..	8,634	..	..
Norway .. .. .	"	..	197	..	197	..	..
Russia .. .. .	"	..	300	..	242	..	57
Sweden .. .. .	"	..	8,337	..	8,357	..	..
Switzerland .. .. .	"	..	5	..	5	..	..
Miscellaneous Ports of Africa .. .. .	"	..	1	..	1	..	..
.. .. . Europe .. .. .	"	..	1,538	..	1,545	..	..
United States of America .. .. .	"	..	1,201	..	1,023	..	179
Total ..	..	..	33,746	..	30,675	..	2,928

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Goods	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.							
(Contd.)							
GROUP (I).—COTTON YARNS AND MANUFACTURES.							
(1) Piece Goods: (a) Grey, Unbleached.							
Great Britain .. .. .	Yard	71,441	1,304	5,191	138	66,250	1,165
	Cwt.	155	..	15	..	140	..
India and Burmah.. .. .	Yard	3,273,897	64,481	3,110,772	61,372	..	..
	Cwt.	8,419	..	7,968	..	..	..
Ceylon .. .. .	Yard	93,261	1,211	99,661	1,284	..	..
	Cwt.	179	..	190	..	..	..
China .. .. .	Yard	392,406	6,245	259,656	4,069	..	..
	Cwt.	999	..	656	..	..	..
Czecho-Slovakia .. .. .	Yard	..	..	22,500	330	..	..
	Cwt.	..	..	36	..	..	..
Japan .. .. .	Yard	5,936,498	104,595	8,101,022	148,902	..	..
	Cwt.	16,974	..	24,869	..	..	..
United States of America .. .. .	Yard	5,393,200	86,750	5,824,341	92,781	..	..
	Cwt.	9,417	..	10,169	..	..	..
Total ..	Yard	15,160,703	264,586	17,423,143	308,876	66,250	1,165
	Cwt.	36,143	..	43,903	..	140	..
(b) Bleached.							
Great Britain .. .. .	Yard	2,714,443	60,060	2,389,824	52,519	64,173	3,321
India and Burmah.. .. .	"	112,599	2,679	83,796	2,132	..	..
Ceylon .. .. .	"	11,898	164	11,709	159	..	..
Hong Kong .. .. .	"	20	3	20	3	..	..
Arabia .. .. .	"	18	1	18	1	..	..
Belgium .. .. .	"	..	..	483	34	..	..
France .. .. .	"	792	36	792	36	..	..
Germany .. .. .	"	15,780	467	18,613	547	..	..
Holland .. .. .	"	838,313	22,892	982,238	26,565	..	..
Italy .. .. .	"	36,626	1,141	27,175	819	..	..
Japan .. .. .	"	441,787	8,030	631,151	11,871	..	..
Switzerland .. .. .	"	1,183	52	1,183	52	..	..
United States of America .. .. .	"	..	..	1,600	60	..	..
Total ..		4,173,459	95,525	4,148,602	94,798	64,173	3,321
(c) Printed.							
Great Britain .. .. .	Yard	2,112,661	66,270	2,080,873	65,930	600	42
India and Burmah.. .. .	"	240,541	6,032	255,756	6,325	..	..
Ceylon .. .. .	"	288	7	144	4	..	..
Belgium .. .. .	"	19,914	1,107	17,547	967	..	..
Czecho-Slovakia .. .. .	"	18,608	529	13,249	394	..	..
France .. .. .	"	1,301	116	1,301	116	..	..
Germany .. .. .	"	42,393	1,513	39,054	1,355	..	..
Holland .. .. .	"	477,996	16,763	464,315	16,129	..	..
Italy .. .. .	"	35,479	945	33,616	765	..	..
Japan .. .. .	"	2,004,441	42,030	1,866,121	40,023	..	..
Switzerland .. .. .	"	1,873	60	2,368	94	..	..
United States of America .. .. .	"	14	2	14	2	..	..
Total ..		4,955,509	135,374	4,774,358	132,104	600	42
(d) Dyed in the Piece.							
Great Britain .. .. .	Yard	4,227,246	175,054	4,083,790	171,236	117,505	5,458
India and Burmah.. .. .	"	409,888	10,524	405,567	10,518	..	..
Ceylon .. .. .	"	9,590	245	11,510	340	..	..
Arabia .. .. .	"	16	1	16	1	..	..
Austria .. .. .	"	57,759	4,037	54,721	3,790	..	..
Belgium .. .. .	"	24,912	1,405	14,934	861	..	..
Czecho-Slovakia .. .. .	"	16,909	1,237	12,492	864	..	..
France .. .. .	"	8,154	377	7,814	368	..	..
Germany .. .. .	"	166,712	8,205	132,425	6,934	..	..
Holland .. .. .	"	1,382,109	42,186	1,291,431	40,116	..	..
Italy .. .. .	"	210,637	12,621	193,633	12,168	..	..
Japan .. .. .	"	433,362	8,963	340,740	7,120	..	..
Switzerland .. .. .	"	8,933	651	9,907	776	..	..
United States of America .. .. .	"	12,495	586	16,017	731	..	..
Total ..		6,968,722	266,092	6,574,997	255,823	117,505	5,458

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (I).—COTTON YARNS AND MANUFACTURES (Contd.).							
(e) Coloured (Manufactured Wholly or in Part of Dyed Yarn).							
Great Britain .. .. .	Yard	846,742	32,652	949,398	37,583	182	6
India and Burmah.. .. .	"	3,175,709	70,924	3,174,552	71,677	..	..
Ceylon .. .. .	"	18,699	262	18,699	262	..	..
Other British Possessions .. .. .	"	685	45	685	45	..	..
Arabia .. .. .	"	8,644	423	8,644	423	..	..
Austria .. .. .	"	1,605	114	6,791	340	..	..
Belgium .. .. .	"	348,104	15,851	366,384	17,391	..	..
Czecho-Slovakia .. .. .	"	2,513	228	3,372	285	..	..
France .. .. .	"	3,493	249	3,494	249	..	..
Germany .. .. .	"	43,700	2,058	56,979	2,541	..	..
Holland .. .. .	"	2,723,249	99,994	2,821,572	108,070	241	25
Italian East Africa .. .. .	"	1,928	171	1,928	171	..	..
Italy .. .. .	"	95,308	3,996	94,350	3,589	..	..
Japan .. .. .	"	3,386,820	60,392	3,702,720	67,047	..	..
Switzerland .. .. .	"	3,099	201	9,963	617	..	..
United States of America .. .. .	"	267	20	267	20	..	..
Total ..		10,660,565	287,580	11,219,798	310,310	423	31
(2) Blankets.							
Great Britain .. .. .	No.	40,469	9,852	32,522	7,337	6,320	2,077
India and Burmah.. .. .	"	208,126	12,833	210,576	13,543	..	..
Belgium .. .. .	"	180,237	16,605	223,007	25,802	1,000	141
Czecho-Slovakia .. .. .	"	20,154	3,565	21,154	3,567	..	..
France .. .. .	"	35,458	6,362	36,894	6,767	3,000	328
Germany .. .. .	"	213,436	18,575	218,931	19,214	990	129
Holland .. .. .	"	1,713,530	133,029	1,686,077	131,800	14,425	1,610
Italy .. .. .	"	31,510	5,288	29,716	5,348	..	..
Japan .. .. .	"	677	116	677	116	..	..
Miscellaneous Ports of Europe .. .. .	"	200	60	200	60	..	..
United States of America .. .. .	"	108	40	108	40	..	..
Total ..		2,443,905	206,325	2,459,862	213,594	25,735	4,285
(3) Thread.							
Great Britain .. .. .	lb.	15,023	3,696	12,732	3,256	2,250	437
India and Burmah.. .. .	"	56,508	7,188	56,745	7,205	..	..
Belgium .. .. .	"	13,845	1,491	13,878	1,427	..	..
Czecho-Slovakia .. .. .	"	180	26	180	26	..	..
France .. .. .	"	28	4	28	4	..	..
Germany .. .. .	"	42,764	4,316	37,804	4,121	..	..
Holland .. .. .	"	28,783	4,675	26,294	4,237	..	..
Italy .. .. .	"	9,327	958	9,327	958	..	..
Japan .. .. .	"	314	54	314	54	..	..
Total ..		166,772	22,408	157,302	21,288	2,250	437
(4) Yarns.							
Great Britain .. .. .	lb.	753	17	17	4	736	13
India and Burmah.. .. .	"	57,385	3,100	57,385	3,100	..	..
Germany .. .. .	"	2,080	223	2,080	223	..	..
Japan .. .. .	"	80	13	80	13	..	..
Total ..		60,298	3,353	59,562	3,340	736	13

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (I).—COTTON YARNS AND MANUFACTURES (Contd.).							
(5) <i>Manufactures, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	42,641	..	34,397	..	8,589
Free State of Ireland .. .. .	"	..	5	..	5	..	..
India and Burmah .. .. .	"	..	8,281	..	5,364	..	3,314
Ceylon .. .. .	"	..	7	..	7	..	..
Dominion of Canada .. .. .	"	..	3	..	3	..	..
Union of South Africa .. .. .	"	..	12	..	16	..	..
Hong Kong .. .. .	"	..	26	..	26	..	..
Other British Possessions .. .. .	"	..	4	..	89	..	..
Arabia .. .. .	"	..	4	..	4	..	..
Austria .. .. .	"	..	3	..	3	..	..
Belgium .. .. .	"	..	1,052	..	474	..	..
China .. .. .	"	..	189	..	106	..	..
Czecho-Slovakia .. .. .	"	..	379	..	380	..	..
France .. .. .	"	..	472	..	479	..	..
Germany .. .. .	"	..	2,407	..	2,574	..	..
Holland .. .. .	"	..	2,136	..	2,287	..	..
Italian East Africa .. .. .	"	..	4	..	4	..	..
Italy .. .. .	"	..	385	..	369	..	..
Japan .. .. .	"	..	6,598	..	7,164	..	..
Switzerland .. .. .	"	..	203	..	213	..	..
United States of America .. .. .	"	..	975	..	1,025	..	..
Total ..		..	65,786	..	54,989	..	11,903
GROUP (J).—WOOLLEN AND WORSTED YARNS AND MANUFACTURES.							
(1) <i>Blankets.</i>							
Great Britain .. .. .	No.	24,022	9,260	16,371	6,338	7,549	2,972
India and Burmah .. .. .	"	6,147	2,326	6,477	2,456	..	..
Czecho-Slovakia .. .. .	"	62	39	62	39	..	..
France .. .. .	"	14,729	2,167	5,626	1,204	..	..
Germany .. .. .	"	610	329	1,110	406	..	..
Holland .. .. .	"	250	187	150	145	..	..
Italy .. .. .	"	6,842	2,846	5,022	2,461	..	..
Miscellaneous Ports of Europe .. .. .	"	100	31	100	31	..	..
United States of America .. .. .	"	48	7	48	7	..	..
Total ..		52,810	17,642	34,966	13,087	7,549	2,972
(2) <i>Carpets, Rugs, etc.</i>							
Great Britain .. .. .	Sq. yd.	16,929	7,401	16,192	7,252	1,353	247
India and Burmah .. .. .	"	4,067	1,269	2,851	784	275	392
Arabia .. .. .	"	31	25	31	25	..	..
Belgium .. .. .	"	45	13	45	13	..	..
China .. .. .	"	11	24	11	24	..	..
Czecho-Slovakia .. .. .	"	257	66	178	24	..	..
France .. .. .	"	276	46	90	41	..	..
Germany .. .. .	"	863	265	861	265	..	..
Holland .. .. .	"	379	109	379	109	..	..
Italy .. .. .	"	9,171	1,235	8,187	1,134	..	..
Persia .. .. .	"	20	59	20	59	..	..
Switzerland .. .. .	"	92	13	92	13	..	..
Miscellaneous Ports of Europe .. .. .	"	10	7	10	7	..	..
United States of America .. .. .	"	16	6	16	6	..	..
Total ..		32,167	10,538	28,963	9,756	1,628	639

TABLE III—(Contd.)

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.)							
GROUP (J).—WOOLLEN AND WORSTED YARNS AND MANUFACTURES (Contd.)							
(3) <i>Tissues.</i>							
Great Britain .. .. .	Yard	54,772	13,762	54,514	13,085	923	552
	Cwt.	322	..	319	..	8	..
India and Burmah.. .. .	Yard	994	133	994	133	..	..
	Cwt.	5	..	5	..	..	..
Belgium .. .. .	Yard	824	208	686	160	..	..
	Cwt.	4	..	3	..	..	..
Czecho-Slovakia .. .. .	Yard	3,990	935	3,976	967	..	..
	Cwt.	24	..	24	..	..	..
France .. .. .	Yard	3,257	818	3,677	906	..	..
	Cwt.	17	..	20	..	..	..
Germany .. .. .	Yard	24,667	2,538	25,872	2,773	..	..
	Cwt.	94	..	99	..	..	..
Holland .. .. .	Yard	2,832	783	2,832	783	..	..
	Cwt.	15	..	15	..	..	..
Italy .. .. .	Yard	21,271	1,862	23,888	2,058	..	..
	Cwt.	128	..	151	..	..	..
Japan .. .. .	Yard	940	22	940	22	..	..
	Cwt.	2	..	2	..	..	..
Total ..	Yard	113,547	21,061	117,379	20,887	923	552
	Cwt.	611	..	638	..	8	..
(4) <i>Yarns.</i>							
Great Britain .. .. .	lb.	482	124	482	124	..	..
Germany .. .. .	"	283	59	40	13	..	..
Holland .. .. .	"	75	15	75	15	..	..
Total ..		840	198	597	152	..	..
(5) <i>Manufactures, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	1,613	..	1,016	..	755
India and Burmah.. .. .	"	..	899	..	750	..	149
France .. .. .	"	..	20	..	15	..	..
Germany .. .. .	"	..	196	..	242	..	..
Holland .. .. .	"	..	5	..	5	..	..
Italy .. .. .	"	..	14	..	14	..	..
Japan .. .. .	"	..	20	..	20	..	..
United States of America .. .. .	"	..	..	..	4	..	..
Total ..		..	2,767	..	2,066	..	904
GROUP (K).—SILK AND SILK MANUFACTURES.							
(1) <i>Tissues.</i>							
Great Britain .. .. .	Yard	10,323	1,428	11,737	1,624	..	..
India and Burmah.. .. .	"	3,447	214	4,891	254	..	..
Hong Kong .. .. .	"	418	62	418	62	..	..
Arabia .. .. .	"	26	10	26	10	..	..
Austria .. .. .	"	729	103	729	103	..	..
China .. .. .	"	150,051	21,411	257,521	22,027	..	..
Czecho-Slovakia .. .. .	"	200	20	200	20	..	..
France .. .. .	"	1,639	317	1,639	317	..	..
Germany .. .. .	"	672	142	672	142	..	..
Italy .. .. .	"	118	33	118	33	..	..
Japan .. .. .	"	202,217	19,807	207,095	20,446	..	..
Switzerland .. .. .	"	817	260	817	260	..	..
United States of America .. .. .	"	..	..	11	1	..	..
Total ..		470,657	43,807	485,924	45,299	..	..

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (K).—SILK AND SILK MANUFACTURES (Contd.).							
(2) Yarns.							
Great Britain .. .. .	Lb.	185	147	185	147	..	..
China .. .. .	"	74	84	74	84	..	..
France .. .. .	"	27	21	27	21	..	..
Germany .. .. .	"	15	10	15	10	..	..
Total ..		301	262	301	262	..	..
(3) Silk Manufactures, not elsewhere specified.							
Great Britain .. .. .	Value	..	942	..	942	..	..
India and Burmah.. .. .	"	..	35	..	35	..	..
Hong Kong .. .. .	"	..	15	..	15	..	..
Austria .. .. .	"	..	9	..	9	..	..
Belgium .. .. .	"	..	2	..	2	..	..
China .. .. .	"	..	110	..	110	..	..
France .. .. .	"	..	89	..	89	..	..
Germany .. .. .	"	..	202	..	202	..	..
Italy .. .. .	"	..	40	..	40	..	..
Japan .. .. .	"	..	2,325	..	1,964	..	..
Switzerland .. .. .	"	..	2	..	2	..	..
Total ..		..	3,771	..	3,410	..	..
GROUP (L).—MANUFACTURES OF ORDINARY TEXTILE MATERIALS.							
(1) Awmings, Tarpaulins, Tents, etc.							
Great Britain .. .. .	Value	..	10,490	..	5,637	..	5,210
India and Burmah.. .. .	"	..	628	..	9	..	619
Belgium .. .. .	"	..	51	..	..	..	..
Czecho-Slovakia .. .. .	"	..	34	..	34	..	..
France .. .. .	"	..	33	..	33	..	..
Germany .. .. .	"	..	63	..	20	..	..
Holland .. .. .	"	..	66	..	66	..	..
United States of America .. .. .	"	..	16	..	16	..	..
Total ..		..	11,381	..	5,815	..	5,829
(2) Coir Mats and Matting.							
Great Britain .. .. .	Sq. yd.	9,755	378	9,555	329	200	49
India and Burmah.. .. .	"	24,152	1,534	23,902	1,511	150	17
Ceylon .. .. .	"	600	38	600	38	..	..
Holland .. .. .	"	40	6	40	6	..	..
Total ..		34,547	1,956	34,097	1,884	350	66
(3) Cordage, Ropes and Twine of Hemp and like Materials.							
Great Britain .. .. .	Cwt.	2,522	7,213	1,949	5,113	640	2,089
Free State of Ireland .. .. .	"	31	80	31	80	..	..
India and Burmah.. .. .	"	6,669	9,454	6,489	9,066	160	368
Zanzibar .. .. .	"	381	357	381	357	..	..
Union of South Africa .. .. .	"	5	30	..	..	..	..
Tanganyika Territory .. .. .	"	141	244	141	244	..	..
Belgian Congo .. .. .	"	..	3	..	3	..	..
France .. .. .	"	1	4	1	4	..	..
Germany .. .. .	"	52	397	52	396	..	..
Holland .. .. .	"	80	229	80	229	..	..
Italy .. .. .	"	..	4	..	4	..	..
Japan .. .. .	"	4	32	4	32	..	..
Miscellaneous Ports of Asia .. .. .	"	28	28	28	28	..	..
United States of America .. .. .	"	50	140	50	140	..	..
Total ..		9,964	18,215	9,206	15,716	820	2,457

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.</b>							
<i>(Contd.)</i>							
<b>GROUP (L).—MANUFACTURES OF ORDINARY TEXTILE MATERIALS (Contd.).</b>							
<i>(4) Jute Bags and Sacks.</i>							
Great Britain .. .. .	Dozen	2,441	1,250	1,566	791	875	459
	Cwt.	510	..	309	..	200	..
India and Burmah.. .. .	Dozen	481,662	254,502	481,662	254,502	..	..
	Cwt.	121,474	..	121,474	..	..	..
Germany .. .. .	Dozen	258	103	..	..	..	..
	Cwt.	69	..	..	..	..	..
Italy .. .. .	Dozen	61	7	61	7	..	..
	Cwt.	11	..	11	..	..	..
Total ..	Dozen	484,422	255,862	483,289	255,300	875	459
	Cwt.	122,064	..	121,794	..	200	..
<i>(5) Jute Carpets and Rugs.</i>							
Great Britain .. .. .	Sq. yd.	1,334	611	1,112	481	200	134
	Cwt.	31	..	28	..	3	..
India and Burmah.. .. .	Sq. yd.	24	29	24	29	..	..
	Cwt.	1	..	1	..	..	..
Czecho-Slovakia .. .. .	Sq. yd.	57	8	57	8	..	..
	Cwt.	1	..	..	..	..	..
Persia .. .. .	Sq. yd.	24	16	24	16	..	..
	Cwt.	1	..	1	..	..	..
Germany .. .. .	Sq. yd.	139	32	139	32	..	..
	Cwt.	2	..	2	..	..	..
Total ..	Cwt.	1,578	696	1,356	566	200	134
		36	..	33	..	3	..
<i>(6) Jute Piece Goods.</i>							
Great Britain .. .. .	Yard	64,258	1,218	26,800	1,107	37,458	111
	Cwt.	284	..	263	..	21	..
India and Burmah.. .. .	Yard	1,077,493	22,500	1,075,993	22,490	..	..
	Cwt.	6,669	..	6,663	..	..	..
Belgium .. .. .	Yard	1,000	29	1,000	29	..	..
	Cwt.	6	..	6	..	..	..
France .. .. .	Yard	82	12	82	12	..	..
	Cwt.	1	..	1	..	..	..
Total ..	Yard	1,142,833	23,759	1,103,875	23,638	37,458	111
	Cwt.	6,960	..	6,933	..	21	..
<i>(7) Linen Piece Goods.</i>							
Great Britain .. .. .	Yard	5,381	464	6,316	507	..	..
Free State of Ireland .. .. .	"	1,277	90	1,277	90	..	..
France .. .. .	"	184	28	184	28	..	..
Germany .. .. .	"	400	27	400	27	..	..
Total ..		7,242	609	8,177	652	..	..
<i>(8) Linen Thread.</i>							
Great Britain .. .. .	Lb.	6,075	2,612	6,081	2,615	..	..
<i>(9) Linen Manufactures, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	31,812	..	28,487	..	231
Free State of Ireland .. .. .	"	..	42	..	42	..	..
Belgium .. .. .	"	..	27	..	27	..	..
China .. .. .	"	..	14	..	14	..	..
France .. .. .	"	..	75	..	75	..	..
Germany .. .. .	"	..	331	..	333	..	..
Holland .. .. .	"	..	314	..	262	..	..
Japan .. .. .	"	..	13	..	13	..	..
United States of America .. .. .	"	..	5	..	5	..	..
Total ..		..	32,633	..	29,258	..	231



TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (L).—MANUFACTURES OF ORDINARY TEXTILE MATERIALS (Contd.).							
(10) <i>Sail Cloth and Canvas.</i>							
Great Britain .. .. .	Yard	108,403	11,920	103,740	11,122	5,898	774
Free State of Ireland .. .. .	"	84	3	84	3	..	..
India and Burmah.. .. .	"	8,506	354	8,537	356	..	..
Belgium .. .. .	"	321	28	321	28	..	..
France .. .. .	"	510	43	510	43	..	..
Germany .. .. .	"	171	13	171	13	..	..
Japan .. .. .	"	116	10	116	10	..	..
United States of America .. .. .	"	3,966	613	3,966	613	..	..
Total ..		122,077	12,984	117,445	12,188	5,898	774
(11) <i>Textile Manufactures, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	30,805	..	20,483	..	5,460
India and Burmah.. .. .	"	..	265	..	124	..	143
Straits Settlements .. .. .	"	..	22	..	22	..	..
Union of South Africa .. .. .	"	..	30	..	30	..	..
Arabia .. .. .	"	..	11	..	11	..	..
Belgium .. .. .	"	..	187	..	1	..	..
France .. .. .	"	..	10	..	10	..	..
Germany .. .. .	"	..	781	..	751	..	..
Holland .. .. .	"	..	1,268	..	1,166	..	..
Italian East Africa .. .. .	"	..	10	..	10	..	..
Japan .. .. .	"	..	19	..	19	..	..
United States of America .. .. .	"	..	119	..	121	..	..
Total ..		..	33,527	..	22,748	..	5,603
(12) <i>Artificial Silk: (a) Piece Goods.</i>							
Great Britain .. .. .	Yard	108,958	6,001	95,162	5,377	Classified from 1st only.	separately June, 1928
India and Burmah.. .. .	"	18,539	622	17,729	602		
Australia .. .. .	"	596	44	2,411	187		
Austria .. .. .	"	17,308	1,315	16,917	1,279		
Belgium .. .. .	"	533	54	533	54		
China .. .. .	"	1,600	179	1,600	179		
Czecho-Slovakia .. .. .	"	19,514	1,199	23,886	1,532		
France .. .. .	"	239	57	239	57		
Germany .. .. .	"	98,341	6,506	97,623	6,018		
Holland .. .. .	"	17,863	1,344	18,496	1,390		
Italy .. .. .	"	89,341	3,975	65,143	2,999		
Japan .. .. .	"	4,631	377	4,631	377		
Switzerland .. .. .	"	4,698	214	1,834	99		
Total ..		382,161	21,887	346,204	20,150		
(b) <i>Manufactures, not elsewhere enumerated (not Apparel).</i>							
Great Britain .. .. .	Value	..	317	..	317	Classified from 1st only.	separately June, 1928
India and Burmah.. .. .	"	..	75	..	75		
Austria .. .. .	"	..	35	..	35		
Belgium .. .. .	"	..	20	..	20		
France .. .. .	"	..	100	..	84		
Germany .. .. .	"	..	380	..	317		
Holland .. .. .	"	..	136	..	136		
Italy .. .. .	"	..	22	..	39		
Japan .. .. .	"	..	97	..	97		
Switzerland .. .. .	"	..	8	..	8		
Total ..		..	1,190	..	1,128		

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.							
(Contd.)							
GROUP (M).—APPAREL.							
(1) <i>Boots and Shoes.</i>							
Great Britain .. .. .	Doz. pairs	4,942	15,844	5,018	13,895	35	311
India and Burmah.. .. .	"	3,231	6,123	3,254	6,429	3	7
Dominion of Canada .. .. .	"	34	113	38	122	..	..
Tanganyika Territory .. .. .	"	..	1	..	1	..	..
Austria .. .. .	"	7	33	7	33	..	..
Belgium .. .. .	"	1,707	1,836	996	1,145	..	..
China .. .. .	"	3	3	3	3	..	..
Czecho-Slovakia .. .. .	"	146	763	155	810	..	..
France .. .. .	"	1,194	1,922	1,195	19,22	..	..
Germany .. .. .	"	484	822	490	858	..	..
Holland .. .. .	"	45	91	45	91	..	..
Italian East Africa .. .. .	"	4	4	4	4	..	..
Japan .. .. .	"	197	139	197	139	..	..
Switzerland .. .. .	"	3	23	3	23	..	..
United States of America .. .. .	"	175	616	175	616	..	..
Total ..		12,172	28,333	11,580	26,091	38	318
(2) <i>Haberhashery (Soft) and Millinery.</i>							
Great Britain .. .. .	Value	..	5,855	..	6,369	..	295
India and Burmah.. .. .	"	..	522	..	522	..	..
Australia .. .. .	"	..	1	..	1	..	..
Hong Kong .. .. .	"	..	1	..	1	..	..
Austria .. .. .	"	..	122	..	122	..	..
Belgium .. .. .	"	..	465	..	415	..	..
China .. .. .	"	..	89	..	89	..	..
Czecho-Slovakia .. .. .	"	..	196	..	246	..	..
France .. .. .	"	..	320	..	312	..	..
Germany .. .. .	"	..	3,524	..	3,650	..	..
Holland .. .. .	"	..	164	..	164	..	..
Italy .. .. .	"	..	1,769	..	1,802	..	..
Japan .. .. .	"	..	4,157	..	4,051	..	..
Sweden .. .. .	"	..	10	..	10	..	..
Switzerland .. .. .	"	..	516	..	516	..	..
United States of America .. .. .	"	..	48	..	51	..	..
Total ..		....	17,759	..	18,321	..	295
(3) <i>Hats, Caps, etc.</i>							
Great Britain .. .. .	Dozen	2,361	5,500	1,476	3,382	801	2,169
India and Burmah.. .. .	"	4,012	3,778	4,012	3,778	..	..
Tanganyika Territory .. .. .	"	2	3	2	3	..	..
Zanzibar .. .. .	"	1	1	1	1	..	..
Arabia .. .. .	"	9	4	9	4	..	..
Austria .. .. .	"	430	342	430	342	..	..
Belgium .. .. .	"	61	55	61	55	..	..
Czecho-Slovakia .. .. .	"	6,020	3,641	6,136	3,541	..	..
Egypt .. .. .	"	87	86	87	86	..	..
France .. .. .	"	112	191	112	191	..	..
Germany .. .. .	"	3,207	2,505	3,423	2,652	..	..
Holland .. .. .	"	317	140	317	140	..	..
Italy .. .. .	"	4,177	7,042	4,583	7,373	..	..
Japan .. .. .	"	35	35	435	143	..	..
Switzerland .. .. .	"	27	20	27	20	..	..
United States of America .. .. .	"	2	2	2	2	..	..
Total ..		20,860	23,345	21,113	21,713	801	2,169
(4) <i>Hosiery (Cotton or Wool):</i>							
(a) <i>Stockings and Hose.</i>							
Great Britain .. .. .	Doz. pairs	6,661	4,867	6,991	5,053	19	21
India and Burmah.. .. .	"	1,217	370	1,157	346	..	..
Hong Kong .. .. .	"	975	126	1,400	203	..	..
China .. .. .	"	7,871	1,210	7,371	1,103	..	..
Czecho-Slovakia .. .. .	"	121	46	121	46	..	..
France .. .. .	"	237	128	257	146	..	..
Germany .. .. .	"	743	402	715	334	..	..
Italy .. .. .	"	1,387	456	1,437	467	..	..
Japan .. .. .	"	12,359	2,637	12,529	2,398	..	..
United States of America .. .. .	"	1,149	810	1,137	800	..	..
Total ..		32,720	11,052	33,115	10,896	19	21

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (M).—APPAREL (Contd.).							
(b) Other.							
Great Britain .. .. .	Dozen	1,758	2,336	1,680	2,326	33	151
India and Burmah.. .. .	"	752	770	752	770	..	..
Australia .. .. .	"	1	2	1	2	..	..
Hong Kong .. .. .	"	425	77	..	..	..	..
China .. .. .	"	5,285	1,770	5,225	1,749	..	..
France .. .. .	"	60	11	60	11	..	..
Germany .. .. .	"	1,169	1,704	1,298	1,858	..	..
Holland .. .. .	"	36	43	36	43	..	..
Italy .. .. .	"	487	816	549	873	..	..
Japan .. .. .	"	67,918	28,259	66,189	28,490	..	..
Miscellaneous Ports of Europe .. .. .	"	75	103	75	103	..	..
United States of America .. .. .	"	119	169	130	176	..	..
Total ..		78,085	36,060	75,995	36,401	33	151
(5) Wearing Apparel, Second-hand, Imported for Sale.							
Great Britain .. .. .	Value	..	5,854	..	5,922	..	..
India and Burmah.. .. .	"	..	119	..	119	..	..
Belgium .. .. .	"	..	26	..	26	..	..
France .. .. .	"	..	45	..	45	..	..
Germany .. .. .	"	..	207	..	207	..	..
Japan .. .. .	"	..	1	..	1	..	..
United States of America .. .. .	"	..	697	..	697	..	..
Total ..		..	6,949	..	7,017	..	..
(6) Wearing Apparel, not elsewhere specified.							
Great Britain .. .. .	Value	..	42,467	..	30,167	..	13,197
Free State of Ireland .. .. .	"	..	11	..	11	..	..
India and Burmah.. .. .	"	..	1,418	..	1,068	..	171
Australia .. .. .	"	..	2	..	2	..	..
Union of South Africa .. .. .	"	..	587	..	587	..	..
Hong Kong .. .. .	"	..	8	..	8	..	..
Tanganyika Territory .. .. .	"	..	9	..	9	..	..
Other British Possessions .. .. .	"	..	3	..	3	..	..
Arabia .. .. .	"	..	1	..	1	..	..
Austria .. .. .	"	..	105	..	105	..	..
Belgian Congo .. .. .	"	..	4	..	4	..	..
Belgium .. .. .	"	..	328	..	355	..	..
China .. .. .	"	..	107	..	107	..	..
Czecho-Slovakia .. .. .	"	..	155	..	346	..	..
France .. .. .	"	..	669	..	695	..	..
Germany .. .. .	"	..	4,933	..	4,887	..	..
Holland .. .. .	"	..	934	..	855	..	..
Italy .. .. .	"	..	305	..	261	..	..
Japan .. .. .	"	..	12,966	..	13,218	..	..
Sweden .. .. .	"	..	..	..	95	..	..
Switzerland .. .. .	"	..	45	..	65	..	..
Miscellaneous Ports of Europe .. .. .	"	..	324	..	324	..	..
United States of America .. .. .	"	..	296	..	298	..	..
Total ..		..	65,677	..	53,471	..	13,368
GROUP (N).—CHEMICALS, DRUGS, DYES AND COLOURS.							
(1) Carbonic Acid Gas.							
Great Britain .. .. .	Lb.	5,679	474	4,245	418	400	26
India and Burmah.. .. .	"	2,370	144	2,370	144	..	..
Germany .. .. .	"	24,128	412	24,128	412	..	..
Holland .. .. .	"	198	24	198	24	..	..
Total ..		32,375	1,054	30,941	998	400	26

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.</b>							
<i>(Contd.)</i>							
<b>GROUP (N).—CHEMICALS, DRUGS, DYES AND COLOURS (Contd.).</b>							
<i>3) Cattle and Sheep Dipping Preparations.</i>							
Great Britain .. .. .	Cwt.	1,804	5,703	1,789	5,662	15	41
Union of South Africa .. .. .	"	326	645	326	645	..	..
Australia .. .. .	"	1	4	1	4	..	..
Total ..		2,131	6,352	2,116	6,311	15	41
<i>4) Chemical Manufactures and Products, unenumerated.</i>							
Great Britain .. .. .	Value	..	18,624	..	15,140	..	3,687
India and Burmah .. .. .	"	..	178	..	161	..	17
Switzerland .. .. .	"	..	10	..	..	..	10
Province of Canada .. .. .	"	..	38	..	38	..	..
Union of South Africa .. .. .	"	..	2,165	..	433	..	1,742
Belgium .. .. .	"	..	340	..	327	..	..
France .. .. .	"	..	792	..	851	..	..
Germany .. .. .	"	..	835	..	925	..	11
Holland .. .. .	"	..	961	..	961	..	..
Italy .. .. .	"	..	1,445	..	1,351	..	13
Japan .. .. .	"	..	118	..	118	..	..
Norway .. .. .	"	..	36	..	48	..	..
Norway .. .. .	"	..	34	..	34	..	..
Sweden .. .. .	"	..	132	..	143	..	..
United States of America .. .. .	"	..	..	..	..	..	..
Total ..		..	25,708	..	20,530	..	5,480
<i>(5) Disinfectants and Insecticides.</i>							
Great Britain .. .. .	Cwt.	5,299	11,372	3,625	7,830	1,671	3,516
India and Burmah .. .. .	"	3	10	3	10	..	..
Union of South Africa .. .. .	"	315	773	94	184	220	589
Belgium .. .. .	"	601	603	601	603	..	..
Denmark .. .. .	"	10	21	10	21	..	..
France .. .. .	"	10	16	10	17	..	..
Germany .. .. .	"	4,506	3,493	4,509	4,006	..	..
Holland .. .. .	"	154	168	154	168	..	..
Italy .. .. .	"	248	180	248	180	..	..
Japan .. .. .	"	73	178	73	162	..	..
United States of America .. .. .	"	207	1,972	200	1,935	..	..
Total ..		11,426	18,786	9,527	15,116	1,891	4,105
<i>(6) Drugs, Medicines and Medicinal Preparations. (a) Prepared according known Formulae.</i>							
Great Britain .. .. .	Value	..	35,315	..	25,396	..	10,108
Free State of Ireland .. .. .	"	..	10	..	10	..	..
India and Burmah .. .. .	"	..	1,885	..	1,850	..	43
Province of Canada .. .. .	"	..	1	..	1	..	..
Union of South Africa .. .. .	"	..	617	..	80	..	544
Australia .. .. .	"	..	1	..	1	..	..
Other British Possessions .. .. .	"	..	4	..	4	..	..
Belgium .. .. .	"	..	26	..	26	..	..
Belgium .. .. .	"	..	40	..	40	..	..
Czechoslovakia .. .. .	"	..	54	..	54	..	..
East Indies .. .. .	"	..	8	..	8	..	..
Egypt .. .. .	"	..	1	..	1	..	..
France .. .. .	"	..	1,192	..	519	..	680
Germany .. .. .	"	..	1,495	..	1,487	..	4
Holland .. .. .	"	..	185	..	168	..	..
Italy .. .. .	"	..	280	..	280	..	..
Japan .. .. .	"	..	63	..	64	..	..
Norway .. .. .	"	..	93	..	92	..	..
Russia .. .. .	"	..	20	..	15	..	..
Sweden .. .. .	"	..	44	..	44	..	..
Switzerland .. .. .	"	..	1	..	1	..	..
Switzerland .. .. .	"	..	1	..	1	..	..
Miscellaneous Ports of Asia .. .. .	"	..	1	..	1	..	..
.. .. . Europe .. .. .	"	..	1	..	1	..	..
.. .. . America .. .. .	"	..	1	..	1	..	..
United States of America .. .. .	"	..	105	..	811	..	..
Total ..		..	42,144	..	30,956	..	11,379

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (N).—CHEMICALS, DRUGS, DYES AND COLOURS (Contd.).							
<i>(b) Prepared according to Secret Formulae.</i>							
Great Britain .. .. .	Value	..	7,387	..	7,621	..	..
India and Burmah.. .. .	"	..	1,620	..	1,634	..	..
Dominion of Canada .. .. .	"	..	4	..	4	..	..
Union of South Africa .. .. .	"	..	227	..	232	..	..
Belgium .. .. .	"	..	36	..	36	..	..
Czecho-Slovakia .. .. .	"	..	3	..	3	..	..
France .. .. .	"	..	126	..	126	..	..
Germany .. .. .	"	..	651	..	676	..	..
Holland .. .. .	"	..	78	..	78	..	..
Italy .. .. .	"	..	4	..	4	..	..
Japan .. .. .	"	..	437	..	62	..	..
Sweden .. .. .	"	..	..	..	28	..	..
Switzerland .. .. .	"	..	7	..	7	..	..
United States of America .. .. .	"	..	1,143	..	1,095	..	..
Total ..		..	11,723	..	11,606	..	..
<i>(7) Dyestuffs and Extracts for Dyeing and Tanning.</i>							
Great Britain .. .. .	Cwt.	167	779	166	781	..	..
India and Burmah.. .. .	"	1	5	1	5	..	..
Belgium .. .. .	"	3	24	3	24	..	..
Germany .. .. .	"	48	479	48	479	..	..
Holland .. .. .	"	24	192	24	192	..	..
Japan .. .. .	"	..	3	..	3	..	..
Total ..		243	1,482	242	1,484	..	..
<i>(9) Painters' Colours and Varnishes.</i>							
Great Britain .. .. .	Cwt.	13,700	36,085	9,437	23,872	4,215	12,023
India and Burmah.. .. .	"	20	97	20	97	..	..
Dominion of Canada .. .. .	"	1	2	1	2	..	..
Union of South Africa .. .. .	"	33	96	33	96	..	..
Austria .. .. .	"	10	8	10	8	..	..
Belgium .. .. .	"	4	5	4	5	..	..
France .. .. .	"	17	35	17	35	..	..
Germany .. .. .	"	95	166	84	141	..	..
Holland .. .. .	"	186	253	186	253	..	..
Italy .. .. .	"	..	1	..	1	..	..
Japan .. .. .	"	1	5	1	5	..	..
United States of America .. .. .	"	258	806	259	809	..	..
Total ..		14,325	37,559	10,052	25,324	4,215	12,023
<i>(10) Creosote.</i>							
Great Britain .. .. .	Imp. gal.	25,673	3,690	21,761	3,006	3,916	685
Union of South Africa .. .. .	"	4,800	727	4,800	727	..	..
Total ..		30,473	4,417	26,561	3,733	3,916	..
<i>(11) Products and Materials not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	11	..	11	..	..
Arabia .. .. .	"	..	7	..	7	..	..
Total ..		..	18	..	18	..	..

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.</b>							
<i>(Contd.)</i>							
<b>GROUP (O).—OILS, FATS AND RESIN MANUFACTURES.</b>							
<i>(1) Candles.</i>							
Great Britain .. .. .	Cwt.	162	721	160	719	3	15
India and Burmah .. .. .	"	429	1,416	429	1,416	..	..
Belgium .. .. .	"	49	131	49	131	..	..
Denmark .. .. .	"	2	11	2	11	..	..
Egypt .. .. .	"	..	1	..	1	..	..
France .. .. .	"	9	60	9	60	..	..
Germany .. .. .	"	39	164	39	161	..	..
Holland .. .. .	"	11	38	11	38	..	..
Italy .. .. .	"	29	73	29	73	..	..
Japan .. .. .	"	1	4	1	4	..	..
<b>Total ..</b>		<b>731</b>	<b>2,619</b>	<b>729</b>	<b>2,614</b>	<b>3</b>	<b>15</b>
<i>(2) Fuel Oil.</i>							
Great Britain .. .. .	Imp. gal.	56	2	56	2	..	..
British Settlements .. .. .	"	8,739	76	8,739	76	..	..
Nutch East Indies .. .. .	"	2,560,335	37,695	2,560,335	37,695	..	..
Persia .. .. .	"	10,267,419	123,233	10,267,419	123,233	..	..
<b>Total ..</b>		<b>12,836,549</b>	<b>161,006</b>	<b>12,836,549</b>	<b>161,006</b>	<b>..</b>	<b>..</b>
<i>(3) Lubricating Oils.</i>							
Great Britain .. .. .	Imp. gal.	256,820	31,642	172,937	22,974	74,138	8,501
India and Burmah .. .. .	"	2,310	309	1,810	172	500	136
Union of South Africa .. .. .	"	8	2	8	2	..	..
British Settlements .. .. .	"	1,260	86	1,260	86	..	..
Belgium .. .. .	"	650	50	530	39	..	..
Nutch East Indies .. .. .	"	12,828	779	12,828	779	..	..
Egypt .. .. .	"	310	78	..	..	310	78
France .. .. .	"	314	49	314	49	..	..
Germany .. .. .	"	20,377	2,162	20,377	2,162	..	..
Italy .. .. .	"	135	27	135	27	..	..
United States of America .. .. .	"	441,041	63,594	369,186	53,953	38,491	4,193
<b>Total ..</b>		<b>736,053</b>	<b>98,778</b>	<b>579,385</b>	<b>80,243</b>	<b>113,439</b>	<b>12,908</b>
<i>(4) Lubricating Greases.</i>							
Great Britain .. .. .	Cwt.	988	1,725	848	1,533	167	260
India and Burmah .. .. .	"	6	16	6	16	..	..
Belgium .. .. .	"	159	323	152	272	..	..
Nutch East Indies .. .. .	"	46	58	46	58	..	..
Germany .. .. .	"	59	107	38	48	..	..
United States of America .. .. .	"	2,386	4,298	2,170	3,846	45	79
<b>Total ..</b>		<b>3,644</b>	<b>6,527</b>	<b>3,260</b>	<b>5,773</b>	<b>212</b>	<b>339</b>
<i>(5) Motor Spirits.</i>							
British Settlements .. .. .	Imp. gal.	..	..	192	15	..	..
Nutch East Indies .. .. .	"	3,733,603	138,883	2,774,800	103,809	172,256	6,371
Egypt .. .. .	"	6,862	847	3,710	354	3,152	492
Germany .. .. .	"	76	17	76	17	..	..
Persia .. .. .	"	511,850	48,538	561,578	52,917	376	35
United States of America .. .. .	"	1,208,244	85,310	1,158,091	82,434	..	..
<b>Total ..</b>		<b>5,460,635</b>	<b>273,595</b>	<b>4,498,447</b>	<b>239,546</b>	<b>175,784</b>	<b>6,898</b>
<i>(6) Mineral Oil, Illuminating or Burning.</i>							
Great Britain .. .. .	Imp. gal.	50	9	50	9	..	..
British Settlements .. .. .	"	59,204	3,478	59,204	3,478	..	..
Belgium .. .. .	"	801	78	1,544	129	..	..
Nutch East Indies .. .. .	"	1,952,499	63,310	1,689,620	51,160	51,875	1,486
Egypt .. .. .	"	17	1	..	..	17	1
Germany .. .. .	"	378	56	378	56	..	..
Persia .. .. .	"	1,031,199	46,434	688,791	36,298	58,504	3,301
Russia .. .. .	"	124	23	8	1	..	..
United States of America .. .. .	"	1,197,640	67,878	1,050,164	59,863	..	..
<b>Total ..</b>		<b>4,241,912</b>	<b>181,267</b>	<b>3,489,759</b>	<b>150,994</b>	<b>110,396</b>	<b>4,783</b>

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (O).—OILS, FATS AND RESIN MANUFACTURES (Contd.).							
(7) Soap. (a) Common.							
Great Britain .. .. .	Cwt.	16,262	37,463	14,377	33,936	1,256	1,714
India and Burmah .. .. .	"	70	79	70	79	..	..
Zanzibar .. .. .	"	38	29	38	29	..	..
Union of South Africa .. .. .	"	63	161	63	161	..	..
Tanganyika Territory .. .. .	"	115	255	115	255	..	..
France .. .. .	"	102	170	102	170	..	..
Germany .. .. .	"	75	122	59	105	..	..
Holland .. .. .	"	130	298	130	298	..	..
Italy .. .. .	"	1	1	1	1	..	..
United States of America .. .. .	"	1	7	2	8	..	..
Total .. .. .		16,857	38,585	14,957	35,042	1,256	1,714
(b) Toilet.							
Great Britain .. .. .	Value	..	11,430	..	10,902	..	1,414
India and Burmah .. .. .	"	..	106	..	106	..	..
Dominion of Canada .. .. .	"	..	388	..	271	..	..
Union of South Africa .. .. .	"	..	4	..	4	..	..
Austria .. .. .	"	..	..	..	8	..	..
Belgium .. .. .	"	..	138	..	103	..	..
Denmark .. .. .	"	..	191	..	151	..	..
France .. .. .	"	..	225	..	337	..	..
Germany .. .. .	"	..	5,667	..	6,095	..	..
Holland .. .. .	"	..	1,094	..	1,094	..	..
Italy .. .. .	"	..	1	..	1	..	..
Japan .. .. .	"	..	6	..	6	..	..
United States of America .. .. .	"	..	185	..	184	..	..
Total .. .. .		..	19,435	..	19,262	..	1,414
(8) Turpentine.							
Great Britain .. .. .	Imp. gal.	7,110	1,369	4,414	840	2,396	486
Dutch East Indies .. .. .	"	3,065	183	1,375	89	1,690	50
United States of America .. .. .	"	1,655	365	1,655	365	..	..
Total .. .. .		11,830	1,922	7,444	1,294	4,086	536
(9) Oils, Essential and Perfumed.							
Great Britain .. .. .	Imp. gal.	67	120	46	118	..	..
India and Burmah .. .. .	"	619	570	609	554	..	..
Tanganyika Territory .. .. .	"	65	68	65	68	..	..
Other British Possessions .. .. .	"	..	..	15	20	..	..
Czecho-Slovakia .. .. .	"	..	..	1	2	..	..
France .. .. .	"	1	2	1	2	..	..
Germany .. .. .	"	22	94	38	115	..	..
Japan .. .. .	"	11	10	11	10	..	..
Total .. .. .		785	864	786	889	..	..
(10) Manufactures, not elsewhere specified.							
Great Britain .. .. .	Value	..	5,352	..	3,651	..	1,714
India and Burmah .. .. .	"	..	199	..	199	..	..
Zanzibar .. .. .	"	..	4	..	4	..	..
Tanganyika Territory .. .. .	"	..	4	..	4	..	..
Arabia .. .. .	"	..	80	..	80	..	..
Belgium .. .. .	"	..	21	..	21	..	..
Egypt .. .. .	"	..	3	..	3	..	..
France .. .. .	"	..	1	..	1	..	..
Germany .. .. .	"	..	121	..	102	..	..
Holland .. .. .	"	..	77	..	77	..	..
Italian East Africa .. .. .	"	..	53	..	53	..	..
Italy .. .. .	"	..	47	..	47	..	..
Portugal .. .. .	"	..	3	..	3	..	..
Spain .. .. .	"	..	4	..	4	..	..
Sweden .. .. .	"	..	11	..	11	..	..
United States of America .. .. .	"	..	376	..	389	..	..
Total .. .. .		..	6,356	..	4,649	..	1,714

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.</b>							
<i>(Contd.)</i>							
<b>GROUP (P).—LEATHER AND MANUFACTURES THEREOF.</b>							
<i>(1) Leather, Dressed.</i>							
Great Britain .. .. .	Cwt.	56	1,433	26	435	29	993
India and Burmah.. .. .	"	1,765	17,710	1,735	17,358	30	403
Union of South Africa .. .. .	"	1	26	1	26	..	..
Germany .. .. .	"	1	11	1	11	..	..
Italy .. .. .	"	3	31	3	31	..	..
Italian East Africa .. .. .	"	7	37	7	37	..	..
United States of America .. .. .	"	..	11	..	11	..	..
Total ..		1,833	19,259	1,773	17,909	59	1,396
<i>(2) Saddlery and Harness.</i>							
Great Britain .. .. .	Value	..	2,613	..	2,315	..	327
Germany .. .. .	"	..	4	..	4	..	..
Sweden .. .. .	"	..	..	..	20	..	..
Total ..		..	2,617	..	2,339	..	327
<i>(3) Manufactures, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	5,071	..	2,643	..	2,502
India and Burmah.. .. .	"	..	2,309	..	2,305	..	..
Union of South Africa .. .. .	"	..	50	..	50	..	..
Arabia .. .. .	"	..	1	..	1	..	..
Austria .. .. .	"	..	16	..	16	..	..
Belgium .. .. .	"	..	23	..	23	..	..
China .. .. .	"	..	6	..	6	..	..
Czecho-Slovakia .. .. .	"	..	11	..	7	..	..
France .. .. .	"	..	234	..	234	..	..
Germany .. .. .	"	..	1,430	..	1,480	..	..
Holland .. .. .	"	..	13	..	13	..	..
Italian East Africa .. .. .	"	..	15	..	15	..	..
Japan .. .. .	"	..	65	..	65	..	..
Sweden .. .. .	"	..	1	..	1	..	..
United States of America .. .. .	"	..	86	..	86	..	..
Total ..		..	9,331	..	6,945	..	2,502
<b>GROUP (Q).—PAPER AND CARDBOARD.</b>							
<i>(1) Paper, Cigarette.</i>							
Great Britain .. .. .	Value	..	1,103	..	1,020	..	..
Austria .. .. .	"	..	1,615	..	1,241	..	..
France .. .. .	"	..	1,039	..	1,039	..	..
Germany .. .. .	"	..	304	..	304	..	..
Italy .. .. .	"	..	5,551	..	5,456	..	..
Japan .. .. .	"	..	196	..	196	..	..
Total ..		..	9,808	..	9,256	..	..
<i>(2) Paper, Packing.</i>							
Great Britain .. .. .	Cwt.	8,179	5,504	7,507	4,631	723	905
India and Burmah.. .. .	"	10	22	10	22	..	..
Belgium .. .. .	"	23	49	23	49	..	..
France .. .. .	"	4	10	4	10	..	..
Germany .. .. .	"	150	190	147	181	..	..
Holland .. .. .	"	169	268	169	268	..	..
Norway .. .. .	"	51	67	51	67	..	..
Sweden .. .. .	"	306	502	307	502	..	..
Miscellaneous Ports of Europe .. .. .	"	48	87	48	87	..	..
United States of America .. .. .	"	324	160	298	148	..	1
Total ..		9,264	6,859	8,564	5,965	723	906



TABLE III—(Contd.):

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.)							
GROUP (Q).—PAPER AND CARDBOARD. (Contd.)							
(3) Paper, Printing.							
Great Britain .. .. .	Cwt.	6,689	11,513	3,568	6,116	3,120	5,659
India and Burmah.. .. .	"	5	56	5	56	..	..
Austria .. .. .	"	136	152	147	173	..	..
Belgium .. .. .	"	62	124	62	124	..	..
Czecho-Slovakia .. .. .	"	26	33	21	27	..	..
France .. .. .	"	216	402	216	402	..	..
Germany .. .. .	"	841	1,321	846	1,370	..	..
Holland .. .. .	"	1,485	2,169	1,493	2,181	..	..
Italy .. .. .	"	570	777	486	534	..	..
Norway .. .. .	"	79	193	118	257	..	..
Sweden .. .. .	"	1,358	1,452	1,360	1,457	..	..
Total ..		11,467	18,192	8,322	12,697	3,120	5,659
(4) Paper, Other.							
Great Britain .. .. .	Cwt.	337	993	264	522	68	465
India and Burmah.. .. .	"	8	18	8	18	..	..
Germany .. .. .	"	..	..	14	25	..	..
Holland .. .. .	"	27	69	27	69	..	..
Japan .. .. .	"	2	2	2	2	..	..
Norway .. .. .	"	63	82	63	82	..	..
Sweden .. .. .	"	94	228	94	228	..	..
United States of America .. .. .	"	1	17	1	17	..	..
Total ..		532	1,409	473	963	68	465
(5) Playing Cards.							
Great Britain .. .. .	Doz. packs	521	354	760	455	..	..
India and Burmah.. .. .	"	132	89	132	89	..	..
Dominion of Canada .. .. .	"	1	1	1	1	..	..
Germany .. .. .	"	1	1	1	1	..	..
Holland .. .. .	"	6	4	4	3	..	..
Japan .. .. .	"	13	6	13	6	..	..
United States of America .. .. .	"	1,527	446	1,023	333	..	..
Total ..		2,201	901	1,934	888	..	..
(6) Stationery.							
Great Britain .. .. .	Value	..	56,843	..	44,020	..	13,203
India and Burmah.. .. .	"	..	2,636	..	2,638	..	19
Union of South Africa .. .. .	"	..	832	..	828	..	4
Austria .. .. .	"	..	95	..	95	..	..
Belgium .. .. .	"	..	305	..	197	..	..
China .. .. .	"	..	2	..	2	..	..
Czecho-Slovakia .. .. .	"	..	174	..	175	..	..
Denmark .. .. .	"	..	45	..	45	..	..
France .. .. .	"	..	411	..	411	..	..
French Possessions .. .. .	"	..	1	..	1	..	..
Germany .. .. .	"	..	5,491	..	5,371	..	..
Holland .. .. .	"	..	701	..	697	..	..
Italy .. .. .	"	..	89	..	92	..	..
Japan .. .. .	"	..	298	..	281	..	..
Norway .. .. .	"	..	45	..	45	..	..
Sweden .. .. .	"	..	37	..	37	..	..
Switzerland .. .. .	"	..	1	..	1	..	..
Miscellaneous Ports of Europe .. .. .	"	..	37	..	37	..	..
United States of America .. .. .	"	..	2,017	..	2,091	..	..
Total ..		..	70,060	..	57,064	..	13,226

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.)							
GROUP (Q).—PAPER AND CARDBOARD (Contd.)							
<i>(7) Manufactures, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	5,910	..	444	..	1,600
India and Burmah.. .. .	"	..	83	..	83	..	..
Union of South Africa .. .. .	"	..	61	..	10	..	50
Arabia .. .. .	"	..	2	..	2	..	..
Belgium .. .. .	"	..	9	..	4	..	..
China .. .. .	"	..	12	..	12	..	..
Czecho-Slovakia .. .. .	"	..	1	..	1	..	..
Egypt .. .. .	"	..	2	..	2	..	..
France .. .. .	"	..	10	..	7	..	..
Germany .. .. .	"	..	399	..	447	..	..
Holland .. .. .	"	..	589	..	426	..	160
Italy .. .. .	"	..	6	..	6	..	..
Japan .. .. .	"	..	21	..	21	..	..
Norway .. .. .	"	..	10	..	10	..	..
Sweden .. .. .	"	..	105	..	105	..	..
Switzerland .. .. .	"	..	5	..	5	..	..
Miscellaneous Ports of Asia .. .. .	"	..	25	..	25	..	..
United States of America .. .. .	"	..	1,230	..	1,184	..	..
Total ..		..	8,480	..	6,794	..	1,920
GROUP (R).—VEHICLES (INCLUDING LOCOMOTIVES, SHIPS AND AIRCRAFT).							
<i>(1) Aeroplanes and other Aircraft and Parts and Accessories.</i>							
Great Britain .. .. .	No.	3	2,914	3	2,530	..	284
France .. .. .	"	..	50	..	50	..	..
Germany .. .. .	"	1	750	1	750	..	..
Total ..		4	3,714	4	3,430	..	284
<i>(2) Cycles, (not Motor).</i>							
Great Britain .. .. .	No.	5,709	35,124	6,113	39,553	7	507
Belgium .. .. .	"	1	5	1	5	..	..
France .. .. .	"	2	14	2	14	..	..
Germany .. .. .	"	21	50	21	50	..	..
Holland .. .. .	"	..	..	6	36	..	..
Japan .. .. .	"	104	352	104	357	..	..
Total ..		5,837	35,545	6,152	39,015	79	507
<i>(3) Marine Engines and Machinery.</i>							
Great Britain .. .. .	Value	..	707	..	522	..	185
<i>(4) Motor-Cars.</i>							
Great Britain .. .. .	No.	159	32,318	163	32,974	..	..
Dominion of Canada .. .. .	"	597	68,892	607	68,722	7	600
Belgium .. .. .	"	..	..	2	300	..	..
France .. .. .	"	5	1,705	5	1,674	..	..
Germany .. .. .	"	4	796	4	796	..	..
Italy .. .. .	"	68	12,139	67	11,839	..	..
United States of America .. .. .	"	767	142,356	768	140,519	..	..
Total ..		1,600	258,206	1,616	256,824	7	600

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (R).—VEHICLES (including LOCOMOTIVES, SHIPS AND AIRCRAFT (Contd.).							
(5) Motor Car Parts and Accessories.							
Great Britain .. .. .	Value	..	18,045	..	18,654	..	703
Dominion of Canada .. .. .	"	..	6,346	..	5,870	..	..
Austria .. .. .	"	..	7	..	7	..	..
Belgium .. .. .	"	..	90	..	65	..	..
France .. .. .	"	..	516	..	587	..	..
Germany .. .. .	"	..	793	..	818	..	..
Holland .. .. .	"	..	44	..	44	..	..
Italy .. .. .	"	..	1,564	..	1,674	..	..
United States of America .. .. .	"	..	41,851	..	42,905	..	50
Total ..		..	69,256	..	70,624	..	753
(6) Motor Lorries.							
Great Britain .. .. .	No.	78	23,136	59	16,323	19	6,813
Dominion of Canada .. .. .	"	932	101,274	908	98,923	..	..
France .. .. .	"	6	1,298	6	1,298	..	..
Germany .. .. .	"	2	678	2	678	..	..
Italy .. .. .	"	4	1,501	4	1,501	..	..
United States of America .. .. .	"	353	71,121	355	71,435	..	..
Total ..		1,375	199,008	1,334	190,158	19	6,813
(7) Motor Tractors.							
Great Britain .. .. .	No.	5	1,228	5	1,228	..	..
Dominion of Canada .. .. .	"	28	5,132	28	5,132	..	..
Germany .. .. .	"	6	1,895	6	1,895	..	..
United States of America .. .. .	"	350	98,834	349	98,768	..	..
Total ..		389	107,089	388	107,023	..	..
(8) Motor Lorry Parts and Accessories.							
Great Britain .. .. .	Value	..	6,662	..	5,342	..	1,374
Dominion of Canada .. .. .	"	..	683	..	894	..	..
France .. .. .	"	..	716	..	600	..	..
Germany .. .. .	"	..	163	..	100	..	..
Italy .. .. .	"	..	196	..	194	..	..
United States of America .. .. .	"	..	15,820	..	16,522	..	..
Total ..		..	24,240	..	23,652	..	1,374
(9) Motor Tractor Parts and Accessories.							
Great Britain .. .. .	Value	..	3,665	..	3,628	..	37
Dominion of Canada .. .. .	"	..	1,416	..	1,416	..	..
Australia .. .. .	"	..	15	..	15	..	..
Belgium .. .. .	"	..	1,987	..	1,987	..	..
France .. .. .	"	..	144	..	144	..	..
Germany .. .. .	"	..	361	..	361	..	..
Italy .. .. .	"	..	8	..	8	..	..
United States of America .. .. .	"	..	23,924	..	23,913	..	..
Total ..		..	31,520	..	31,472	..	37
(10) Motor Cycles.							
Great Britain .. .. .	No.	304	12,618	281	11,615	12	486
France .. .. .	"	1	25	1	25	..	..
Germany .. .. .	"	1	60	..	..	..	..
Italy .. .. .	"	2	73	2	73	..	..
Sweden .. .. .	"	1	73	1	73	..	..
United States of America .. .. .	"	14	741	17	893	..	..
Total ..		323	13,590	302	12,679	12	486

TABLE III—(Contd.,)

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (R).—VEHICLES (including LOCOMOTIVES, SHIPS AND AIRCRAFT (Contd.).							
(11) Motor Cycles, Sidecars for.							
Great Britain .. .. .	No.	26	483	22	361	4	122
Italy .. .. .	"	1	10	1	10	..	..
United States of America .. .. .	"	..	..	4	99	..	..
Total ..		27	493	27	470	4	122
(12) Motor Cycle, Sidecar and Tricar Parts and Accessories.							
Great Britain .. .. .	Value	..	5,673	..	5,767	..	..
France .. .. .	"	..	8	..	8	..	..
Germany .. .. .	"	..	61	..	61	..	..
Holland .. .. .	"	..	16	..	16	..	..
United States of America .. .. .	"	..	8	..	8	..	..
Total ..		..	5,766	..	5,860	..	..
(13) Other Vehicles, not Mechanically Propelled.							
Great Britain .. .. .	No.	544	3,150	355	3,154	1	24
India and Burmah .. .. .	"	36	984	2	19	34	965
Dominion of Canada .. .. .	"	4	62	4	62	..	..
Zanzibar .. .. .	"	6	8	6	8	..	..
France .. .. .	"	2	32	2	32	..	..
French Possessions .. .. .	"	1	23	1	23	..	..
Germany .. .. .	"	14	113	14	113	..	..
Italy .. .. .	"	2	151	2	151	..	..
Japan .. .. .	"	1	17	1	17	..	..
United States of America .. .. .	"	98	6,405	98	6,405	..	..
Total ..		708	10,945	485	9,984	35	989
(14) Other Vehicles, Parts of and Accessories.							
Great Britain .. .. .	Value	..	13,220	..	12,341	..	1,490
India and Burmah .. .. .	"	..	1	..	1	..	..
Belgium .. .. .	"	..	88	..	69	..	..
France .. .. .	"	..	84	..	87	..	..
French Possessions .. .. .	"	..	16	..	16	..	..
Germany .. .. .	"	..	3,456	..	3,345	..	..
Holland .. .. .	"	..	497	..	518	..	..
Japan .. .. .	"	..	48	..	42	..	..
United States of America .. .. .	"	..	99	..	99	..	..
Total ..		..	17,509	..	16,518	..	1,490
(15) Railway Carriages, Wagons and Trucks.							
Great Britain .. .. .	No.	403	208,149	20	512	383	207,638
	Ton	4,483	..	13	..	4,470	..
(16) Railway Locomotives.							
Great Britain .. .. .	No.	45	228,920	3	3,860	42	225,060
	Ton	1,987	..	27	..	1,960	..
(17) Railway Vehicles, Parts of and Accessories.							
Great Britain .. .. .	Value	..	75,295	..	778	..	74,516
Germany .. .. .	"	..	90	..	90	..	..
United States of America .. .. .	"	..	67	..	51	..	16
Total ..		..	75,452	..	919	..	74,532

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (R).—VEHICLES (including LOCOMOTIVES, SHIPS AND AIRCRAFT (Contd.).							
(20) Steam Rollers.							
Great Britain .. .. .	No.	3	2,119	2	1,529	1	589
United States of America .. .. .	"	1	264	1	264	..	..
Total ..		4	2,383	3	1,793	1	589
(21) Steam Vehicles, Parts of and Accessories.							
Great Britain .. .. .	Value	..	3,839	..	26	..	3,813
Germany .. .. .	"	..	70	..	70	..	..
Total ..		..	3,909	..	96	..	3,813
(22) Ships, Lighters, and Boats.							
Great Britain .. .. .	No.	28	25,202	26	24,244	2	958
Union of South Africa .. .. .	Gross ton.	1,266	..	1,262	..	4	..
	No.	1	60	1	60	..	..
	Gross ton.	2	..	2	..	..	..
Belgium .. .. .	No.	2	809	2	809	..	..
	Gross ton.	18	..	18	..	..	..
Germany .. .. .	No.	1	100	1	100	..	..
	Gross ton.	1	..	1	..	..	..
Holland .. .. .	No.	1	666	1	666	..	..
	Gross ton.	12	..	12	..	..	..
Italy .. .. .	No.	1	300	1	300	..	..
	Gross ton.	1	..	1	..	..	..
Sweden .. .. .	No.	1	5	1	5	..	..
Miscellaneous Ports of Africa .. .. .	"	2	4	2	4	..	..
	Gross ton.	2	..	2	..	..	..
United States of America .. .. .	No.	3	203	3	203	..	..
	Gross ton.	3	..	3	..	..	..
Total ..	No.	40	27,349	38	26,391	2	958
	Gross ton.	1,305	..	1,301	..	4	..
(23) Ships, etc., Integral Constructional Parts of							
Great Britain .. .. .	Value	..	14,798	..	13,541	..	1,256
Belgium .. .. .	"	..	809	..	809	..	..
United States of America .. .. .	"	..	413	..	413	..	..
Total ..		..	16,020	..	14,763	..	1,256
(24) Wheels and Parts thereof, for Wagons and Carts.							
Great Britain .. .. .	Value	..	77,897	..	1,017	..	76,881
Union of South Africa .. .. .	"	..	4	..	4	..	..
France .. .. .	"	..	10	..	10	..	..
Germany .. .. .	"	..	36	..	36	..	..
United States of America .. .. .	"	..	737	..	737	..	..
Total ..		..	78,684	..	1,804	..	76,881

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.</b>							
<i>(Contd.)</i>							
<b>GROUP (S).—RUBBER MANUFACTURES.</b>							
<b>(1) Tyres and Tubes (a) Motor Car.</b>							
Great Britain .. .. .	No.	13,249	17,481	12,862	15,923	327	1,524
Dominion of Canada .. .. .	"	351	601	351	601	..	..
France .. .. .	"	6,449	9,963	8,591	11,635	..	..
Germany .. .. .	"	676	579	636	536	..	..
Italy .. .. .	"	446	912	246	533	..	..
United States of America .. .. .	"	23,186	29,640	23,117	29,554	..	..
Total ..		44,357	59,176	45,803	58,762	327	1,524
<b>(b) Motor Cycle.</b>							
Great Britain .. .. .	No.	2,764	1,907	2,848	1,936	12	24
France .. .. .	"	1,575	895	1,540	730	..	..
Germany .. .. .	"	20	12	20	12	..	..
Italy .. .. .	"	9	5	5	4	..	..
Total ..		4,368	2,819	4,413	2,682	12	24
<b>(c) Bicycles.</b>							
Great Britain .. .. .	No.	70,681	11,087	74,426	11,958	148	83
Belgium .. .. .	"	3,312	221	2,912	189	..	..
France .. .. .	"	53,753	7,760	51,993	7,230	..	..
Germany .. .. .	"	17,867	1,209	16,743	1,134	..	..
Holland .. .. .	"	73,175	7,045	70,475	6,577	..	..
Italy .. .. .	"	4,475	1,111	4,475	1,111	..	..
Total ..		223,263	28,433	221,024	28,199	148	83
<b>(d) Power Lorry.</b>							
Great Britain .. .. .	No.	6,581	18,079	6,474	17,459	107	619
Dominion of Canada .. .. .	"	128	392	128	392	..	..
France .. .. .	"	8,005	18,833	7,501	18,104	..	..
Germany .. .. .	"	875	2,505	885	2,512	..	..
Italy .. .. .	"	173	909	464	2,165	..	..
United States of America .. .. .	"	11,482	34,793	11,131	32,552	24	87
Total ..		27,244	75,511	26,583	73,184	131	706
<b>(2) Manufactures, not elsewhere specified.</b>							
Great Britain .. .. .	Value	..	5,485	..	4,865	..	818
India and Burmah .. .. .	"	..	65	..	62	..	..
Dominion of Canada .. .. .	"	..	35	..	35	..	..
Austria .. .. .	"	..	16	..	16	..	..
Belgium .. .. .	"	..	13	..	3	..	..
France .. .. .	"	..	401	..	355	..	..
Germany .. .. .	"	..	306	..	314	..	..
Holland .. .. .	"	..	74	..	74	..	..
Japan .. .. .	"	..	46	..	46	..	..
Norway .. .. .	"	..	21	..	21	..	..
United States of America .. .. .	"	..	1,915	..	1,916	..	..
Total ..		..	8,377	..	7,707	..	818
<b>GROUP (T).—MISCELLANEOUS ARTICLES WHOLLY OR MAINLY MANUFACTURED.</b>							
<b>(1) Air Guns and Air Rifles.</b>							
Great Britain .. .. .	No.	12	17	..	..	..	..
Germany .. .. .	"	7	44	1	4	..	..
United States of America .. .. .	"	6	2	6	2	..	..
Total ..		25	63	7	6	..	..

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (T).—MISCELLANEOUS ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
(2) <i>Ammunition, (Government).</i>							
Great Britain .. .. .	Value	..	10,039	..	..	..	10,039
(3) <i>Ammunition, (Sporting).</i>							
Great Britain .. .. .	Hundred	14,233	9,327	14,248	8,990	..	..
Belgium .. .. .	"	65	68	51	3	..	..
France .. .. .	"	20	3	20	3	..	..
Germany .. .. .	"	3,139	2,704	2,915	2,487	..	..
Sweden .. .. .	"	6	10	9	17	..	..
United States of America .. .. .	"	3,736	1,227	3,731	1,223	..	..
Total ..		21,199	13,339	20,974	12,723	..	..
(4) <i>Arms, Ordnance (Government).</i>							
Great Britain .. .. .	Value	..	3,072	..	..	..	3,072
(5) <i>Basket-ware.</i>							
Great Britain .. .. .	Value	..	285	..	285	..	..
Arabia .. .. .	"	..	10	..	10	..	..
Belgian Congo .. .. .	"	..	1	..	1	..	..
Belgium .. .. .	"	..	3	..	3	..	..
China .. .. .	"	..	3	..	3	..	..
France .. .. .	"	..	13	..	13	..	..
Germany .. .. .	"	..	80	..	80	..	..
Japan .. .. .	"	..	26	..	26	..	..
Total ..		..	421	..	421	..	..
(6) <i>Beads.</i>							
Great Britain .. .. .	lb.	2,204	148	2,204	148	..	..
Belgium .. .. .	"	832	10	..	..	..	..
Czechoslovakia .. .. .	"	40,690	3,968	42,723	4,155	..	..
France .. .. .	"	..	..	161	13	..	..
Germany .. .. .	"	105,457	8,261	115,086	8,902	..	..
Holland .. .. .	"	113	12	2,048	186	..	..
Italy .. .. .	"	107,877	4,687	109,834	4,849	..	..
Japan .. .. .	"	1,927	210	1,822	198	..	..
Total ..		259,110	17,296	273,878	18,451	..	..
(7) <i>Blackings and Polishes.</i>							
Great Britain .. .. .	Value	..	9,724	..	9,180	..	691
India and Burma .. .. .	"	..	2	..	2	..	..
Dominion of Canada .. .. .	"	..	11	..	11	..	..
France .. .. .	"	..	8	..	8	..	..
Germany .. .. .	"	..	102	..	107	..	..
Norway .. .. .	"	..	5	..	5	..	..
United States of America .. .. .	"	..	266	..	266	..	..
Total ..		..	10,118	..	9,579	..	691

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.</b>							
<i>(Contd.).</i>							
<b>GROUP (T).—MISCELLANEOUS ARTICLES WHOLLY OR MAINLY MANUFACTURED</b>							
<i>(Contd.).</i>							
<i>(8) Books, Printed and other Printed Matter.</i>							
Great Britain .. .. .	Value	..	18,602	..	14,829	..	3,855
India and Burmah.. .. .	"	..	1,698	..	1,154	..	579
Australia .. .. .	"	..	47	..	47	..	..
Dominion of Canada .. .. .	"	..	197	..	197	..	..
Union of South Africa .. .. .	"	..	711	..	711	..	..
Tanganyika Territory .. .. .	"	..	1	..	1	..	..
Belgium .. .. .	"	..	9	..	4	..	..
Belgian Congo .. .. .	"	..	11	..	11	..	..
Denmark .. .. .	"	..	4	..	4	..	..
Egypt .. .. .	"	..	61	..	61	..	..
France .. .. .	"	..	790	..	753	..	..
Germany .. .. .	"	..	479	..	485	..	..
Holland .. .. .	"	..	675	..	665	..	..
Italy .. .. .	"	..	51	..	50	..	..
Japan .. .. .	"	..	66	..	70	..	..
Norway .. .. .	"	..	..	..	7	..	..
Switzerland .. .. .	"	..	9	..	10	..	..
United States of America .. .. .	"	..	2,130	..	2,154	..	..
Total ..		..	25,541	..	21,213	..	4,434
<i>(9) Brooms and Brushes.</i>							
Great Britain .. .. .	Value	..	6,135	..	4,649	..	1,415
India and Burmah.. .. .	"	..	71	..	71	..	..
Union of South Africa .. .. .	"	..	127	..	127	..	..
Belgium .. .. .	"	..	22	..	22	..	..
Czecho-Slovakia .. .. .	"	..	17	..	17	..	..
Egypt .. .. .	"	..	23	..	23	..	..
France .. .. .	"	..	25	..	24	..	..
Germany .. .. .	"	..	430	..	419	..	..
Holland .. .. .	"	..	1	..	1	..	..
Italy .. .. .	"	..	248	..	248	..	..
Japan .. .. .	"	..	47	..	47	..	..
Norway .. .. .	"	..	2	..	2	..	..
Switzerland .. .. .	"	..	9	..	9	..	..
Miscellaneous Ports of America .. .. .	"	..	7	..	7	..	..
United States of America .. .. .	"	..	1,559	..	1,560	..	..
Total ..		..	8,723	..	7,226	..	1,415
<i>(10) Electro-plated Ware.</i>							
Great Britain .. .. .	Value	..	3,869	..	3,247	..	666
Germany .. .. .	"	..	21	..	24	..	..
United States of America .. .. .	"	..	1	..	1	..	..
Total ..		..	3,891	..	3,272	..	666
<i>(11) Felt, Ruberoid, Uralite, and similar Substances for Building Purposes.</i>							
Great Britain .. .. .	Cwt.	1,639	2,652	1,589	2,563	54	96
Dominion of Canada .. .. .	"	228	371	228	371	..	..
Belgium .. .. .	"	5	10	5	10	..	..
Germany .. .. .	"	10	30	10	30	..	..
Holland .. .. .	"	..	1	..	1	..	..
United States of America .. .. .	"	2,115	3,904	2,115	3,904	..	..
Total ..		3,997	6,968	3,947	6,879	54	96



TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.</b>							
<i>(Contd.)</i>							
<b>GROUP (T).—MISCELLANEOUS ARTICLES WHOLLY OR MAINLY MANUFACTURED</b>							
<i>(Contd.)</i>							
<i>(12) Fertilisers and Manures.</i>							
Great Britain .. .. .	Ton	208	1,864	204	1,826	4	38
India and Burmah.. .. .	"	10	153	10	153	..	..
Union of South Africa .. .. .	"	5	110	5	110	..	..
Other British Possessions .. .. .	"	1,438	5,710	1,438	5,710	..	..
Belgium .. .. .	"	228	1,342	228	1,342	..	..
Egypt .. .. .	"	202	1,079	202	1,079	..	..
Germany .. .. .	"	102	1,632	102	1,632	..	..
Holland .. .. .	"	34	183	34	183	..	..
Miscellaneous Ports of Asia .. .. .	"	..	2	..	..	..	2
<b>Total ..</b>		<b>2,227</b>	<b>12,075</b>	<b>2,223</b>	<b>12,035</b>	<b>4</b>	<b>40</b>
<i>(13) Films for Bioscopes and Cinematographs.</i>							
Great Britain .. .. .	100 lin. ft.	16,034	10,943	15,812	10,906	..	..
India and Burmah.. .. .	"	4,910	2,954	5,110	3,254	..	..
Dominion of Canada .. .. .	"	45	72	45	72	..	..
Union of South Africa .. .. .	"	70	120	70	120	..	..
Germany .. .. .	"	154	89	104	57	..	..
United States of America .. .. .	"	3,267	5,213	3,692	5,568	..	..
<b>Total ..</b>		<b>24,480</b>	<b>19,391</b>	<b>24,833</b>	<b>19,977</b>	<b>..</b>	<b>..</b>
<i>(14) Fuses, Explosives and Blasting Compounds.</i>							
Great Britain .. .. .	Cwt.	1,290	8,683	1,290	8,683	..	..
Union of South Africa .. .. .	"	1	10	1	10	..	..
Belgium .. .. .	"	254	904	254	904	..	..
Germany .. .. .	"	1	12	1	12	..	..
<b>Total ..</b>		<b>1,546</b>	<b>9,609</b>	<b>1,546</b>	<b>9,609</b>	<b>..</b>	<b>..</b>
<i>(15) Guns, Rifles, Revolvers and Pistols.</i>							
Great Britain .. .. .	No.	1,257	13,227	1,203	12,848	..	..
Australia .. .. .	"	..	..	1	3	..	..
Austria .. .. .	"	13	78	1	7	..	..
Belgium .. .. .	"	75	264	76	274	..	..
Germany .. .. .	"	239	878	224	786	..	..
Holland .. .. .	"	6	31	6	31	..	..
Sweden .. .. .	"	3	37	4	57	..	..
United States of America .. .. .	"	51	540	51	540	..	..
<b>Total ..</b>		<b>1,644</b>	<b>15,055</b>	<b>1,566</b>	<b>14,546</b>	<b>..</b>	<b>..</b>
<i>(16) Gold and Silver-plated Ware.</i>							
Great Britain .. .. .	Value	..	1,877	..	1,938	..	..
India and Burmah.. .. .	"	..	66	..	38	..	..
China .. .. .	"	..	10	..	10	..	..
Egypt .. .. .	"	..	6	..	6	..	..
France .. .. .	"	..	1	..	1	..	..
Germany .. .. .	"	..	1	..	1	..	..
United States of America .. .. .	"	..	2	..	2	..	..
<b>Total ..</b>		<b>..</b>	<b>1,963</b>	<b>..</b>	<b>1,996</b>	<b>..</b>	<b>..</b>

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED. (Contd.).							
GROUP (T).—MISCELLANEOUS ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
(17) Jewellery and Imitation Jewellery.							
Great Britain .. .. .	Value	..	863	..	888	..	..
India and Burmah.. .. .	"	..	289	..	367	..	..
Ceylon .. .. .	"	..	28	..	28	..	..
Zanzibar .. .. .	"	..	25	..	25	..	..
Tanganyika Territory .. .. .	"	..	30	..	30	..	..
Hong Kong .. .. .	"	..	13	..	13	..	..
Austria .. .. .	"	..	6	..	6	..	..
Czecho-Slovakia .. .. .	"	..	402	..	412	..	..
China .. .. .	"	..	15	..	15	..	..
Egypt .. .. .	"	..	9	..	9	..	..
France .. .. .	"	..	61	..	73	..	..
Germany .. .. .	"	..	1,259	..	1,277	..	..
Holland .. .. .	"	..	1	..	1	..	..
Italy .. .. .	"	..	2	..	2	..	..
Italian East Africa .. .. .	"	..	4	..	4	..	..
Japan .. .. .	"	..	954	..	954	..	..
Switzerland .. .. .	"	..	5	..	5	..	..
United States of America .. .. .	"	..	3	..	3	..	..
Total ..		..	3,969	..	4,112	..	..
(18) Lamps and Lanterns.							
Great Britain .. .. .	-No.	10,311	2,966	8,549	1,792	2,624	1,224
India and Burmah.. .. .	"	180	37	180	37	..	..
Dominion of Canada .. .. .	"	234	263	234	263	..	..
Tanganyika Territory .. .. .	"	40	2	40	2	..	..
Austria .. .. .	"	2,107	399	2,757	444	..	..
Czecho-Slovakia .. .. .	"	84	13	84	13	..	..
Denmark .. .. .	"	1	1	..	..	..	..
France .. .. .	"	32	13	32	13	..	..
Germany .. .. .	"	85,672	7,346	91,592	7,902	..	..
Holland .. .. .	"	616	50	601	44	..	..
Japan .. .. .	"	465	22	465	22	..	..
Norway .. .. .	"	216	17	216	17	..	..
Sweden .. .. .	"	402	396	362	197	24	195
Miscellaneous Ports of Europe .. .. .	"	1	1	1	1	..	..
United States of America .. .. .	"	34,973	5,607	35,821	5,721	24	5
Total ..		135,334	17,133	140,934	16,468	2,672	1,424
(19) Matches: (a) Wooden.							
Great Britain .. .. .	Gross boxes.	1,013	359	1,065	367	..	..
Union of South Africa .. .. .	"	35	60	35	60	..	..
Belgium .. .. .	"	20	6	160	18	..	..
Czecho-Slovakia .. .. .	"	103	9	103	9	..	..
Germany .. .. .	"	100	14	100	14	..	..
Holland .. .. .	"	4	3	4	3	..	..
Italy .. .. .	"	..	..	150	30	..	..
Japan .. .. .	"	7,910	965	6,310	808	..	..
Sweden .. .. .	"	125,971	19,451	101,050	16,226	200	36
United States of America .. .. .	"	14	11	14	11	..	..
Total ..		135,170	20,878	108,991	17,546	200	36
(20) Methylated Spirits.							
Great Britain .. .. .	Imp. gal.	2,048	392	638	156	1,409	236
Union of South Africa .. .. .	"	1,017	194	1,113	211	..	..
Total ..		3,065	586	1,751	367	1,409	236
(21) Military, Naval and Government Stores, not elsewhere specified.							
India and Burmah.. .. .	Value	..	11	..	..	..	11

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.</b>							
<i>(Contd.)</i>							
<b>GROUP (T).—MISCELLANEOUS ARTICLES WHOLLY OR MAINLY MANUFACTURED</b>							
<i>(Contd.)</i>							
<i>(22) Musical Instruments.</i>							
Great Britain .. .. .	Value	..	18,085	..	17,573	..	205
India and Burmah.. .. .	"	..	2,119	..	2,131	..	..
Belgium .. .. .	"	..	50	..	..	..	..
Czecho-Slovakia .. .. .	"	..	32	..	32	..	..
France .. .. .	"	..	314	..	374	..	..
Germany .. .. .	"	..	4,184	..	3,970	..	..
Holland .. .. .	"	..	4	..	4	..	..
Italy .. .. .	"	..	61	..	61	..	..
Japan .. .. .	"	..	36	..	36	..	..
Norway .. .. .	"	..	..	..	5	..	..
Spain.. .. .	"	..	2	..	2	..	..
Sweden .. .. .	"	..	9	..	9	..	..
Switzerland .. .. .	"	..	56	..	56	..	..
United States of America .. .. .	"	..	216	..	229	..	..
<b>Total ..</b>		..	25,168	..	24,482	..	205
<i>(23) Perfumery, Cosmetics and Toilet Preparations.</i>							
Great Britain .. .. .	Value	..	8,094	..	8,250	..	..
India and Burmah.. .. .	"	..	433	..	426	..	..
Ceylon .. .. .	"	..	1	..	1	..	..
Dominion of Canada .. .. .	"	..	53	..	67	..	..
Zanzibar .. .. .	"	..	2	..	2	..	..
Tanganyika Territory .. .. .	"	..	32	..	32	..	..
Arabia .. .. .	"	..	8	..	8	..	..
Belgium .. .. .	"	..	71	..	71	..	..
China .. .. .	"	..	1	..	1	..	..
Czecho-Slovakia .. .. .	"	..	..	..	52	..	..
Denmark .. .. .	"	..	6	..	6	..	..
Egypt .. .. .	"	..	1	..	1	..	..
France .. .. .	"	..	695	..	709	..	..
Germany .. .. .	"	..	1,540	..	1,592	..	..
Holland .. .. .	"	..	78	..	82	..	..
Japan .. .. .	"	..	843	..	843	..	..
Switzerland .. .. .	"	..	17	..	17	..	..
United States of America .. .. .	"	..	1,393	..	1,220	..	..
<b>Total ..</b>		..	13,268	..	13,380	..	..
<i>(24) Perfumed Spirits.</i>							
Great Britain .. .. .	Imp. gal.	143	993	152	1,012	..	..
France .. .. .	"	407	778	420	822	..	..
Germany .. .. .	"	215	765	202	728	..	..
Holland .. .. .	"	..	..	4	8	..	..
United States of America .. .. .	"	..	2	..	2	..	..
<b>Total ..</b>		765	2,538	778	2,572	..	..
<i>(25) Pictures and Engravings.</i>							
Great Britain .. .. .	Value	..	1,235	..	1,132	..	80
India and Burmah.. .. .	"	..	134	..	130	..	..
Union of South Africa .. .. .	"	..	78	..	78	..	..
Belgium .. .. .	"	..	5	..	5	..	..
France .. .. .	"	..	7	..	7	..	..
Germany .. .. .	"	..	105	..	100	..	..
Holland .. .. .	"	..	9	..	9	..	..
Norway .. .. .	"	..	2	..	2	..	..
United States of America .. .. .	"	..	3	..	3	..	..
<b>Total ..</b>		..	1,578	..	1,466	..	80
<i>(26) Rockets and Fireworks.</i>							
Great Britain .. .. .	Gross lb.	4	1	4	1	..	..
India and Burmah.. .. .	"	2,831	197	2,831	197	..	..
Union of South Africa .. .. .	"	712	155	..	712	..	155
China .. .. .	"	5,528	271	5,568	290	..	..
Germany .. .. .	"	1,076	71	620	36	..	..
Japan .. .. .	"	1,328	81	1,328	81	..	..
<b>Total ..</b>		11,479	776	10,351	605	712	155

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.</b>							
<b>GROUP (T).—MISCELLANEOUS ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).</b>							
<i>(27) Sewing Machines.</i>							
Great Britain .. .. .	No.	683	5,164	657	4,883	14	180
France .. .. .	"	16	83	16	83	..	..
Germany .. .. .	"	644	4,045	684	4,266	..	..
Holland .. .. .	"	1	9	1	9	..	..
United States of America .. .. .	"	280	2,843	284	2,895	..	..
Total ..		1,624	12,144	1,642	12,136	14	180
<i>(28) Typewriters, Complete.</i>							
Great Britain .. .. .	No.	404	4,571	293	2,799	95	1,659
Dominion of Canada .. .. .	"	..	..	6	103	2	34
Belgium .. .. .	"	2	20	..	..	..	..
France .. .. .	"	2	47	2	47	..	..
Germany .. .. .	"	88	744	88	744	..	..
Holland .. .. .	"	1	11	1	11	..	..
Italy .. .. .	"	1	15	1	15	..	..
United States of America .. .. .	"	245	2,718	277	3,084	33	543
Total ..		743	8,126	668	6,803	130	2,236
<i>(29) Spirits, Rectified (including Absolute Alcohol).</i>							
Great Britain .. .. .	Proof gal.	24	32	11	5	13	27
Union of South Africa .. .. .	"	44	6	44	6	..	..
France .. .. .	"	3	6	3	6	..	..
Sweden .. .. .	"	7	3	7	3	..	..
Total ..		78	47	65	20	13	27
<i>(30) Starch and Blue.</i>							
Great Britain .. .. .	Cwt.	513	1,976	706	2,761	2	5
India and Burmah.. .. .	"	4	5	4	5	..	..
Tanganyika Territory .. .. .	"	50	35	50	35	..	..
Belgium .. .. .	"	92	226	92	226	..	..
France .. .. .	"	109	313	109	313	..	..
Germany .. .. .	"	36	107	36	107	..	..
Holland .. .. .	"	10	15	10	15	..	..
United States of America .. .. .	"	2	5	2	5	..	..
Total ..		816	2,682	1,009	3,467	2	5
<i>(31) Toys, Games and Sports Goods (not including Billiard and Bagatelle Requisites).</i>							
Great Britain .. .. .	Value	..	10,458	..	10,010	..	412
India and Burmah.. .. .	"	..	356	..	356	..	..
Australia .. .. .	"	..	2	..	2	..	..
Austria .. .. .	"	..	38	..	38	..	..
Belgium .. .. .	"	..	41	..	32	..	..
Czecho-Slovakia .. .. .	"	..	31	..	31	..	..
France .. .. .	"	..	205	..	214	..	..
Germany .. .. .	"	..	2,970	..	3,060	..	..
Holland .. .. .	"	..	5	..	5	..	..
Italy .. .. .	"	..	25	..	122	..	..
Japan .. .. .	"	..	445	..	428	..	..
Switzerland .. .. .	"	..	4	..	4	..	..
United States of America .. .. .	"	..	88	..	90	..	..
Total ..		..	14,668	..	14,392	..	412
<i>(32) Toilet Preparations, Essences, Syrups and Tinctures, not elsewhere enumerated, containing over 3 per cent. of Proof Spirit.</i>							
Great Britain .. .. .	Imp. gal.	533	2,267	584	2,482	..	..
France .. .. .	"	16	61	11	20	..	..
Germany .. .. .	"	24	63	32	75	..	..
United States of America .. .. .	"	14	29	14	21	..	..
Total ..		587	2,420	641	2,608	..	..

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption*		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.							
GROUP (T).—MISCELLANEOUS ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
(33) <i>Umbrellas.</i>							
Great Britain .. .. .	Dozen	2,123	3,229	2,087	3,275	..	6
India and Burmah.. .. .	"	2,683	3,397	2,710	3,423	..	..
Austria .. .. .	"	815	1,020	770	934	..	..
Belgium .. .. .	"	1	1	1	1	..	..
France .. .. .	"	97	135	97	135	..	..
Germany .. .. .	"	1,243	1,994	1,264	2,072	..	..
Holland .. .. .	"	3,991	6,450	3,783	6,095	..	..
Italy .. .. .	"	61	98	61	98	..	..
Japan .. .. .	"	1,450	1,606	1,460	1,609	..	..
Total ..		12,464	17,930	12,233	17,642	..	6
(34) <i>Personal and Household Effects, unenumerated, as Passengers' Baggage.</i>							
Great Britain .. .. .	Value	..	21,092	..	20,724	..	..
India and Burmah.. .. .	"	..	114	..	98	..	..
Union of South Africa .. .. .	"	..	446	..	442	..	..
Tanganyika Territory .. .. .	"	..	7	..	7	..	..
Belgium .. .. .	"	..	535	..	91	..	..
China .. .. .	"	..	47	..	47	..	..
France .. .. .	"	..	165	..	155	..	..
Germany .. .. .	"	..	800	..	758	..	..
Holland .. .. .	"	..	76	..	76	..	..
Italy .. .. .	"	..	25	..	25	..	..
Japan .. .. .	"	..	2	..	2	..	..
Norway .. .. .	"	..	34	..	..	..	..
United States of America .. .. .	"	..	210	..	333	..	..
Total ..		..	23,553	..	22,758	..	..
(35) <i>Miscellaneous Goods, Manufactured, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	128,259	..	106,973	..	10,551
Free State of Ireland .. .. .	"	..	35	..	35	..	..
India and Burmah.. .. .	"	..	3,482	..	2,580	..	..
Ceylon .. .. .	"	..	71	..	71	..	..
Dominion of Canada .. .. .	"	..	43	..	45	..	..
Straits Settlements .. .. .	"	..	2	..	..	..	..
Union of South Africa .. .. .	"	..	398	..	306	..	50
Zanzibar .. .. .	"	..	40	..	25	..	15
Hong Kong .. .. .	"	..	3	..	3	..	..
Tanganyika Territory .. .. .	"	..	651	..	651	..	..
Other British Possessions .. .. .	"	..	156	..	5	..	..
Arabia .. .. .	"	..	251	..	251	..	..
Austria .. .. .	"	..	21	..	21	..	..
Belgian Congo .. .. .	"	..	45	..	45	..	..
Belgium .. .. .	"	..	1,307	..	619	..	..
China .. .. .	"	..	333	..	333	..	..
Czecho-Slovakia .. .. .	"	..	288	..	140	..	..
Denmark .. .. .	"	..	98	..	61	..	..
Egypt .. .. .	"	..	134	..	6	..	..
France .. .. .	"	..	3,008	..	1,781	..	..
Germany .. .. .	"	..	7,997	..	5,901	..	..
Holland .. .. .	"	..	1,183	..	467	..	..
Italian East Africa .. .. .	"	..	132	..	127	..	..
Italy .. .. .	"	..	1,459	..	404	..	84
Japan .. .. .	"	..	3,038	..	2,103	..	..
Norway .. .. .	"	..	1	..	1	..	..
Portugal .. .. .	"	..	21	..	21	..	..
Portuguese Possessions .. .. .	"	..	19	..	..	..	19
Spain .. .. .	"	..	61	..	61	..	..
Sweden .. .. .	"	..	245	..	70	..	175
Switzerland .. .. .	"	..	112	..	112	..	..
Miscellaneous Ports of Europe .. .. .	"	..	222	..	102	..	..
" " America .. .. .	"	..	2	..	2	..	..
United States of America .. .. .	"	..	7,927	..	10,060	..	16
Total ..		..	161,044	..	133,382	..	10,910
TOTAL CLASS III		..	7,506,009	..	5,867,563	..	1,615,862

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Goods	
		Quantity	Value	Quantity	Value	Quantity	Value
CLASS IV.—ANIMALS NOT FOR FOOD.							
(1) <i>Bulls.</i>							
Great Britain .. .. .	No.	75	3,338	75	3,338	..	..
Union of South Africa .. .. .	"	11	614	11	614	..	..
Total ..		86	3,952	86	3,952	..	..
(2) <i>Cows.</i>							
Great Britain .. .. .	No.	3	248	3	248	..	..
Italian East Africa .. .. .	"	1	5	1	5	..	..
Total ..		4	253	4	253	..	..
(3) <i>Calves.</i>							
Great Britain .. .. .	No.	11	663	11	663	..	..
Union of South Africa .. .. .	"	2	74	2	74	..	..
Total ..		13	757	13	757	..	..
(4) <i>Goats.</i>							
Union of South Africa .. .. .	No.	2	25	2	25	..	..
Tanganyika Territory .. .. .	"	9	4	9	4	..	..
Total ..		11	29	11	29	..	..
(5) <i>Sheep.</i>							
Great Britain .. .. .	No.	39	565	35	461	4	104
Australia .. .. .	"	153	2,700	153	2,700	..	..
Union of South Africa .. .. .	"	156	879	46	700	110	179
Italian East Africa .. .. .	"	4	2	4	2	..	..
Tanganyika Territory .. .. .	"	92	28	92	28	..	..
Total ..		444	4,174	330	3,891	114	283
(6) <i>Swine.</i>							
Great Britain .. .. .	No.	9	143	9	143	..	..
(7) <i>Horses.</i>							
Great Britain .. .. .	No.	14	1,175	14	1,175	..	..
India and Burmah .. .. .	"	1	100	1	100	..	..
Union of South Africa .. .. .	"	29	1,471	29	1,471	..	..
Total ..		44	2,746	44	2,746	..	..
(8) <i>Other Animals.</i>							
Great Britain .. .. .	No.	230	1,427	206	1,422	24	5
Zanzibar .. .. .	"	8	44	8	44	..	..
Union of South Africa .. .. .	"	71	201	71	201	..	..
Tanganyika Territory .. .. .	"	428	1,642	428	1,642	..	..
Belgium .. .. .	"	1	11	1	11	..	..
France .. .. .	"	2	200	2	200	..	..
Germany .. .. .	"	35	49	35	49	..	..
United States of America .. .. .	"	3	13	3	13	..	..
Total ..		778	3,587	754	3,582	24	5
TOTAL CLASS IV..		..	15,641	..	15,353	..	288

TABLE III—(Contd.).

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
<b>CLASS V.—PARCEL POST.</b>							
			£		£		£
Great Britain .. .. .	Value	..	313,192	..	306,837	..	6,305
Free State of Ireland .. .. .	"	..	6	..	6	..	..
India and Burmah.. .. .	"	..	32,847	..	32,799	..	48
Ceylon .. .. .	"	..	215	..	215	..	..
Mauritius .. .. .	"	..	12	..	12	..	..
Zanzibar .. .. .	"	..	1,893	..	1,893	..	1
Union of South Africa .. .. .	"	..	5,349	..	5,223	..	126
Australia .. .. .	"	..	332	..	381	..	1
Dominion of Canada .. .. .	"	..	735	..	735	..	..
Tanganyika Territory .. .. .	"	..	485	..	484	..	1
Straits Settlements .. .. .	"	..	43	..	43	..	..
Sudan .. .. .	"	..	1	..	1	..	..
Other British Possessions .. .. .	"	..	1,947	..	1,944	..	2
Arabia .. .. .	"	..	1,136	..	1,136	..	..
Austria .. .. .	"	..	584	..	584	..	..
Belgian Congo .. .. .	"	..	8	..	8	..	..
Belgium .. .. .	"	..	1,046	..	1,046	..	..
Czecho-Slovakia .. .. .	"	..	737	..	737	..	..
China .. .. .	"	..	7,075	..	7,075	..	..
Denmark .. .. .	"	..	183	..	183	..	..
Egypt .. .. .	"	..	1,943	..	1,928	..	15
France .. .. .	"	..	8,722	..	8,707	..	15
French Possessions .. .. .	"	..	34	..	34	..	..
Germany .. .. .	"	..	22,936	..	22,742	..	194
Holland .. .. .	"	..	1,359	..	1,354	..	5
Italy .. .. .	"	..	6,948	..	6,948	..	..
Japan .. .. .	"	..	7,390	..	7,390	..	..
Norway .. .. .	"	..	24	..	24	..	..
Portugal .. .. .	"	..	2	..	2	..	..
Portuguese Possessions .. .. .	"	..	6	..	6	..	..
Russia .. .. .	"	..	1	..	1	..	..
Spain.. .. .	"	..	7	..	7	..	..
Sweden .. .. .	"	..	375	..	375	..	..
Switzerland .. .. .	"	..	5,455	..	5,431	..	24
Miscellaneous Ports of Asia .. .. .	"	..	2	..	2	..	..
" " Europe .. .. .	"	..	21	..	21	..	..
" " America .. .. .	"	..	1	..	1	..	..
United States of America .. .. .	"	..	15,300	..	15,174	..	126
Total .. .. .		..	438,402	..	431,539	..	6,863
TOTAL CLASS V .. .. .		..	438,402	..	431,539	..	6,863
<b>CLASS VI.—BULLION AND SPECIE.</b>							
<i>(1) Gold Bullion.</i>							
Great Britain .. .. .	Oz. Troy	14,209	59,638	14,209	59,638	..	..
<i>(2) Silver Bullion.</i>							
Great Britain .. .. .	Oz. Troy	689	81	689	81	..	..
<i>(3) Gold Coin.</i>							
Great Britain .. .. .	Value	..	21,850	..	21,850	..	..
<i>(4) Silver Coin.</i>							
Great Britain .. .. .	Value	..	26,165	..	26,165	..	..
Austria .. .. .	"	..	3,965	..	3,965	..	..
Total .. .. .		..	30,130	..	30,130	..	..
<i>(5) Nickel Coin.</i>							
Belgium .. .. .	Value	..	9,452	..	9,452	..	..
<i>(6) Other Coin.</i>							
Great Britain .. .. .	Value	..	12,101	..	54	..	12,047
TOTAL CLASS VI.. .. .		..	133,252	..	121,205	..	12,047

TABLE III—(Contd.)

Articles and Countries of Origin	Unit of Quantity	Total Imports		Imports for Home Consumption		Government Imports	
		Quantity	Value	Quantity	Value	Quantity	Value
			£		£		£
TOTAL CLASS I ..	Value	..	1,741,129	..	1,711,557	..	1,326
"  "  II ..	"	..	565,882	..	548,844	..	16,152
"  "  III ..	"	..	7,506,009	..	5,867,563	..	1,615,662
"  "  IV ..	"	..	15,641	..	15,353	..	288
"  "  V ..	"	..	438,402	..	431,539	..	6,863
"  "  VI ..	"	..	133,252	..	121,205	..	12,047
GRAND TOTAL ..		..	10,400,315	..	8,696,061	..	1,652,538



TABLE IV.

STATEMENT SHOWING THE QUANTITIES AND VALUES OF DOMESTIC EXPORTS OF KENYA AND UGANDA DURING THE LAST THREE YEARS.

ARTICLES	Unit of Quantity	1926		1927		1928	
		Quantity	Value	Quantity	Value	Quantity	Value
Wheat .. .. .	Cwt.	33	£ 22	278	£ 200	136,640	75,195
Maize .. .. .	"	929,178	280,596	1,787,665	505,893	892,660	306,078
Rice .. .. .	"	35	48	514	583	243	273
Millet .. .. .	"	4,573	2,752	7,381	3,385	1,129	551
Other Grain .. .. .	"	5,774	2,333	3,020	1,498	10,126	6,217
Pulse .. .. .	"	28,570	20,355	36,790	19,911	18,183	11,816
Dhall .. .. .	"	27	44	144	150	197	286
Wheat Meal and Flour .. .. .	"	3,343	3,424	5,495	6,038	17,729	17,561
Maize Meal and Flour .. .. .	"	70,242	38,057	91,420	38,430	113,308	48,870
Bran .. .. .	Ton	348	1,924	247	1,146	75	348
Cake, Oil Seed, Other .. .. .	"	499	2,928	568	3,072	907	5,411
Hay and Forage .. .. .	"	24	47	28	62	48	95
Bacon and Ham .. .. .	Cwt.	139	1,367	157	1,515	222	1,789
Meat, Tinned, Canned or otherwise Preserved .. .. .	"	3	33	35	140	40	287
Cattle for Food .. .. .	No.	1,253	4,273	1,290	5,497	700	3,100
Sheep and Goats for Food .. .. .	"	6,614	4,789	7,114	4,780	8,597	5,834
Ale, Beer, Stout, etc. .. .. .	Imp. gal.	112	50	957	426	1,474	568
Bêche de Mer .. .. .	Cwt.	393	1,118	299	890	284	1,535
Butter .. .. .	"	792	7,389	507	4,938	513	4,917
Cheese .. .. .	"	180	1,456	149	1,304	107	523
Chillies .. .. .	"	1,574	2,289	1,521	4,945	4,447	25,900
Cocoa, Raw .. .. .	"	10	18	64	160	2	6
Coffee, Raw .. .. .	"	174,131	895,080	253,319	1,310,701	251,956	1,283,636
Coffee, Prepared .. .. .	"	34	258	40	260	55	448
Fish, Salted, Pickled or Dried .. .. .	"	195	207	147	294	293	353
Fruit, Fresh .. .. .	Value	..	157	..	1,212	..	422
Garlic and Onions, not Preserved .. .. .	Cwt.	192	485	206	621	148	187
Ghee .. .. .	"	54	448	116	786	152	1,243
Lard and its Compounds .. .. .	"	..	6	1	15	9	74
Potatoes .. .. .	"	49,018	10,994	43,105	10,036	57,296	16,993
Provisions, Fresh .. .. .	Value	..	119	..	521	..	2,981
"  Other .. .. .	"	..	186	..	293	..	598
Sugar, Jaggery .. .. .	Cwt.	652	513	847	806	575	597
"  Refined .. .. .	"	23,187	30,853	31,781	48,422	15,819	23,225
Other Articles of Food and Drink .. .. .	Value	..	730	..	334	..	2,201
Cigarettes .. .. .	lb.	..	..	30	8	82	17
Tobacco, Unmanufactured .. .. .	"	20,583	274	17,677	335	23,123	706
Wood, Cedar .. .. .	Cubic ft.	43,484	17,278	13,548	5,400	39,551	14,764
"  Mangrove Poles .. .. .	No.	378,592	6,188	373,146	4,830	216,871	2,967
"  and Timber, Fine .. .. .	Cubic ft.	2,135	1,030	..	..	620	171
Timber, Hewn and Sawn .. .. .	"	2,766	829	22,037	4,574	41,568	12,655
"  Other Sorts .. .. .	"	48,714	4,410	26,256	4,545	537	131
Carbonate of Soda .. .. .	Ton	19,427	87,426	56,675	263,129	78,255	403,131
Other Non-Metalliferous Mining and Quarry Products .. .. .	"	50	234	3	13	..	..
Metalliferous Ores, Non-Ferrous .. .. .	"	..	903	122	21,600	254	50,798
Cotton, Raw .. .. .	Centals of 100 lb.	724,699	3,056,940	527,481	1,692,568	556,471	2,486,038
Flax, Fibre .. .. .	Ton	45	2,706	33	1,993	13	1,190
"  Tow .. .. .	"	81	3,260	30	1,057	18	935
Sisal, Fibre .. .. .	"	14,152	562,438	15,079	454,238	15,606	477,593
"  Tow .. .. .	"	776	17,061	760	14,736	910	18,366
Seeds, Castor .. .. .	"	18	399	28	427	18	270
"  Cotton .. .. .	"	35,365	194,915	29,502	170,303	45,507	323,109
"  Flax .. .. .	"	86	1,244	4	55	..	..
"  Sesame .. .. .	"	3,799	80,689	4,137	81,110	948	18,416
"  Sunflower .. .. .	"	18	168	29	255	26	131
Copra .. .. .	"	1,104	25,763	736	14,070	1,348	28,955
Groundnuts .. .. .	"	2,233	36,966	1,248	22,564	1,319	23,097
Coconuts .. .. .	"	91	595	43	314	22	176
Gums .. .. .	Cwt.	420	1,807	228	953	478	2,250
Beeswax .. .. .	"	461	3,460	295	2,003	572	3,855
Oil, Coconut .. .. .	Imp. gal.	295	89	622	143	1,082	231
"  Sesame .. .. .	"	18,757	5,534	13,988	3,586	28,576	7,023
"  Other Seed and Vegetable .. .. .	"	..	..	470	150	290	1,775
Hides, Dry and Dry Salted .. .. .	Cwt.	59,270	207,781	77,453	262,637	111,582	501,647
Skins, Sheep and Goat .. .. .	No.	1,078,935	60,654	1,242,931	65,714	1,865,900	90,619
"  Other Animal .. .. .	"	3,790	3,892	35,554	21,524	6,176	20,897
Rubber, Plantation, Raw .. .. .	Cental of 100 lb.	13,629	136,624	14,463	82,076	11,311	54,978
"  Wild .. .. .	"	284	1,637	157	392	8	20

TABLE IV—(Contd.).

STATEMENT SHOWING THE QUANTITIES AND VALUES OF DOMESTIC EXPORTS OF KENYA AND UGANDA DURING THE LAST THREE YEARS.

ARTICLES	Unit of Quantity	1926		1927		1928	
		Quantity	Value	Quantity	Value	Quantity	Value
Mangrove Bark .. .. .	Cwt.	5,229	£ 1,063	3,155	£ 884	18,668	£ 5,403
Wattle Bark .. .. .	"	36,537	13,702	44,083	17,338	101,619	39,112
" Extract .. .. .	"	12,396	11,156	21,230	19,188	20,284	22,478
Bones, Horns, Hoofs, (other than Sportsmen's Trophies) .. .. .	"	..	..	6	32	3	3
Hippopotamus Teeth .. .. .	"	14	132	5	36	2	7
Ivory, Elephant .. .. .	"	474	41,396	949	65,985	587	38,933
Kapok .. .. .	Ton	7	586	2	66	½	41
Plants, Bulbs, Shrubs and Trees .. .. .	Value	..	34	..	37	..	303
Rhino. Horns .. .. .	Cwt.	19	2,323	17	3,371	14	2,956
Shells, Marine .. .. .	Ton	238	1,375	158	1,018	145	887
" Tortoise .. .. .	Cwt.	2	129	4	317	1½	247
Wool .. .. .	"	7,454	62,450	7,423	64,561	7,899	103,040
Other Raw Materials and Articles Mainly Unmanufactured .. .. .	Value	..	5,316	..	9,090	..	8,092
Bricks and Tiles .. .. .	Thousand	..	..	33	140	1	5
Soap, Common .. .. .	Cwt.	4,453	9,015	6,619	11,719	7,630	11,124
Other Articles Wholly or Mainly Manufactured .. .. .	Value	..	16,512	..	21,670	..	20,928
Animals not for Food—							
Bulls .. .. .	No.	8	75	..	..	2	50
Cows .. .. .	"	111	1,754	89	1,958	8	150
Calves .. .. .	"	1	1	9	33	7	10
Other Animals .. .. .	"	120	1,125	101	763	193	1,322
Gold Bullion .. .. .	Oz. troy	1,078	3,700	712	2,444	1,909	9,553
Total Exports of Domestic Produce ..		..	6,010,386	..	5,397,216	..	6,661,673

TABLE V.

SUMMARY STATEMENT OF ALL ARTICLES EXPORTED FROM KENYA AND UGANDA (including PRODUCE OF KENYA AND UGANDA, BELGIAN CONGO AND TANGANYIKA TERRITORY AND RE-EXPORTS OF IMPORTED GOODS) DURING THE LAST THREE YEARS.

ARTICLES	Unit of Quantity	1926		1927		1928	
		Quantity	Value	Quantity	Value	Quantity	Value
Wheat .. .. .	Cwt.	69	£ 54	322	£ 244	136,752	75,281
Maize .. .. .	"	922,978	280,836	1,787,665	505,893	892,960	306,198
Rice .. .. .	"	12,604	7,739	7,432	7,039	4,034	3,594
Millet .. .. .	"	4,586	2,758	7,391	3,392	1,593	771
Other Grain.. .. .	"	5,896	2,472	3,322	1,821	1,430	6,225
Pulse .. .. .	"	25,586	20,371	36,806	19,928	18,300	11,920
Wheat Meal and Flour .. .. .	"	5,122	5,206	8,904	9,319	23,214	22,218
Other Oil and Seed Cake .. .. .	Ton	499	2,928	568	3,072	907	5,411
Bacon and Ham .. .. .	Cwt.	142	1,404	157	1,519	1,789	1,792
Cattle .. .. .	No.	1,253	4,273	1,290	5,497	726	3,100
Sheep and Goats .. .. .	"	6,614	4,789	7,117	4,780	8,597	5,834
Aerated Waters .. .. .	Inp. gal.	4	1	72	24	391	154
Ale, Beer, Stout, etc. .. .. .	"	8,021	1,773	8,159	1,935	7,922	1,906
Beverages and Syrups .. .. .	"	197	144	255	163	443	298
Bexhe de Mer .. .. .	Cwt.	393	1,118	299	690	284	1,535
Chillies .. .. .	"	2,239	3,091	1,590	5,161	4,621	26,668
Cocoa, Raw .. .. .	"	10	18	64	160	2	6
Coffee, Raw .. .. .	"	278,186	1,353,583	373,017	1,665,616	440,186	1,866,659
Fish, Salted, Pickled or Dried .. .. .	"	367	524	174	337	362	476
Garlic and Onions, not Preserved .. .. .	"	685	956	687	1,082	817	698
Ghee .. .. .	"	64	524	131	867	215	1,698
Marmalades, Jams and Jellies .. .. .	"	4	22	17	66	52	218
Milk, Condensed or otherwise Preserved .. .. .	"	1,021	3,773	587	2,018	729	2,386
Potatoes .. .. .	"	49,018	10,994	43,105	10,036	57,296	16,993
Provision, Fresh or Other .. .. .	Value	..	3,317	..	3,402	..	8,302
Salt, Other .. .. .	Cwt.	20,054	2,498	24,324	3,139	37,672	4,911
Spices .. .. .	"	210	495	275	722	678	1,312
Spirits—							
Brandy .. .. .	Proof gal.	769	751	425	503	299	342
Gin and Geneva .. .. .	"	437	339	554	395	494	378
Liqueurs .. .. .	Imp. gal.	35	58	68	95	116	94
Whisky .. .. .	Proof gal.	2,316	3,419	3,631	5,266	2,788	4,071
Sugar .. .. .	Cwt.	25,040	32,662	33,443	50,126	21,635	29,013
Tea .. .. .	"	1,162	12,304	1,318	13,626	981	8,834
Wines .. .. .	Imp. gal.	1,952	947	2,378	1,338	2,520	1,313
Cigarettes, Cigars and Tobacco .. .. .	lb.	190,288	20,521	187,043	20,452	384,142	33,519
Other Articles of Food and Drink .. .. .	Value	..	51,420	..	50,184	..	61,555
Coal .. .. .	Ton	4,264	6,799	3,026	4,767	2,552	3,850
Wood and Timber, Fine .. .. .	Cubic ft.	45,619	18,308	13,553	5,403	41,771	15,439
Mangrove Poles .. .. .	No.	378,592	6,188	373,146	4,820	216,871	2,967
Timber, Other Sorts .. .. .	Cubic ft.	59,953	6,586	76,423	10,128	55,249	14,000
Carbonate of Soda.. .. .	Ton	19,427	87,426	56,675	263,129	78,255	403,131
Cotton, Raw .. .. .	Cental of 100 lb.	766,574	3,221,814	559,061	1,816,244	586,640	2,609,664
Flax and Flax Tow .. .. .	Ton	126	5,966	64	3,050	31	2,125
Sisal Fibre and Sisal Tow.. .. .	"	15,366	596,714	16,338	485,600	17,679	530,849
Seeds—							
Castor .. .. .	"	18	399	29	436	38	578
Cotton .. .. .	"	35,563	196,016	29,957	172,626	45,854	325,301
Flax (Linseed) .. .. .	"	£6	1,244	4	55	..	..
Sesame .. .. .	"	4,157	88,306	4,487	87,808	1,195	23,366
Other .. .. .	"	18	168	28	255	26	131
Copra .. .. .	"	1,104	25,763	736	14,070	1,348	28,955
Groundnuts .. .. .	"	10,356	175,527	4,711	84,746	2,071	37,475
Coconuts .. .. .	"	91	595	43	314	22	176
Gum Arabic .. .. .	Cwt.	4,343	8,208	1,374	2,852	177	444
" Copal .. .. .	"	420	1,807	228	953	508	2,250
Beeswax .. .. .	"	617	4,619	761	5,319	844	5,636
Oil, Coconut .. .. .	Imp. gal.	305	92	626	144	1,090	232
" Sesame .. .. .	"	18,757	5,534	13,988	3,586	25,576	7,023
Hides, Dry and Dry Salted .. .. .	Cwt.	77,092	268,740	95,865	326,603	133,640	593,504
Skins, Sheep and Goat .. .. .	No.	1,199,276	66,990	1,399,516	72,420	1,920,870	92,076
" Other Animal .. .. .	"	17,135	4,190	36,177	21,576	10,837	21,415
Rubber, Plantation and Wild .. .. .	Cental of 100 lb.	13,913	138,261	14,620	82,468	11,319	54,998
Barks for Tanning.. .. .	Cwt.	54,162	25,921	68,468	37,410	140,571	66,993
Hippopotamus Teeth .. .. .	"	15	139	10	85	2	7
Ivory .. .. .	"	552	46,949	1,192	91,913	764	48,954
Kapok .. .. .	Ton	7	615	2	70	1	41
Rhinoceros Horns .. .. .	Cwt.	29	3,369	33	5,967	39	7,319
Shells, Marine and Tortoise .. .. .	Ton	242	1,529	159	1,342	145	1,136

TABLE V—(Contd.).

SUMMARY STATEMENT OF ALL ARTICLES EXPORTED FROM KENYA AND UGANDA (including PRODUCE OF KENYA AND UGANDA, BELGIAN CONGO AND TANGANYIKA TERRITORY AND RE-EXPORTS OF IMPORTED GOODS) DURING THE LAST THREE YEARS.

ARTICLES	Unit of Quantity	1926		1927		1928	
		Quantity	Value	Quantity	Value	Quantity	Value
			£		£		£
Other Raw Materials and Articles Mainly Unmanufactured .. .. .	Value	..	74,448	..	103,322	..	172,796
Earthenware, General .. .. .	"	..	1,159	..	820	..	1,286
Glass and Glassware .. .. .	"	..	1,133	..	1,213	..	2,012
Cement, Building .. .. .	Ton	559	2,335	1,845	7,877	3,429	14,039
Galvanised Sheets, Corrugated .. ..	"	379	7,665	668	12,495	727	12,493
Nails, Screws, Rivets, Bolts, Hinges, etc.	"	20	799	51	1,362	113	2,758
Rails, Sleepers, Fishplates, etc. .. ..	"	11	824	167	3,280	242	1,729
Wire Cable and Rope (not Electrical) ..	"	..	33	1	59	1	99
Other Iron and Steel .. .. .	Value	..	12,453	..	13,572	..	19,485
Brass and Manufactures thereof .. ..	Ton	10	370	7	520	13	1,001
Copper and Manufactures thereof .. ..	"	2	181	36	3,233	22	1,997
Other Metals and Manufactures thereof	"	51	6,268	33	3,568	723	5,206
Agricultural and Horticultural Tools ..	Value	..	192	..	309	..	6,980
Shovels, Spades, Axes and Matchets ..	No.	300,217	7,239	385,730	11,010	242,603	6,479
Other Cutlery, Hardware, Instruments and Implements .. .. .	Value	..	9,538	..	17,138	..	18,989
Electrical Goods and Apparatus .. ..	"	..	613	..	4,547	..	1,282
Telegraph and Telephone Instruments and Apparatus .. .. .	"	..	13	..	131	..	363
Agricultural Machinery and Parts thereof	Ton	24	2,827	41	4,782	30	2,707
Other Machines, Machinery and Parts thereof .. .. .	Value	..	8,299	..	19,242	..	28,593
Furniture and Cabinet-ware .. .. .	"	..	862	..	929	..	1,853
Manufactures of Wood and Timber .. ..	"	..	196	..	1,354	..	3,399
Cotton Piece Goods—							
Grey, Unbleached .. .. .	Yard	2,858,243	69,897	3,312,824	62,798	3,347,474	61,578
	Cwt.	8,827	..	10,155	..	10,081	..
Bleached .. .. .	Yard	724,606	21,352	620,770	15,758	710,431	14,530
Printed .. .. .	"	503,618	18,936	798,657	24,446	736,016	22,078
Dyed in the Piece .. .. .	"	948,023	43,889	962,869	42,760	1,050,441	35,802
Coloured, Manufactured Wholly or in part of Dyed Yarn .. .. .	"	1,475,578	61,554	1,896,116	66,628	2,435,796	68,166
Cotton Blankets .. .. .	No.	269,579	31,993	236,613	22,159	234,629	20,284
Cotton Thread .. .. .	lb.	34,920	5,482	35,823	5,046	49,400	5,561
Cotton Yarns .. .. .	"	2,484	171	898	46	1,005	51
Cotton Manufactures, unspecified .. ..	Value	..	6,205	..	1,760	..	3,487
Wollen and Worsted Yarns and Manufactures .. .. .	"	..	911	..	860	..	1,671
Silk and Silk Manufactures .. .. .	"	..	441	..	818	..	2,568
Cordage, Ropes and Twine, etc. .. ..	Cwt.	383	740	575	1,296	673	1,139
Jute Bags and Sacks .. .. .	Dozen	33,941	..	34,630	..	55,282	..
	Cwt.	8,104	19,815	8,533	18,258	13,523	23,279
Other Textile Manufactures .. .. .	Value	..	4,146	..	3,747	..	7,970
Wearing Apparel and Haberdashery .. ..	"	..	12,932	..	17,712	..	32,568
Chemicals, Drugs, Dyes and Colours .. ..	"	..	2,187	..	4,678	..	5,721
Candles .. .. .	Cwt.	4	21	10	42	8	29
Fuel Oil .. .. .	Imp. gal.	3,114,489	50,652	3,443,929	53,225	5,353,717	77,962
Lubricating Oil .. .. .	"	33,340	5,874	50,837	9,111	7,7361	11,511
Lubricating Greases .. .. .	Cwt.	371	604	526	1,052	369	610
Motor Spirit (Petrol) .. .. .	Imp. gal.	467,625	38,650	635,883	46,481	1,121,882	57,140
Mineral Oil, Illuminating or Burning (Kerosene) .. .. .	"	212,400	10,690	314,276	15,710	837,714	36,515
Soap, Common .. .. .	Cwt.	5,115	10,407	6,992	12,634	7,862	11,629
Toilet .. .. .	Value	..	646	..	741	..	1,033
Other Oils, Fats and Manufactures thereof	"	..	624	..	242	..	200
Leather and Manufactures thereof .. ..	"	..	1,528	..	1,884	..	2,483
Paper, Cigarette .. .. .	"	..	1,898	..	1,780	..	2,454
Other Paper, Cardboard and Stationery	"	..	1,474	..	2,330	..	3,742
Cycles (not Motor) .. .. .	No.	1,120	8,487	636	4,577	473	3,086
Motor Cars .. .. .	"	124	21,098	157	27,956	146	23,172
Car Parts and Accessories .. .. .	Value	..	8,894	..	7,966	..	13,239
Lorries .. .. .	No.	197	31,389	114	22,601	199	36,273
Tractors .. .. .	"	included under Lorries	..	23	6,498	52	10,067
Lorry Parts and Accessories .. .. .	Value	..	3,188	..	2,528	..	8,361
Tractor Parts and Accessories .. ..	"	included under Lorries	..	..	1,085	..	1,578
Cycles .. .. .	No.	78	3,448	53	2,423	47	1,674
Sidecars for .. .. .	"	included under Motor cycles	..	7	124	..	..
Cycle, Sidecar and Tricar Parts and Accessories .. .. .	Value	..	304	..	260	..	453

TABLE V—(Contd.).

SUMMARY STATEMENT OF ALL ARTICLES EXPORTED FROM KENYA AND UGANDA (including PRODUCE OF KENYA AND UGANDA, BELGIAN CONGO AND TANGANYIKA TERRITORY AND RE-EXPORTS OF IMPORTED GOODS) DURING THE LAST THREE YEARS.

ARTICLES	Unit of Quantity	1926		1927		1928	
		Quantity	Value	Quantity	Value	Quantity	Value
Other Vehicles and Carriages and Parts (including Ships, Lighters and Boats)	"	..	£ 26,209	..	£ 23,695	..	£ 10,008
Tyres and Tubes for—							
Motor Cars .. .. .	No.	1,294	3,552	3,487	4,375	3,739	6,135
" Cycles .. .. .	"	included	under cars	386	235	371	227
Bicycles .. .. .	"	2,553	433	2,364	317	9,868	1,213
Power Lorries .. .. .	"	282	1,496	2,404	6,737	5,213	12,766
Other Rubber Manufactures .. .. .	Value	..	102	..	388	..	205
Ammunition (Sporting) .. .. .	Hundreds	3,700	1,759	1,553	1,191	3,172	2,964
Books, Printed, and other Printed Matter	Value	..	1,299	..	1,014	..	1,822
Guns, Rifles, Revolvers and Pistols .. .. .	No.	499	5,560	331	3,421	645	7,240
Jewellery and Imitation Jewellery .. .. .	Value	..	167	..	827	..	1,224
Matches .. .. .	Gross boxes	9,193	1,612	8,105	1,353	10,875	1,811
Miscellaneous Goods, Manufactured .. .. .	Value	..	61,983	..	83,448	..	84,778
Parcel Post .. .. .			Not separately classified previous to 1928.				10,271
Bulls .. .. .	No.	8	75	..	..	2	50
Cows .. .. .	"	111	1,754	89	1,958	8	150
Calves .. .. .	"	1	1	9	33	7	10
Horses .. .. .	"	2	170	4	160	3	200
Other Animals .. .. .	"	166	1,346	115	770	549	2,575
Gold Bullion .. .. .	Oz. troy	1,258	4,015	1,109	4,074	2,912	14,185
Silver Bullion .. .. .	"	..	..	..	..	90	8
Gold Coin .. .. .	Value	..	..	..	858	..	512
Silver Coin .. .. .	"	..	233,195	..	54,230	..	259,522
Nickel Coin .. .. .	"	..	1,399	..	36,013	..	13,357
Other Coin .. .. .	"	..	7,715	..	565	..	90
GRAND TOTAL ..£		..	7,844,681	..	6,952,718	..	8,764,671

TABLE VI.

Total value of all exports from Kenya and Uganda during "the year, distinguishing principal countries of destination.

Country of Destination.	Products domestic.	Products other than domestic.	TOTAL.
	£	£	£
Great Britain.	3,063,895	179,497	3,243,392
<i>British Possessions:—</i>			
India and Burmah ... ..	1,450,184	120,507	1,570,691
Dominion of Canada ... ..	...	1,719	1,719
Zanzibar ... ..	32,859	37,030	69,889
Union of South Africa ... ..	108,370	16,238	124,608
Australia ... ..	91,846	851	92,697
Tanganyika Territory ... ..	129,709	899,593	1,029,302
Straits Settlements ... ..	36	9,760	9,796
Sudan ... ..	3,193	41,855	45,048
Other British Possessions ... ..	67,803	40,620	108,423
Total British Possessions £	1,884,000	1,168,173	3,052,173
Total British Empire £	4,947,895	1,347,670	6,295,565
<i>Foreign Countries:—</i>			
Arabia ... ..	5,258	6,322	11,580
Belgian Congo ... ..	1,508	104,086	105,594
Belgium ... ..	379,308	79,580	458,888
China ... ..	10,325	...	10,325
Egypt ... ..	45,807	74,937	120,744
France ... ..	182,794	187,227	370,021
Germany ... ..	91,561	15,758	107,319
Holland ... ..	58,925	54,345	113,270
Italian Colonia Erytrea ... ..	52,200	27,670	79,870
Italian East Africa ... ..	66,620	26,345	92,965
Italy ... ..	108,800	32,218	141,018
Japan ... ..	486,653	5,091	491,744
Portuguese Possessions... ..	9,889	11,985	21,874
Spain ... ..	15,554	600	16,154
Other European Countries ... ..	7,511	579	8,090
Other Asiatic & African Countries	8,386	8,369	16,755
Miscellaneous Ports of America ... ..	28,248	20	28,268
United States of America ... ..	143,125	43,040	186,165
Ships' Stores ... ..	11,306	77,156	88,462
Total Foreign Countries £	1,713,778	755,328	2,469,106
GRAND TOTAL £	6,661,673	2,102,998	8,764,671

TABLE VII.

DETAILED STATEMENT SHOWING QUANTITIES AND VALUES OF ALL ARTICLES EXPORTED TO VARIOUS COUNTRIES FROM KENYA AND UGANDA DURING THE YEAR ENDED 31ST DECEMBER, 1928, DISTINGUISHING EXPORTS OF DOMESTIC PRODUCE.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS I.—FOOD, DRINK AND TOBACCO.							
GROUP (A).—GRAIN, PULSE AND FLOUR.							
(a) Grain and Pulse:							
(1) Wheat.							
Great Britain .. .. .	Cwt.	2	..	2	1	..	1
India and Burmah .. .. .	"	43,064	..	43,064	23,685	..	23,685
Union of South Africa .. .. .	"	77,583	..	77,583	42,670	..	42,670
Tanganyika Territory .. .. .	"	1,073	92	1,165	633	68	701
Other British Possessions .. .. .	"	162	..	162	89	..	89
Arabia .. .. .	"	766	..	766	422	..	422
Italian Colonia Erytrea .. .. .	"	580	..	580	319	..	319
Italian East Africa .. .. .	"	101	20	121	56	18	74
Portuguese Possessions .. .. .	"	13,309	..	13,309	7,320	..	7,320
Total ..		136,640	112	136,752	75,195	86	75,281
(2) Maize.							
Great Britain .. .. .	Cwt.	329,718	..	329,718	113,339	..	113,339
Zanzibar .. .. .	"	880	..	880	352	..	352
Tanganyika Territory .. .. .	"	7,608	..	7,608	2,956	..	2,956
Other British Possessions .. .. .	"	12,396	..	12,396	4,354	..	4,354
Arabia .. .. .	"	3,077	..	3,077	948	..	948
Belgium .. .. .	"	139,648	..	139,648	45,935	..	45,935
Egypt .. .. .	"	9,318	..	9,318	3,727	..	3,727
France .. .. .	"	84,968	..	84,968	27,864	..	27,864
Germany .. .. .	"	78,018	..	78,018	25,904	..	25,904
Holland .. .. .	"	62,301	..	62,301	19,996	..	19,996
Italian Colonia Erytrea .. .. .	"	81,718	..	81,718	27,688	..	27,688
Italian East Africa .. .. .	"	82,989	300	83,289	33,007	120	33,127
Ships' Stores .. .. .	"	21	..	21	8	..	8
Total ..		892,660	300	892,960	306,078	120	306,198
(3) Rice.							
Tanganyika Territory .. .. .	Cwt.	193	3,278	3,471	217	2,907	3,124
Other British Possessions .. .. .	"	..	99	99	..	57	57
Belgian Congo .. .. .	"	24	11	35	33	16	49
Italian East Africa .. .. .	"	26	204	230	23	172	195
Italy .. .. .	"	..	4	4	..	2	2
Portuguese Possessions .. .. .	"	..	72	72	..	52	52
Ships' Stores .. .. .	"	..	123	123	..	115	115
Total ..		243	3,791	4,034	273	3,321	3,594
(4) Millet.							
Tanganyika Territory .. .. .	Cwt.	54	21	75	25	13	38
Other British Possessions .. .. .	"	20	..	20	9	..	9
Arabia .. .. .	"	531	..	531	251	..	251
Italian Colonia Erytrea .. .. .	"	108	..	108	64	..	64
Italian East Africa .. .. .	"	358	443	801	198	207	405
Ships' Stores .. .. .	"	8	..	8	4	..	4
Total ..		1,129	464	1,593	551	220	771
(5) Other Grain.							
Great Britain .. .. .	Cwt.	9,677	..	9,677	5,946	..	5,946
Zanzibar .. .. .	"	168	..	168	88	..	88
Tanganyika Territory .. .. .	"	262	4	266	166	8	174
Italian East Africa .. .. .	"	19	..	19	17	..	17
Total ..		10,126	4	1,430	6,217	8	6,225

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS I.—FOOD, DRINK AND TOBACCO (Contd.).							
GROUP (A).—GRAIN, PULSE AND FLOUR (Contd.).							
(a) Grain and Pulse.—Contd.							
(6) Pulse							
Great Britain .. .. .	Cwt.	39	..	39	25	..	25
Zanzibar .. .. .	"	2,225	15	2,240	1,455	11	1,466
Union of South Africa .. .. .	"	9,694	..	9,694	6,286	..	6,286
Tanganyika Territory .. .. .	"	6,134	100	6,234	3,991	90	4,081
Other British Possessions .. .. .	"	1	..	1	1	..	1
Arabia .. .. .	"	2	..	2	1	..	1
Egypt .. .. .	"	82	..	82	53	..	53
Italian East Africa .. .. .	"	..	2	2	..	3	3
Ships' Stores .. .. .	"	6	..	6	4	..	4
Total ..		18,183	117	18,300	11,816	104	11,920
(7) Dhall.							
Zanzibar .. .. .	Cwt.	..	17	17	..	11	11
Tanganyika Territory .. .. .	"	197	314	511	286	270	556
Italian East Africa .. .. .	"	..	9	9	..	9	9
Ships' Stores .. .. .	"	..	47	47	..	51	51
Total ..		197	387	584	286	341	627
(b) Flour							
(1) Wheatmeal and Flour.							
Tanganyika Territory .. .. .	Cwt.	15,859	4,360	20,219	15,642	3,584	19,226
Other British Possessions .. .. .	"	2	..	2	2	..	2
Arabia .. .. .	"	..	16	16	..	18	18
Belgian Congo .. .. .	"	264	285	549	313	290	603
Italian East Africa .. .. .	"	1,600	560	2,160	1,600	518	2,118
Ships' Stores .. .. .	"	4	264	268	4	247	251
Total ..		17,729	5,485	23,214	17,561	4,657	22,218
(2) Maize meal and Flour.							
Great Britain .. .. .	Cwt.	69,403	..	69,403	30,417	..	30,417
Zanzibar .. .. .	"	9	..	9	3	..	3
Tanganyika Territory .. .. .	"	43,106	..	43,106	18,122	..	18,122
Sudan .. .. .	"	769	200	969	319	100	419
Italian East Africa .. .. .	"	21	..	21	9	..	9
Total ..		113,308	200	113,508	48,870	100	48,970
(3) Pulse meal and Flour.							
Tanganyika Territory .. .. .	Cwt.	2	102	104	2	72	74
(4) Other Meal and Flour.							
Tanganyika Territory .. .. .	Cwt.	3	..	3	2	..	2
GROUP (B).—FEEDING STUFFS FOR ANIMALS.							
(1) Bran.							
Union of South Africa .. .. .	Ton	55	..	55	245	..	245
Tanganyika Territory .. .. .	"	..	..	..	3	..	3
Germany .. .. .	"	20	..	20	100	..	100
Total ..		75	..	75	348	..	348
(3) Cake, Groundnut.							
Germany .. .. .	Ton	5	..	5	28	..	28
(4) Cake, Oil Seed, Other.							
Great Britain .. .. .	Ton	9	..	9	58	..	58
Belgium .. .. .	"	594	..	594	3,606	..	3,606
France .. .. .	"	27	..	27	136	..	136
Germany .. .. .	"	216	..	216	1,294	..	1,294
Holland .. .. .	"	61	..	61	317	..	317
Total ..		907	..	907	5,411	..	5,411



TABLE VII—*Contd.*

ARTICLES AND COUNTRIES OF DESTINATION.	Unit of Quantity.	QUANTITIES.			VALUES.		
		Products, Domestic.	Products other than Domestic.	TOTAL.	Products, Domestic.	Products other than Domestic.	TOTAL.
CLASS I.—FOOD, DRINK AND TOBACCO ( <i>Contd.</i> ).							
GROUP (B).—FEEDING STUFFS FOR ANIMALS ( <i>Contd.</i> ).							
(5) <i>Hay and Forage.</i>							
Great Britain .. .. .	Ton	2	..	2	25	..	25
Ships' Stores .. .. .	"	46	..	46	70	..	70
Total ..		48	..	48	95	..	95
(6) <i>Other Sorts.</i>							
Tanganyika Territory .. .. .	Value	..	..	..	..	6	6
Italian East Africa .. .. .	"	..	..	..	..	8	8
Total ..		..	..	..	..	14	14
GROUP (C).—MEAT.							
(1) <i>Bacon and Ham.</i>							
Zanzibar .. .. .	Cwt.	..	..	..	5	..	5
Tanganyika Territory .. .. .	"	222	..	222	1,766	3	1,769
Other British Possessions .. .. .	"	..	..	..	6	..	6
Belgian Congo .. .. .	"	..	..	..	7	..	7
Ships' Stores .. .. .	"	..	..	..	5	..	5
Total ..		222	..	222	1,789	3	1,792
(2) <i>Meat, Fresh.</i>							
Ships' Stores .. .. .	Cwt.	292	..	292	844	..	844
(3) <i>Meat, Tinned, Canned, or otherwise Preserved.</i>							
Tanganyika Territory .. .. .	Cwt.	32	20	52	226	123	349
Italian East Africa .. .. .	"	..	..	..	..	2	2
Ships' Stores .. .. .	"	8	..	8	61	..	61
Total ..		40	20	60	287	125	412
GROUP (D).—ANIMALS, LIVING FOR FOOD.							
(1) <i>Cattle.</i>							
Zanzibar .. .. .	No.	721	..	721	3,077	..	3,077
Ships' Stores .. .. .	"	5	..	5	23	..	23
Total ..		726	..	726	3,100	..	3,100
(2) <i>Sheep and Goats.</i>							
Zanzibar .. .. .	No.	5,996	..	5,996	3,320	..	3,320
Italian East Africa .. .. .	"	5	..	5	5	..	5
Ships' Stores .. .. .	"	2,596	..	2,596	2,509	..	2,509
Total ..		8,597	..	8,597	5,834	..	5,834
(4) <i>Poultry, and Game, Alive.</i>							
Zanzibar .. .. .	No.	20	..	20	30	..	30
Tanganyika Territory .. .. .	"	29	..	29	25	..	25
Ships' Stores .. .. .	"	527	..	527	75	..	75
Total ..		576	..	576	130	..	130
GROUP (E).—OTHER FOOD AND DRINK.							
(1) <i>Aerated Waters.</i>							
Tanganyika Territory .. .. .	Dez. bots.	13	373	391	1	153	154
(2) <i>Ale, Beer, Stout, etc.</i>							
India and Burmah .. .. .	Imp. gal.	..	62	62	..	13	13
Union of South Africa .. .. .	"	..	8	8	..	2	2
Tanganyika Territory .. .. .	"	814	3,254	4,168	255	702	997
Belgian Congo .. .. .	"	652	2,098	2,750	272	454	726
Germany .. .. .	"	8	..	8	1	..	1
Italian East Africa .. .. .	"	..	40	40	..	8	8
Portuguese Possessions .. .. .	"	..	16	16	..	3	3
Ships' Stores .. .. .	"	..	670	670	..	156	156
Total ..		1,474	6,448	7,922	568	1,338	1,906

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
					£	£	£
<b>CLASS I.—FOOD, DRINK AND TOBACCO (Contd.).</b>							
<b>GROUP (E).—OTHER FOOD AND DRINK (Contd.).</b>							
<b>3) Beverages and Syrups, unenumerated.</b>							
Zanzibar .. .. .	Imp. gal.	..	20	20	..	14	14
Tanganyika Territory .. .. .	"	..	409	409	..	273	273
Italian East Africa .. .. .	"	..	14	14	..	11	11
Total ..		..	443	443	..	298	298
<b>(4) Beche de Mer.</b>							
Zanzibar .. .. .	Cwt.	127	..	127	652	..	652
Tanganyika Territory .. .. .	"	13	..	13	73	..	73
Hong Kong .. .. .	"	144	..	144	810	..	810
Total ..		284	..	284	1,535	..	1,535
<b>(5) Biscuits.</b>							
Tanganyika Territory .. .. .	Cwt.	30	95	125	132	757	889
Belgian Congo .. .. .	"	..	1	1	..	6	6
Italian East Africa .. .. .	"	..	1	1	..	14	14
Ships' Stores .. .. .	"	..	..	..	..	3	3
Total ..		30	97	127	132	780	912
<b>(6) Butter.</b>							
Zanzibar .. .. .	Cwt.	8	2	10	72	28	100
Tanganyika Territory .. .. .	"	424	29	453	4,065	274	4,339
Other British Possessions .. .. .	"	13	..	13	122	..	122
Belgian Congo .. .. .	"	..	2	2	..	20	20
Italian East Africa .. .. .	"	..	2	2	..	30	30
Ships' Stores .. .. .	"	68	1	69	658	10	668
Total ..		513	36	549	4,917	362	5,279
<b>(7) Cheese.</b>							
Union of South Africa .. .. .	Cwt.	..	4	4	..	19	19
Tanganyika Territory .. .. .	"	105	14	119	513	174	687
Other British Possessions .. .. .	"	2	..	2	10	..	10
Italian East Africa .. .. .	"	..	1	1	..	4	4
Total ..		107	19	126	523	197	720
<b>(8) Chillies.</b>							
Great Britain .. .. .	Cwt.	1,060	114	1,174	5,697	507	6,204
India and Burmah .. .. .	"	8	..	8	38	..	38
Australia .. .. .	"	150	..	150	975	..	975
Tanganyika Territory .. .. .	"	47	14	61	225	67	292
Belgium .. .. .	"	378	..	378	2,014	..	2,014
Egypt .. .. .	"	1,569	40	1,609	9,314	169	9,483
France .. .. .	"	1,062	6	1,068	6,584	25	6,609
Italian East Africa .. .. .	"	2	..	2	9	..	9
Italy .. .. .	"	171	..	171	1,044	..	1,044
Total ..		4,447	174	4,621	25,900	768	26,668
<b>(9) Cocoa, Raw.</b>							
Great Britain .. .. .	Cwt.	2	..	2	6	..	6

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION.	Unit of Quantity.	QUANTITIES.			VALUES.		
		Products, Domestic.	Products other than Domestic.	TOTAL.	Products, Domestic.	Products other than Domestic.	TOTAL.
					£	£	£
<b>CLASS I.—FOOD, DRINK AND TOBACCO (Contd.).</b>							
<b>GROUP (E).—OTHER FOOD AND DRINK (Contd.).</b>							
<i>(10) Coffee:—</i>							
<i>(a) Raw.</i>							
Great Britain .. .. .	Cwt.	194,157	37,836	231,993	1,023,445	101,025	1,124,470
India and Burmah .. .. .	"	124	..	124	589	..	589
Dominion of Canada .. .. .	"	..	498	498	..	1,719	1,719
Zanzibar .. .. .	"	835	1,085	1,920	3,407	3,531	6,938
Union of South Africa .. .. .	"	7,717	874	8,591	41,292	3,478	44,770
Australia .. .. .	"	1,107	241	1,348	6,084	831	6,915
Tanganyika Territory .. .. .	"	110	188	298	585	658	1,243
Sudan .. .. .	"	694	12,505	13,199	2,874	40,152	43,026
Other British Possessions .. .. .	"	11,830	10,277	22,107	55,100	31,940	87,040
Arabia .. .. .	"	805	1,726	2,531	3,222	5,889	9,111
Belgium .. .. .	"	131	5,141	5,272	554	17,190	17,744
Egypt .. .. .	"	5,771	22,958	28,729	29,859	73,714	103,572
Denmark .. .. .	"	..	82	82	..	246	246
France .. .. .	"	12,159	56,820	68,979	61,437	178,411	239,848
Germany .. .. .	"	143	2,470	2,613	545	8,342	8,887
Holland .. .. .	"	414	10,044	10,458	2,277	32,554	34,831
Italian Colonia Erytrea .. .. .	"	5,283	8,644	13,927	24,128	27,670	51,798
Italian East Africa .. .. .	"	7,893	909	8,802	14,989	2,045	17,034
Italy .. .. .	"	1,072	3,020	4,092	4,911	9,412	14,323
Japan .. .. .	"	102	40	142	561	120	681
Norway .. .. .	"	24	..	24	132	..	132
Portuguese Possessions .. .. .	"	222	818	1,040	1,217	2,714	3,931
Spain .. .. .	"	..	200	200	..	600	600
Sweden .. .. .	"	1	..	1	9	..	9
Miscellaneous Ports of Asia .. .. .	"	266	172	438	1,211	639	1,850
" " America .. .. .	"	124	..	124	647	..	647
United States of America .. .. .	"	940	11,662	12,622	4,463	40,143	44,606
Ships' Stores .. .. .	"	32	..	32	98	..	98
Total .. .. .		251,956	188,230	440,186	1,283,636	583,023	1,866,659
<i>(b) Prepared.</i>							
Zanzibar .. .. .	Cwt.	22	..	22	177	..	177
Tanganyika Territory .. .. .	"	32	1	33	266	6	272
Italian East Africa .. .. .	"	..	..	..	2	..	2
Portuguese Possessions .. .. .	"	1	..	1	3	..	3
Total .. .. .		55	1	56	448	6	454
<i>(11) Confectionery.</i>							
Tanganyika Territory .. .. .	Cwt.	10	107	117	65	662	727
Other British Possessions .. .. .	"	..	2	2	..	13	13
Belgian Congo .. .. .	"	..	1	1	..	14	14
Italian East Africa .. .. .	"	..	..	..	..	3	3
Total .. .. .		10	110	120	65	692	757
<i>(12) Dates.</i>							
Tanganyika Territory .. .. .	Cwt.	..	44	44	..	55	55
<i>(13) Fish, Salted, Pickled or Dried.</i>							
Great Britain .. .. .	Cwt.	9	..	9	24	..	24
Zanzibar .. .. .	"	4	..	4	5	..	5
Tanganyika Territory .. .. .	"	264	61	325	284	112	396
Other British Possessions .. .. .	"	..	8	8	..	11	11
Ships' Stores .. .. .	"	16	..	16	40	..	40
Total .. .. .		293	69	362	353	123	476
<i>(14) Fish, Canned, or otherwise Preserved.</i>							
Tanganyika Territory .. .. .	Cwt.	..	51	51	..	379	379
Italian East Africa .. .. .	"	..	5	5	..	22	22
Ships' Stores .. .. .	"	..	..	..	..	2	2
Total .. .. .		..	56	56	..	403	403

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
					£	£	£
<b>CLASS I.—FOOD, DRINK AND TOBACCO (Contd.).</b>							
<b>GROUP (E).—OTHER FOOD AND DRINK (Contd.).</b>							
<i>(15) Fruit, Bottled, Canned, or otherwise Preserved.</i>							
Zanzibar .. .. .	Cwt.	..	10	10	..	8	8
Tanganyika Territory .. .. .	"	..	110	110	..	460	460
Belgian Congo .. .. .	"	..	1	1	..	3	3
Italian East Africa.. .. .	"	..	2	2	..	10	10
Total ..		..	123	123	..	481	481
<i>(16) Fruit, Fresh.</i>							
Great Britain .. .. .	Value	..	..	..	45	..	45
Tanganyika Territory .. .. .	"	..	..	..	113	75	188
Other British Possessions .. .. .	"	..	..	..	46	..	46
Italian Colonia Erytrea .. .. .	"	..	..	..	1	..	1
Italian East Africa.. .. .	"	..	..	..	6	..	6
Ships' Stores .. .. .	"	..	..	..	211	25	236
Total ..		..	..	..	422	100	522
<i>(17) Garlic and Onions, not Preserved.</i>							
Union of South Africa .. .. .	Cwt.	..	9	9	..	10	10
Tanganyika Territory .. .. .	"	144	575	719	182	402	584
Other British Possessions .. .. .	"	..	2	2	..	3	3
Belgian Congo .. .. .	"	4	..	4	5	..	5
Italian East Africa .. .. .	"	..	1	1	..	1	1
Ships' Stores .. .. .	"	..	82	82	..	95	95
Total ..		148	669	817	197	511	698
<i>(18) Ghee.</i>							
Zanzibar .. .. .	Cwt.	..	13	13	..	99	99
Tanganyika Territory .. .. .	"	109	36	145	917	258	1,175
Other British Possessions .. .. .	"	29	..	29	209	..	209
Arabia .. .. .	"	3	14	17	29	98	127
Ships' Stores .. .. .	"	11	..	11	88	..	88
Total ..		152	63	215	1,243	455	1,698
<i>(19) Lard and its Compounds.</i>							
Tanganyika Territory .. .. .	Cwt.	9	2	11	74	14	88
<i>(20) Margarine, Marrowfat, Butter Substitutes and Similar Substances for use as Food or in Cooking.</i>							
Tanganyika Territory .. .. .	Cwt.	..	6	6	..	25	25
<i>(21) Marmalades, Jams and Jellies.</i>							
Great Britain .. .. .	Cwt.	..	..	..	..	1	1
Zanzibar .. .. .	"	..	..	..	..	3	3
Tanganyika Territory .. .. .	"	..	49	49	..	204	204
Belgian Congo .. .. .	"	..	1	1	..	2	2
Italian East Africa.. .. .	"	..	2	2	..	8	8
Total ..		..	52	52	..	218	218
<i>(23) Milk, Condensed, or otherwise Preserved.</i>							
Zanzibar .. .. .	Cwt.	..	28	28	..	104	104
Tanganyika Territory .. .. .	"	..	635	635	..	2,052	2,052
Belgian Congo .. .. .	"	..	22	22	..	74	74
Holland .. .. .	"	..	14	14	..	61	61
Italian East Africa .. .. .	"	..	4	4	..	13	13
Portuguese Possessions .. .. .	"	..	15	15	..	42	42
Ships' Stores .. .. .	"	..	11	11	..	40	40
Total ..		..	729	729	..	2,386	2,386

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
<b>CLASS I.—FOOD, DRINK AND TOBACCO (Contd.).</b>							
<b>GROUP (E).—OTHER FOOD AND DRINK (Contd.).</b>							
<i>(24) Potatoes.</i>							
India and Burmah.. .. .	Cwt.	26,731	..	26,731	8,159	..	8,159
Zanzibar .. .. .	"	5,617	..	5,617	1,647	..	1,647
Tanganyika Territory .. .. .	"	8,413	..	8,413	2,468	..	2,468
Other British Possessions .. .. .	"	2,108	..	2,108	613	..	613
French Possessions .. .. .	"	40	..	40	10	..	10
Italian East Africa .. .. .	"	563	..	563	159	..	159
Portuguese Possessions .. .. .	"	3,543	..	3,543	1,014	..	1,014
Ships' Stores .. .. .	"	10,280	..	10,280	2,923	..	2,923
Total ..		57,296	..	57,296	16,993	..	16,993
<i>(25) Provisions, Fresh.</i>							
Zanzibar .. .. .	Value	..	..	..	32	..	32
Tanganyika Territory .. .. .	"	..	..	..	202	31	233
Other British Possessions .. .. .	"	..	..	..	7	..	7
Arabia .. .. .	"	..	..	..	10	..	10
Ships' Stores .. .. .	"	..	..	..	2,730	47	2,777
Total ..		..	..	..	2,981	78	3,059
<i>(26) Provisions, Other.</i>							
Great Britain .. .. .	Value	..	..	..	2	..	2
India and Burmah.. .. .	"	..	..	..	..	12	12
Zanzibar .. .. .	"	..	..	..	11	..	11
Tanganyika Territory .. .. .	"	..	..	..	480	4,164	4,644
Other British Possessions .. .. .	"	..	..	..	..	5	5
Belgian Congo .. .. .	"	..	..	..	8	151	159
Egypt .. .. .	"	..	..	..	..	3	3
Italian East Africa .. .. .	"	..	..	..	92	187	279
Ships' Stores .. .. .	"	..	..	..	5	123	128
Total ..		..	..	..	598	4,645	5,243
<i>(27) Salt:—</i>							
<i>(a) Table Salt.</i>							
Tanganyika Territory .. .. .	Cwt.	..	16	16	..	38	38
Italian East Africa .. .. .	"	..	1	1	..	5	5
Total ..		..	17	17	..	43	43
<i>(b) Salt for Curing, Dairy and Agricultural Purposes.</i>							
Tanganyika Territory .. .. .	Cwt.	..	31	31	..	13	13
<i>(c) Salt, Other.</i>							
Tanganyika Territory .. .. .	Cwt.	..	27,574	27,574	..	3,537	3,537
Belgian Congo .. .. .	"	..	10,098	10,098	..	1,374	1,374
Total ..		..	37,672	37,672	..	4,911	4,911
<i>(28) Spices.</i>							
Zanzibar .. .. .	Cwt.	23	52	75	21	63	84
Tanganyika Territory .. .. .	"	15	396	411	23	947	970
Belgian Congo .. .. .	"	..	1	1	..	2	2
Italian East Africa .. .. .	"	157	31	188	201	39	240
Ships' Stores .. .. .	"	..	3	3	..	16	16
Total ..		195	483	678	245	1,067	1,312
<i>(29) Spirits:—</i>							
<i>(a) Brandy.</i>							
India and Burmah.. .. .	Proof gal.	..	27	27	..	28	28
Zanzibar .. .. .	"	..	2	2	..	2	2
Union of South Africa .. .. .	"	..	5	5	..	4	4
Tanganyika Territory .. .. .	"	..	203	203	..	279	279
Portuguese Possessions .. .. .	"	..	11	11	..	13	13
Ships' Stores .. .. .	"	..	51	51	..	16	16
Total ..		..	299	299	..	342	342

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS I.—FOOD, DRINK AND TOBACCO (Contd.).							
GROUP (E).—OTHER FOOD AND DRINK (Contd.).							
<i>(b) Gin and Geneva.</i>							
India and Burmah.. .. .	Proof gal.	..	22	22	..	13	13
Union of South Africa .. .. .	"	..	2	2	..	1	1
Tanganyika Territory .. .. .	"	..	275	275	..	228	228
Straits Settlements .. .. .	"	..	1	1	..	1	1
Belgian Congo .. .. .	"	..	56	56	..	41	41
Italian East Africa .. .. .	"	..	72	72	..	50	50
Portuguese Possessions .. .. .	"	..	14	14	..	8	8
Ships' Stores .. .. .	"	..	52	52	..	36	36
Total ..		..	494	494	..	378	378
<i>(c) Liqueurs.</i>							
India and Burmah.. .. .	Imp. gal.	..	2	2	..	1	1
Tanganyika Territory .. .. .	"	..	112	112	..	91	91
Ships' Stores .. .. .	"	..	2	2	..	2	2
Total ..		..	116	116	..	94	94
<i>(d) Rum.</i>							
Tanganyika Territory .. .. .	Proof gal.	..	2	2	..	7	7
<i>(e) Whisky.</i>							
Great Britain .. .. .	Proof gal.	..	3	3	..	6	6
India and Burmah.. .. .	"	..	65	65	..	90	90
Zanzibar .. .. .	"	..	79	79	..	110	110
Union of South Africa .. .. .	"	..	10	10	..	14	14
Tanganyika Territory .. .. .	"	..	2,054	2,054	..	3,075	3,075
Straits Settlements .. .. .	"	..	1	1	..	1	1
Belgian Congo .. .. .	"	..	143	143	..	196	196
Italian East Africa .. .. .	"	..	219	219	..	290	290
Portuguese Possessions .. .. .	"	..	28	28	..	38	38
Ships' Stores .. .. .	"	..	186	186	..	251	251
Total ..		..	2,788	2,788	..	4,071	4,071
<i>(30) Sugar.—</i>							
<i>(a) Jaggery.</i>							
Tanganyika Territory .. .. .	Cwt.	554	1	555	574	1	575
Italian East Africa .. .. .	"	21	..	21	23	..	23
Total ..		575	1	576	597	1	598
<i>(b) Refined, in Bulk.</i>							
Tanganyika Territory .. .. .	Cwt.	15,481	4,076	19,557	22,563	4,136	26,699
Other British Possessions .. .. .	"	..	6	6	..	9	9
Belgian Congo .. .. .	"	338	15	353	662	13	675
Italian East Africa .. .. .	"	..	804	804	..	692	692
Portuguese Possessions .. .. .	"	..	297	297	..	276	276
Ships' Stores .. .. .	"	..	10	10	..	10	10
Total ..		15,819	5,208	21,027	23,225	5,136	28,361
<i>(c) Refined, in Packets or Tins.</i>							
Tanganyika Territory .. .. .	Cwt.	..	5	5	..	14	14
Belgian Congo .. .. .	"	..	27	27	..	40	40
Total ..		..	32	32	..	54	54
<i>(31) Tea.</i>							
Great Britain .. .. .	Cwt.	87	..	87	678	..	678
India and Burmah.. .. .	"	..	48	48	..	401	401
Zanzibar .. .. .	"	..	34	34	..	312	312
Tanganyika Territory .. .. .	"	4	619	623	58	6,013	6,071
Belgian Congo .. .. .	"	..	14	14	..	135	135
Italian East Africa .. .. .	"	..	156	156	..	1,024	1,024
Portuguese Possessions .. .. .	"	..	18	18	..	203	203
Ships' Stores .. .. .	"	..	1	1	..	10	10
Total ..		91	890	981	736	8,098	8,834

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
					£	£	£
<b>CLASS I.—FOOD, DRINK AND TOBACCO (Contd.).</b>							
<b>GROUP (E) OTHER FOOD AND DRINK (Contd.).</b>							
<b>(32) Wines.</b>							
Great Britain .. .. .	Imp. gal.	..	8	8	..	23	23
India and Burmah.. .. .	"	..	12	12	..	21	21
Tanganyika Territory .. .. .	"	..	1,886	1,886	..	955	955
Belgian Congo .. .. .	"	..	532	532	..	265	265
Italian East Africa .. .. .	"	..	21	21	..	12	12
Portuguese Possessions .. .. .	"	..	4	4	..	4	4
Ships' Stores .. .. .	"	..	57	57	..	33	33
Total ..		..	2,520	2,520	..	1,313	1,313
<b>(33) Other Foods.</b>							
Zanzibar .. .. .	Value	..	..	..	6	..	6
Tanganyika Territory .. .. .	"	..	..	..	8	233	241
Arabia .. .. .	"	..	..	..	2	..	2
Italian East Africa .. .. .	"	..	..	..	..	3	3
Total ..		..	..	..	16	236	252
<b>GROUP (F).—TOBACCO.</b>							
<b>(1) Cigarettes. •</b>							
Zanzibar .. .. .	lb.	..	917	917	..	226	226
Tanganyika Territory .. .. .	"	82	57,223	57,305	17	11,257	11,274
Belgian Congo .. .. .	"	..	2,841	2,841	..	427	427
Belgium .. .. .	"	..	200	200	..	31	31
Italian East Africa.. .. .	"	..	3,012	3,012	..	567	567
Russia .. .. .	"	..	18	18	..	6	6
Miscellaneous Ports of Asia .. .. .	"	..	10	10	..	6	6
Ships' Stores .. .. .	"	..	1,523	1,523	..	589	589
Total ..		82	65,744	65,826	17	13,109	13,126
<b>(2) Cigars and Cigarillos.</b>							
Tanganyika Territory .. .. .	lb.	..	180	180	..	67	67
Other British Possessions .. .. .	"	..	71	71	..	4	4
Total ..		..	251	251	..	71	71
<b>(3) Tobacco, Manufactured.</b>							
Zanzibar .. .. .	lb.	..	23,547	23,547	..	2,073	2,073
Tanganyika Territory .. .. .	"	..	137,363	137,363	..	13,516	13,516
Other British Possessions .. .. .	"	..	215	215	..	22	22
Belgian Congo .. .. .	"	..	959	959	..	105	105
Italian East Africa .. .. .	"	..	3,800	3,800	..	320	320
Portuguese Possessions .. .. .	"	..	1,758	1,758	..	155	155
Ships' Stores .. .. .	"	..	440	440	..	122	122
Total ..		..	168,082	168,082	..	16,313	16,313
<b>(4) Tobacco, Unmanufactured.</b>							
Great Britain .. .. .	lb.	14,728	124,048	138,776	525	3,030	3,555
Tanganyika Territory .. .. .	"	708	62	770	22	4	26
Holland .. .. .	"	737	..	737	28	..	28
Italian East Africa .. .. .	"	6,950	..	6,950	131	..	131
Portuguese Possessions .. .. .	"	..	2,750	2,750	..	269	269
Total ..		23,123	126,860	149,983	706	3,303	4,009
TOTAL CLASS I ..		..	..	..	1,850,841	664,842	2,515,683

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS II.—RAW MATERIALS AND ARTICLES MAINLY UNMANUFACTURED.							
GROUP (A).—COAL.							
<i>Coal.</i>							
Tanganyika Territory .. .. .	Ton	..	212	212	..	262	262
Ships' Stores .. .. .	"	..	2,340	2,340	..	3,588	3,588
Total ..		..	2,552	2,552	..	3,850	3,850
GROUP (B).—WOOD AND TIMBER.							
<i>(1) Cedar.—</i>							
<i>(b) Stags.</i>							
Great Britain .. .. .	Cubic ft.	3,895	..	3,895	1,436	..	1,436
India and Burmah.. .. .	"	1,448	..	1,448	544	..	544
Union of South Africa .. .. .	"	1,384	..	1,384	512	..	512
Tanganyika Territory .. .. .	"	21	..	21	8	..	8
Belgium .. .. .	"	3,424	..	3,424	1,289	..	1,289
Germany .. .. .	"	10,886	..	10,886	4,056	..	4,056
Japan .. .. .	"	3	..	3	1	..	1
United States of America .. .. .	"	18,490	..	18,490	6,918	..	6,918
Total ..		39,551	..	39,551	14,764	..	14,764
<i>(4) Teak.</i>							
Zanzibar .. .. .	Cubic ft.	..	1,600	1,600	..	504	504
<i>(5) Mangrove Poles.</i>							
India and Burmah.. .. .	No.	96,882	..	96,882	848	..	848
Zanzibar .. .. .	"	8,700	..	8,700	168	..	168
Tanganyika Territory .. .. .	"	2,600	..	2,600	30	..	30
Arabia .. .. .	"	95,765	..	95,765	1,500	..	1,500
Italian East Africa .. .. .	"	12,924	..	12,924	421	..	421
Total ..		216,871	..	216,871	2,967	..	2,967
<i>(6) Other Fine Woods.</i>							
India and Burmah.. .. .	Cubic ft.	520	..	520	156	..	156
United States of America .. .. .	"	100	..	100	15	..	15
Total ..		620	..	620	171	..	171
<i>(7) Timber, Unspecified.</i>							
<i>(a) Hewn or Sawn.</i>							
Great Britain .. .. .	Cubic ft.	1,225	504	1,729	403	152	555
India and Burmah.. .. .	"	4,975	..	4,975	1,583	..	1,583
Union of South Africa .. .. .	"	35	..	35	11	..	11
Tanganyika Territory .. .. .	"	35,088	6,103	41,191	10,582	960	11,542
Arabia .. .. .	"	60	190	259	20	25	45
Italian East Africa .. .. .	"	15	..	15	5	..	5
United States of America .. .. .	"	170	..	170	51	..	54
Total ..		41,568	6,797	48,365	12,655	1,137	13,792
<i>(c) Firewood.</i>							
India and Burmah.. .. .	Cubic ft.	1,100	..	1,100	6	..	6
Zanzibar .. .. .	"	3,787	..	3,787	51	..	51
Tanganyika Territory .. .. .	"	400	..	400	7	..	7
Arabia .. .. .	"	1,000	..	1,000	12	..	12
Ships' Stores .. .. .	"	60	..	60	1	..	1
Total ..		6,347	..	6,347	77	..	77



TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS II.—RAW MATERIALS AND ARTICLES MAINLY UNMANUFACTURED (Contd.).							
GROUP (B).—WOOD AND TIMBER. (Contd.)							
(7) Timber, unspecified (Contd.).							
(d) Other Sorts.							
Great Britain .. .. .	Cubic ft.	57	..	57	11	..	11
Italian East Africa .. .. .	"	480	..	480	120	..	120
Total ..		537	..	537	131	..	131
GROUP (C).—NON-METALLIFEROUS MINING AND QUARRY PRODUCTS.							
(1) Carbonate of Soda.							
Great Britain .. .. .	Ton	..	..	..	2	..	2
India and Burmah.. .. .	"	5,550	..	5,550	27,100	..	27,100
Zanzibar .. .. .	"	13	..	13	65	..	65
Union of South Africa .. .. .	"	578	..	578	3,016	..	3,016
Australia .. .. .	"	16,300	..	16,300	84,660	..	84,660
Tanganyika Territory .. .. .	"	38	..	38	193	..	193
China .. .. .	"	2,050	..	2,050	10,325	..	10,325
Italian East Africa .. .. .	"	1	..	1	6	..	6
Japan .. .. .	"	47,050	..	47,050	243,575	..	243,575
Portuguese Possessions .. .. .	"	10	..	10	50	..	50
Miscellaneous Ports of Asia .. .. .	"	1,394	..	1,394	7,165	..	7,165
" " America .. .. .	"	5,271	..	5,271	26,974	..	26,974
Total ..		78,255	..	78,255	403,131	..	403,131
(2) Marble.							
Tanganyika Territory .. .. .	Value	..	..	..	..	25	25
GROUP (D).—METALLIFEROUS ORES, NON-FERROUS.							
Great Britain .. .. .	Ton	253	50	303	50,698	7,015	57,713
Straits Settlements .. .. .	"	..	2	2	..	258	258
Germany .. .. .	"	1	..	1	100	..	100
Total ..		254	52	306	50,798	7,273	58,071
GROUP (E).—RAW COTTON.							
Cotton, Raw.							
Great Britain .. .. .	Cental of 100 lb.	198,350	957	199,307	887,186	3,892	891,078
India and Burmah.. .. .	"	306,194	28,071	334,265	1,364,509	114,892	1,479,401
Zanzibar .. .. .	"	51	..	51	85	..	85
Tanganyika Territory .. .. .	"	8	..	8	20	..	20
Belgian Congo .. .. .	"	3	..	3	12	..	12
France .. .. .	"	42	..	42	198	..	198
Germany .. .. .	"	75	145	220	340	638	978
Italy .. .. .	"	480	..	480	2,004	..	2,004
Japan .. .. .	"	51,268	996	52,264	231,684	4,204	235,888
Total ..		556,471	30,169	586,640	1,486,038	123,626	2,609,664
GROUP (F).—OTHER TEXTILE MATERIALS.							
(1) Coir Fibre.							
Tanganyika Territory .. .. .	Ton	2	..	2	35	..	35
Italian East Africa .. .. .	"	..	..	..	3	..	3
Japan .. .. .	"	..	..	..	2	..	2
Total ..		2	..	2	40	..	40

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS II.—RAW MATERIALS AND ARTICLES MAINLY UNMANUFACTURED (Contd.).							
GROUP (F) OTHER TEXTILE MATERIALS Contd.							
(2) Flax Fibre.							
Great Britain .. .. .	Ton	12	..	12	1,079	..	1,079
Belgium .. .. .	"	1	..	1	111	..	111
Total ..		13	..	13	1,190	..	1,190
(3) Flax Tow.							
Great Britain .. .. .	Ton	17	..	17	879	..	879
Belgium .. .. .	"	1	..	1	56	..	56
Total ..		18	..	18	935	..	935
(4) Sisal Fibre.							
Great Britain .. .. .	Ton	5,332	504	5,836	163,417	14,641	178,058
Union of South Africa .. .. .	"	306	..	306	9,408	..	9,408
Other British Possessions .. .. .	"	10	..	10	275	..	275
Belgium .. .. .	"	5,700	603	6,303	175,320	18,886	194,206
France .. .. .	"	36	5	41	1,139	127	1,266
Germany .. .. .	"	457	23	480	14,051	655	14,706
Holland .. .. .	"	75	..	75	2,064	..	2,064
Italy .. .. .	"	186	..	186	5,823	..	5,823
Spain .. .. .	"	366	..	366	10,795	..	10,795
Miscellaneous Ports of America .. .. .	"	20	..	20	627	..	627
United States of America .. .. .	"	3,118	..	3,118	94,674	..	94,674
Total ..		15,606	1,135	16,741	477,593	34,309	511,902
(5) Sisal Tow.							
Great Britain .. .. .	Ton	741	18	759	14,877	356	15,233
India and Burmah .. .. .	"	..	..	..	2	..	2
Union of South Africa .. .. .	"	..	..	..	2	..	2
Belgium .. .. .	"	143	10	153	2,959	225	3,184
Germany .. .. .	"	..	..	..	2	..	2
Holland .. .. .	"	23	..	23	466	..	466
Italy .. .. .	"	3	..	3	50	..	50
Japan .. .. .	"	..	..	..	8	..	8
Total ..		910	28	938	18,366	581	18,947
GROUP (G).—SEEDS AND NUTS FOR OIL, OILS, FATS, RESINS AND GUMS.							
(a) Seeds:							
(1) Seeds, Castor.							
Great Britain .. .. .	Ton	9	..	9	130	..	130
Belgium .. .. .	"	9	20	29	140	308	448
Total ..		18	20	38	270	308	578
(2) Seeds, Cotton.							
Great Britain .. .. .	Ton	44,760	318	45,078	317,817	2,018	319,835
Other British Possessions .. .. .	"	..	29	29	..	174	174
Japan .. .. .	"	747	..	747	5,292	..	5,292
Total ..		45,507	347	45,854	323,109	2,192	325,301
(4) Seeds, Sesame.							
Great Britain .. .. .	Ton	2	..	2	46	..	46
Union of South Africa .. .. .	"	4	..	4	80	..	80
Tanganyika Territory .. .. .	"	57	..	57	1,085	..	1,085
Other British Possessions .. .. .	"	22	..	22	426	..	426
Arabia .. .. .	"	59	..	59	1,140	..	1,140
Italian East Africa .. .. .	"	722	247	969	14,057	4,950	19,007
Italy .. .. .	"	82	..	82	1,582	..	1,582
Total ..		948	247	1,195	18,416	4,950	23,366

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS II.—RAW MATERIALS AND ARTICLES MAINLY UNMANUFACTURED (Contd.).							
GROUP (G).—SEEDS AND NUTS FOR OIL, OILS, FATS, RESINS AND GUMS (Contd.).							
(a) Seeds.—(Contd.).							
(5) Seeds, Sunflower.							
Great Britain .. .. .	Ton	26	..	26	131	..	131
(b) Nuts and Kernels:—							
(1) Copra.							
Great Britain .. .. .	Ton	18	..	18	451	..	451
Zanzibar .. .. .	"	300	..	300	5,998	..	5,998
Union of South Africa .. .. .	"	11	..	11	263	..	263
Tanganyika Territory .. .. .	"	230	..	230	5,204	..	5,204
France .. .. .	"	495	..	495	9,927	..	9,927
Italy .. .. .	"	293	..	293	7,087	..	7,087
Portuguese Possessions .. .. .	"	1	..	1	25	..	25
Total ..		1,348	..	1,348	28,955	..	28,955
(2) Groundnuts.							
Great Britain .. .. .	Ton	71	10	81	1,242	175	1,417
Union of South Africa .. .. .	"	..	82	82	..	1,424	1,424
Tanganyika Territory .. .. .	"	7	1	8	141	12	153
Other British Possessions .. .. .	"	1	..	1	23	..	23
France .. .. .	"	250	201	451	4,375	3,799	8,174
Germany .. .. .	"	100	50	150	1,750	1,000	2,750
Holland .. .. .	"	98	34	132	1,715	683	2,398
Italian East Africa .. .. .	"	1	1	2	9	16	25
Italy .. .. .	"	791	371	1,162	13,842	7,229	21,071
Miscellaneous Ports of Asia .. .. .	"	..	2	2	..	40	40
Total ..		1,319	752	2,071	23,097	14,378	37,475
(3) Coconuts.							
India and Burmah .. .. .	Ton	..	..	..	3	..	3
Union of South Africa .. .. .	"	9	..	9	69	..	69
Tanganyika Territory .. .. .	"	5	..	5	45	..	45
Arabia .. .. .	"	5	..	5	33	..	33
Italian East Africa .. .. .	"	3	..	3	22	..	22
Ships' Stores .. .. .	"	..	..	..	4	..	4
Total ..		22	..	22	176	..	176
(c) Gums and Resins:—							
(1) Arabic.							
Great Britain .. .. .	Cwt.	..	161	161	..	402	402
Tanganyika Territory .. .. .	"	..	1	1	..	4	4
Germany .. .. .	"	..	15	15	..	38	38
Total ..		..	177	177	..	444	444
(2) Copal.							
Great Britain .. .. .	Cwt.	508	..	508	2,250	..	2,250
(d) Waxes							
(1) Beeswax.							
Great Britain .. .. .	Cwt.	31	54	85	210	350	560
Zanzibar .. .. .	"	4	..	4	30	..	30
Other British Possessions .. .. .	"	30	..	30	204	..	204
France .. .. .	"	268	144	412	1,790	947	2,737
Germany .. .. .	"	239	74	313	1,621	484	2,105
Total ..		572	272	844	3,855	1,781	5,636
(c) Oils and Fats:—							
(2) Oil, Coconut.							
Union of South Africa .. .. .	Cwt.	160	..	160	40	..	40
Tanganyika Territory .. .. .	"	922	8	930	191	1	192
Total ..		1,082	8	1,090	231	1	232

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
					£	£	£
<b>CLASS II.—RAW MATERIALS AND ARTICLES MAINLY UNMANUFACTURED (Contd.).</b>							
<b>GROUP (G) SEEDS AND NUTS FOR OILS; OILS, FATS, RESINS AND GUMS Contd.</b>							
<i>(e) Oils and Fats (Contd).</i>							
<i>(4) Oil, Groundnut.</i>							
Tanganyika Territory .. .. .	Imp. gal.	4,043	..	4,043	1,015	..	1,015
<i>(6) Oil, Sesame.</i>							
Tanganyika Territory .. .. .	Imp. gal.	25,038	..	25,038	6,873	..	6,873
Other British Possessions .. .. .	"	259	..	259	70	..	70
Arabia .. .. .	"	208	..	208	60	..	60
Belgian Congo .. .. .	"	40	..	40	11	..	11
Italian East Africa .. .. .	"	31	..	31	9	..	9
Total ..		25,576	..	25,576	7,023	..	7,023
<i>(7) Oil, Other Seed and Vegetable.</i>							
Great Britain .. .. .	Imp. gal.	235	..	235	1,625	..	1,625
France .. .. .	"	15	..	15	100	..	100
United States of America .. .. .	"	40	..	40	50	..	50
Total ..		290	..	290	1,775	..	1,775
<b>GROUP (H).—HIDES AND SKINS, UNDRESSED.</b>							
<i>(1) Hides, Dry and Dry Salted.</i>							
Great Britain .. .. .	Cwt.	38,853	4,430	43,283	177,335	17,507	194,842
India and Burmah.. .. .	"	1,877	92	1,969	7,728	379	8,107
Union of South Africa .. .. .	"	748	..	748	3,085	..	3,085
Tanganyika Territory .. .. .	"	103	..	103	548	..	548
Belgium .. .. .	"	33,341	8,464	41,805	141,693	36,363	178,056
Egypt .. .. .	"	15	..	15	72	..	72
France .. .. .	"	9,593	..	9,593	43,525	..	43,525
Germany .. .. .	"	5,023	822	5,845	23,697	3,360	27,057
Holland .. .. .	"	5,366	5,115	10,481	24,237	20,760	44,997
Italy .. .. .	"	14,415	2,943	17,358	69,364	13,120	82,484
Japan .. .. .	"	8	..	8	31	..	31
Spain.. .. .	"	781	..	781	3,547	..	3,547
Miscellaneous Ports of Asia .. .. .	"	..	192	192	..	768	768
" " Europe .. .. .	"	1,458	..	1,458	6,780	..	6,780
United States of America .. .. .	"	1	..	1	5	..	5
Total ..		111,582	22,058	133,640	501,647	92,257	593,904
<i>(2) Skins, Sheep and Goat.</i>							
Great Britain .. .. .	No.	756,454	..	756,454	36,580	..	36,580
India and Burmah.. .. .	"	39,824	..	39,824	1,731	..	1,731
Tanganyika Territory .. .. .	"	10,028	..	10,028	501	..	501
Other British Possessions .. .. .	"	333	..	333	9	..	9
Belgium .. .. .	"	11,780	..	11,780	687	..	687
France .. .. .	"	419,740	54,970	474,710	20,307	1,457	21,764
Germany .. .. .	"	10,910	..	10,910	273	..	273
Holland .. .. .	"	20,200	..	20,200	891	..	891
Italy .. .. .	"	16,150	..	16,150	711	..	711
Japan .. .. .	"	2,080	..	2,080	104	..	104
Spain.. .. .	"	24,249	..	24,249	1,212	..	1,212
United States of America .. .. .	"	554,152	..	554,152	27,613	..	27,613
Total ..		1,865,900	54,970	1,920,870	90,619	1,457	92,076

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS II.—RAW MATERIALS AND ARTICLES MAINLY UNMANUFACTURED (Contd.).							
GROUP (H) HIDS AND SKINS, UNDRESSED Contd.							
(3) Skins, Other Animals.							
Great Britain .. .. .	No.	2,309	63	2,372	5,739	166	5,905
India and Burmah.. .. .	"	200	..	200	9	..	9
Union of South Africa .. .. .	"	12	..	12	37	..	37
Australia .. .. .	"	29	..	29	72	..	72
Tanganyika Territory .. .. .	"	20	1,350	1,370	69	51	120
Belgium .. .. .	"	2	60	62	4	5	9
Egypt .. .. .	"	10	107	117	30	23	53
France .. .. .	"	1,102	..	1,102	5,255	..	5,255
Germany .. .. .	"	24	1,772	1,796	32	113	145
Italy .. .. .	"	408	1,309	1,717	1,381	160	1,541
United States of America .. .. .	"	2,060	..	2,060	8,269	..	8,269
Total ..		6,176	4,661	10,837	20,897	518	21,415
GROUP (I).—RUBBER.							
(1) Plantation, Raw.							
Great Britain .. .. .	Cental of 100 lbs.	11,177	..	11,177	54,367	..	54,367
Holland .. .. .	"	134	..	134	611	..	611
Total ..		11,311	..	11,311	54,978	..	54,978
(2) Wild.							
Great Britain .. .. .	Cental of 100 lbs.	8	..	8	20	..	20
GROUP (J).—MISCELLANEOUS.							
(1) Barks for Tanning:							
(a) Mangrove Bark.							
Belgium .. .. .	Cwt.	7,813	..	7,813	2,292	..	2,292
Egypt .. .. .	"	2,220	..	2,220	611	..	611
Germany .. .. .	"	8,635	..	8,635	2,500	..	2,500
Total ..		18,668	..	18,668	5,403	..	5,403
(b) Wattle Bark.							
Great Britain .. .. .	Cwt.	32,204	..	32,204	12,282	..	12,282
India and Burmah.. .. .	"	7,111	..	7,111	2,794	..	2,794
Belgium .. .. .	"	6,845	..	6,845	2,598	..	2,598
Egypt .. .. .	"	5,319	..	5,319	2,103	..	2,103
Germany .. .. .	"	28,007	..	28,007	10,820	..	10,820
Holland .. .. .	"	12,491	..	12,491	4,785	..	4,785
Italy .. .. .	"	434	..	434	173	..	173
Japan .. .. .	"	9,208	..	9,208	3,557	..	3,557
Total ..		101,619	..	101,619	39,112	..	39,112
(c) Wattle Extract.							
Great Britain .. .. .	Cwt.	14,181	..	14,181	16,100	..	16,100
Straits Settlements .. .. .	"	40	..	40	36	..	36
Germany .. .. .	"	4,060	..	4,060	3,833	..	3,833
Holland .. .. .	"	1,100	..	1,100	1,385	..	1,385
Italy .. .. .	"	600	..	600	730	..	730
Japan .. .. .	"	3	..	3	4	..	4
Sweden .. .. .	"	300	..	300	390	..	390
Total ..		20,284	..	20,284	22,478	..	22,478
(2) Bones, Horns, Hoofs (other than Sportsmen's Trophies).							
Japan .. .. .	Cwt.	3	..	3	3	..	3

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS II.—RAW MATERIALS AND ARTICLES MAINLY UNMANUFACTURED (Contd.).							
GROUP (J).—MISCELLANEOUS (Contd.).							
(5) <i>Hippopotamus Teeth.</i>							
Zanzibar .. .. .	Cwt.	2	..	2	7	..	7
(6) <i>Ice.</i>							
Ships' Stores .. .. .	Cwt.	2,550	..	2,550	885	..	885
(7) <i>Ivory, Elephant.</i>							
Great Britain .. .. .	Cwt.	286	17	303	20,729	1,275	22,004
India and Burmah.. .. .	"	161	44	205	9,591	2,460	12,051
Zanzibar .. .. .	"	102	1	103	5,775	56	5,831
Union of South Africa .. .. .	"	1	..	1	92	..	92
Hong Kong .. .. .	"	1	9	10	26	200	226
Belgium .. .. .	"	..	102	102	..	5,760	5,760
France .. .. .	"	1	..	1	55	10	65
Germany .. .. .	"	6	1	7	475	80	555
Holland .. .. .	"	1	..	1	117	..	117
Japan .. .. .	"	25	3	28	1,704	180	1,884
United States of America .. .. .	"	3	..	3	369	..	369
Total ..		587	177	764	38,933	10,021	48,954
(8) <i>Kapok.</i>							
Great Britain .. .. .	Ton	1	..	1	41	..	41
(10) <i>Plants, Bulbs, Shrubs and Trees.</i>							
Great Britain .. .. .	Value	..	..	..	15	..	15
Union of South Africa .. .. .	"	..	..	..	172	..	172
Tanganyika Territory .. .. .	"	..	..	..	111	2	113
French Possessions .. .. .	"	..	..	..	..	4	4
Holland .. .. .	"	..	..	..	5	..	5
Total ..		..	..	..	303	6	309
(11) <i>Rhino. Horns.</i>							
Great Britain .. .. .	Cwt.	..	..	..	28	..	28
Zanzibar .. .. .	"	1	..	1	146	..	146
Hong Kong .. .. .	"	13	23	36	2,681	3,907	6,588
France .. .. .	"	..	..	..	..	88	88
Japan .. .. .	"	..	2	2	101	368	469
Total ..		14	25	39	2,956	4,363	7,319
(12) <i>Seeds, Miscellaneous Agricultural.</i>							
Tanganyika Territory .. .. .	Ton	1	2	3	23	24	47
Belgian Congo .. .. .	"	..	..	..	..	2	2
Total ..		1	2	3	23	26	49
(13) <i>Shells, Marine.</i>							
India and Burmah.. .. .	Ton	145	..	145	883	..	883
Tanganyika Territory .. .. .	"	..	..	..	4	2	6
Total ..		145	..	145	887	2	889
(14) <i>Shells, Tortoise.</i>							
Zanzibar .. .. .	Cwt.	1	..	1	231	..	231
Japan .. .. .	"	..	..	..	16	..	16
Total ..		1	..	1	247	..	247

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS II.—RAW MATERIALS AND ARTICLES MAINLY UNMANUFACTURED (Contd.).							
GROUP (J) MISCELLANEOUS Contd.							
(15) <i>Sportsmen's Trophies.</i>							
Great Britain .. .. .	Value	..	..	..	2,294	325	2,619
Zanzibar .. .. .	"	..	..	..	25	..	25
Union of South Africa .. .. .	"	..	..	..	32	..	32
Australia .. .. .	"	..	..	..	28	10	38
Tanganyika Territory .. .. .	"	..	..	..	306	..	306
Belgium .. .. .	"	..	..	..	20	..	20
Egypt .. .. .	"	..	..	..	38	110	148
France .. .. .	"	..	..	..	60	..	60
Germany .. .. .	"	..	..	..	81	..	81
Holland .. .. .	"	..	..	..	25	20	45
Italy .. .. .	"	..	..	..	75	..	75
Portuguese Possessions .. .. .	"	..	..	..	2	20	22
Sweden .. .. .	"	..	..	..	125	..	125
Miscellaneous Ports of Asia .. .. .	"	..	..	..	..	3	3
United States of America .. .. .	"	..	..	..	564	885	1,449
Total .. .. .		..	..	..	3,675	1,373	5,048
(16) <i>Tar and Pitch.</i>							
Tanganyika Territory .. .. .	Ton	..	10	10	..	89	89
(17) <i>Wool.</i>							
Great Britain .. .. .	Cwt.	7,899	..	7,899	103,040	..	103,040
(18) <i>Goods, Unmanufactured, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	..	..	298	2	300
Zanzibar .. .. .	"	..	..	..	60	..	60
Union of South Africa .. .. .	"	..	..	..	1,000	..	1,000
Australia .. .. .	"	..	..	..	2	..	2
Tanganyika Territory .. .. .	"	..	..	..	278	43	321
Hong Kong .. .. .	"	..	..	..	298	..	298
Belgium .. .. .	"	..	..	..	5	24	29
France .. .. .	"	..	..	..	11	..	11
Holland .. .. .	"	..	..	..	6	..	6
Italian East Africa .. .. .	"	..	..	..	419	1	420
Total .. .. .		..	..	..	2,377	70	2,447
TOTAL CLASS II .. .. .		..	..	..	4,767,690	305,541	5,073,231
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.							
GROUP (B).—EARTHENWARE, GLASS, ETC.							
(a) <i>Chinaware, etc.:</i>							
(1) <i>Earthenware General.</i>							
Great Britain .. .. .	Value	..	..	..	..	40	40
Tanganyika Territory .. .. .	"	..	..	..	..	994	994
Other British Possessions .. .. .	"	..	..	..	..	19	19
Belgian Congo .. .. .	"	..	..	..	..	101	101
Italian East Africa .. .. .	"	..	..	..	..	132	132
Total .. .. .		..	..	..	..	1,286	1,286
(2) <i>Bricks and Tiles.</i>							
Zanzibar .. .. .	Thousands	..	15	15	..	25	25
Tanganyika Territory .. .. .	"	1	..	1	5	..	5
Miscellaneous Ports of America .. .. .	"	..	3	3	..	20	20
Ships' Stores .. .. .	"	..	4	4	..	8	8
Total .. .. .		1	22	23	5	53	58

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).					£	£	£
GROUP (B).—EARTHENWARE, GLASSWARE, ETC. (Contd.).							
(4) Sanitary Ware.							
Tanganyika Territory .. .. .	Value	..	..	..	..	58	58
(b) Glass and Glassware:—							
(1) Chimneys, Globes and Shades.							
Tanganyika Territory .. .. .	No.	..	18,917	18,917	..	312	312
Belgian Congo .. .. .	"	..	245	245	..	24	24
Italian East Africa .. .. .	"	..	564	564	..	7	7
Total ..		..	19,726	19,726	..	343	343
(2) Glass Bottles and Jars, Common.							
India and Burmah.. .. .	No.	..	15,464	15,464	..	25	25
Union of South Africa .. .. .	"	..	136,600	136,600	..	385	385
Tanganyika Territory .. .. .	"	..	5,135	5,135	..	68	68
Belgian Congo .. .. .	"	..	120	120	..	2	2
Germany .. .. .	"	..	96	96	..	3	3
Total ..		..	157,415	157,415	..	483	483
(3) Glassware, Domestic and Fancy.							
Tanganyika Territory .. .. .	Value	..	..	..	..	494	494
(4) Mirrors and Looking Glasses.							
Tanganyika Territory .. .. .	Value	..	..	..	..	289	289
Italian East Africa .. .. .	"	..	..	..	..	2	2
Total ..		..	..	..	..	291	291
(5) Plate and Sheet Glass.							
Tanganyika Territory .. .. .	Sq. ft.	..	15,482	15,482	..	317	317
(6) Glass and Glassware, unspecified.							
Great Britain .. .. .	Value	..	..	..	..	10	10
Tanganyika Territory .. .. .	"	..	..	..	..	23	23
Belgian Congo .. .. .	"	..	..	..	..	27	27
Italian East Africa .. .. .	"	..	..	..	..	24	24
Total ..		..	..	..	..	84	84
(c) Miscellaneous:—							
(1) Asbestos, Manufactured.							
Tanganyika Territory .. .. .	Ton	..	25	25	..	366	366
(2) Cement, Building.							
Great Britain .. .. .	Ton	..	3	3	..	13	13
Tanganyika Territory .. .. .	"	..	2,894	2,894	..	11,433	11,433
Arabia .. .. .	"	..	..	..	..	2	2
Belgian Congo .. .. .	"	..	532	532	..	2,591	2,591
Total ..		..	3,429	3,429	..	14,039	14,039
(4) Fireclay.							
Tanganyika Territory .. .. .	Ton	..	1	1	..	5	5
(5) Grindstones.							
Tanganyika Territory .. .. .	Value	..	..	..	..	17	17
(7) Mining and Quarry Products, Manufactured, unspecified.							
Tanganyika Territory .. .. .	Ton	37	..	37	178	13	191



TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
GROUP (C).—IRON AND STEEL AND MANUFACTURES THEREOF.							
(1) <i>Anchors, Chains and Grapnels.</i>							
Tanganyika Territory .. .. .	Ton	..	11	11	..	198	198
Italian East Africa .. .. .	"	..	..	..	..	3	3
Total ..		..	11	11	..	201	201
(2) <i>Bars, Rods, Angles, Shapes and Sections.</i>							
India and Burmah.. .. .	Ton	..	5	5	..	25	25
Zanzibar .. .. .	"	..	..	..	..	4	4
Tanganyika Territory .. .. .	"	..	66	66	..	805	805
Other British Possessions .. .. .	"	..	1	1	..	100	100
Belgian Congo .. .. .	"	..	..	..	..	3	3
Italian East Africa .. .. .	"	..	6	6	..	75	75
Portuguese Possessions .. .. .	"	..	..	..	..	8	8
Total ..		..	78	78	..	1,020	1,020
(3) <i>Bedsteads and Finished Parts thereof.</i>							
India and Burmah.. .. .	Ton	..	..	..	..	25	25
Tanganyika Territory .. .. .	"	..	22	22	..	663	663
Belgian Congo .. .. .	"	..	..	..	..	10	10
Italian East Africa .. .. .	"	..	..	..	..	1	1
Total ..		..	22	22	..	699	699
(4) <i>Buildings, Complete.</i>							
Tanganyika Territory .. .. .	Ton	..	36	36	..	725	725
(5) <i>Galvanised Sheets, Corrugated.</i>							
Tanganyika Territory .. .. .	Ton	..	623	623	..	10,051	10,051
Belgian Congo .. .. .	"	..	104	104	..	2,438	2,438
Italian East Africa .. .. .	"	..	..	..	..	4	4
Total ..		..	727	727	..	12,493	12,493
(6) <i>Galvanised Sheets, Flat.</i>							
Zanzibar .. .. .	Ton	..	1	1	..	20	20
Tanganyika Territory .. .. .	"	..	3	3	..	52	52
Belgian Congo .. .. .	"	..	10	10	..	195	195
Total ..		..	14	14	..	267	267
(7) <i>Girders, Beams, Joists, Pillars, etc.</i>							
Tanganyika Territory .. .. .	Ton	..	1	1	..	49	49
(8) <i>Hollow-ware, Enamelled.</i>							
Great Britain .. .. .	Ton	..	..	..	..	9	9
Tanganyika Territory .. .. .	"	..	65	65	..	4,173	4,173
Belgian Congo .. .. .	"	..	4	4	..	234	234
Italian East Africa .. .. .	"	..	5	5	..	375	375
Japan .. .. .	"	..	..	..	..	1	1
Portuguese Possessions .. .. .	"	..	2	2	..	138	138
Total ..		..	76	76	..	4,930	4,930
(9) <i>Hollow-ware, not Enamelled.</i>							
Tanganyika Territory .. .. .	Ton	..	7	7	..	458	458
(10) <i>Iron, Hoop or Band, for Baling Purposes.</i>							
Tanganyika Territory .. .. .	Ton	..	46	46	..	690	690

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
GROUP (C).—IRON AND STEEL, AND MANUFACTURES THEREOF (Contd.).							
(11) <i>Nails, Screws, Rivets, Bolts, Hinges, etc.</i>							
India and Burmah .. .. .	Ton	..	1	1	..	30	30
Anganyika Territory .. .. .	"	..	90	90	..	2,230	2,230
Belgian Congo .. .. .	"	..	22	22	..	496	496
Italian East Africa .. .. .	"	..	..	..	..	2	2
Total ..		..	113	113	..	2,758	2,758
(12) <i>Plates and Sheets, not Galvanised.</i>							
Anganyika Territory .. .. .	Ton	..	2	2	..	66	66
Russia .. .. .	"	..	1	1	..	126	126
Total ..		..	3	3	..	192	192
(13) <i>Posts, Gates and Other Fencing Materials, not elsewhere enumerated.</i>							
Anganyika Territory .. .. .	Ton	..	..	..	..	1	1
(14) <i>Rails, Sleepers, Fishplates, etc.</i>							
Anganyika Territory .. .. .	Ton	..	133	133	..	699	699
Madagascar .. .. .	"	..	..	..	..	8	8
Belgian Congo .. .. .	"	..	109	109	..	1,022	1,022
Total ..		..	242	242	..	1,729	1,729
(15) <i>Stoves, Grates and Ranges (Domestic).</i>							
Anganyika Territory .. .. .	Ton	..	6	6	..	405	405
Other British Possessions .. .. .	"	..	..	..	..	2	2
Belgian Congo .. .. .	"	..	..	..	..	14	14
Portuguese Possessions .. .. .	"	..	..	..	..	6	6
Total ..		..	6	6	..	427	427
(16) <i>Safes.</i>							
Anganyika Territory .. .. .	Ton	..	7	7	..	531	531
Other British Possessions .. .. .	"	..	..	..	..	20	20
Belgian Congo .. .. .	"	..	1	1	..	44	44
Portuguese Possessions .. .. .	"	..	..	..	..	9	9
Total ..		..	8	8	..	604	604
(17) <i>Tubes, Pipes and their Fittings.</i>							
Anganyika Territory .. .. .	Ton	..	46	46	..	1,108	1,108
(18) <i>Wire Cable and Rope (not Electrical).</i>							
Anganyika Territory .. .. .	Ton	..	1	1	..	99	99
(19) <i>Wire Fencing and Baling.</i>							
Anganyika Territory .. .. .	Ton	..	21	21	..	476	476
Belgian Congo .. .. .	"	..	..	..	..	2	2
Total ..		..	21	21	..	478	478
(20) <i>Wire, Iron, Other Sorts.</i>							
Anganyika Territory .. .. .	Ton	..	21	21	..	683	683
Belgian Congo .. .. .	"	..	1	1	..	69	69
Total ..		..	22	22	..	752	752
(21) <i>Wire, Steel, Other Sorts.</i>							
Anganyika Territory .. .. .	Ton	..	..	..	..	1	1

TABLE VII—*Contd.*

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED ( <i>Contd.</i> ).							
GROUP (C).—IRON AND STEEL, AND MANUFACTURES THEREOF ( <i>Contd.</i> ).							
(22) <i>Wire Netting and Gauze.</i>							
Tanganyika Territory .. .. .	Ton	..	22	22	..	937	937
Belgian Congo .. .. .	"	..	..	..	..	1	1
Total ..		..	22	22	..	938	938
(23) <i>Wire Mattresses.</i>							
Tanganyika Territory .. .. .	Value	..	..	..	..	7	7
(24) <i>Iron and Steel Manufactures, unenumerated.</i>							
Great Britain .. .. .	Ton	..	4	4	..	305	305
India and Burmah.. .. .	"	..	8	8	..	226	226
Zanzibar .. .. .	"	..	13	13	..	274	274
Union of South Africa .. .. .	"	..	7	7	..	438	438
Tanganyika Territory .. .. .	"	..	47	47	..	1,683	1,683
Straits Settlements .. .. .	"	..	24	24	..	600	600
Other British Possessions .. .. .	"	..	..	..	..	1	1
Belgian Congo .. .. .	"	..	21	21	..	982	982
Belgium .. .. .	"	..	2	2	..	303	303
Germany .. .. .	"	..	2	2	..	90	90
Holland .. .. .	"	..	1	1	..	15	15
Italian East Africa .. .. .	"	..	1	1	..	64	64
Italy .. .. .	"	..	840	840	..	955	955
Ships' Stores .. .. .	"	..	..	..	..	2	2
Total ..		..	970	970	..	5,938	5,938
GROUP (D).—NON-FERROUS METALS AND MANUFACTURES THEREOF.							
(1) <i>Aluminium Hollow-ware, Domestic.</i>							
India and Burmah.. .. .	Ton	..	..	..	..	4	4
Tanganyika Territory .. .. .	"	..	18	18	..	3,171	3,171
Belgian Congo .. .. .	"	..	2	2	..	311	311
Germany .. .. .	"	..	..	..	..	11	11
Italian East Africa .. .. .	"	..	..	..	..	71	71
Total ..		..	20	20	..	3,568	3,568
(2) <i>Aluminium Wire.</i>							
Tanganyika Territory .. .. .	Ton	..	1	1	..	165	165
Belgian Congo .. .. .	"	..	1	1	..	164	164
Italian East Africa .. .. .	"	..	1	1	..	121	121
Total ..		..	3	3	..	450	450
(3) <i>Aluminium Sheets.</i>							
Tanganyika Territory .. .. .	Ton	..	..	..	..	10	10
(5) <i>Brass Wire.</i>							
Tanganyika Territory .. .. .	Ton	..	6	6	..	472	472
Belgian Congo .. .. .	"	..	..	..	..	12	12
Italian East Africa .. .. .	"	..	..	..	..	9	9
Portuguese Possessions .. .. .	"	..	..	..	..	12	12
Total ..		..	6	6	..	505	505
(6) <i>Brass Manufactures, unenumerated.</i>							
Great Britain .. .. .	Ton	..	..	..	..	40	40
India and Burmah.. .. .	"	..	5	5	..	135	135
Zanzibar .. .. .	"	..	..	..	..	14	14
Union of South Africa .. .. .	"	..	..	..	..	7	7
Tanganyika Territory .. .. .	"	..	2	2	..	300	300
Total ..		..	7	7	..	496	496

TABLE VII—Contd

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
GROUP (D).—NON-FERROUS METALS AND MANUFACTURES THEREOF (Contd.).							
<i>(7) Copper Sheets, Plain or Perforated.</i>							
Tanganyika Territory .. .. .	Ton	..	..	..	..	5	5
<i>(8) Copper Wire.</i>							
Tanganyika Territory .. .. .	Ton	..	20	20	..	1,837	1,837
Belgian Congo .. .. .	"	..	1	1	..	77	77
Ships' Stores. .. .. .	"	..	..	..	..	1	1
Total ..		..	21	21	..	1,915	1,915
<i>(9) Copper Manufactures, unenumerated.</i>							
Great Britain .. .. .	Ton	..	..	..	..	1	1
India and Burmah.. .. .	"	..	..	..	..	10	10
Tanganyika Territory .. .. .	"	..	1	1	..	56	56
Belgian Congo .. .. .	"	..	..	..	..	10	10
Total ..		..	1	1	..	77	77
<i>(11) Lead Manufactures, unenumerated.</i>							
India and Burmah.. .. .	Ton	..	1	1	..	57	57
Tanganyika Territory .. .. .	"	..	..	..	..	17	17
Total ..		..	1	1	..	74	74
<i>(12) Tin, Bar, Plate or Sheet.</i>							
Tanganyika Territory .. .. .	Ton	..	..	..	..	4	4
<i>(13) Tin Manufactures, unenumerated.</i>							
Great Britain .. .. .	Ton	..	..	..	..	4	4
India and Burmah.. .. .	"	..	..	..	..	5	5
Tanganyika Territory .. .. .	"	..	3	3	..	116	116
Arabia .. .. .	"	..	..	..	..	2	2
Italian East Africa .. .. .	"	..	1	1	..	28	28
United States of America .. .. .	"	..	..	..	..	1	1
Total ..		..	4	4	..	156	156
<i>(14) Zinc, Bar, Plate or Sheet.</i>							
Tanganyika Territory .. .. .	Ton	..	..	..	..	4	4
<i>(15) Zine Manufactures, unenumerated.</i>							
Tanganyika Territory .. .. .	Ton	..	..	..	..	6	6
<i>(16) Metal, Bar, Block, Ingots or Pigs.</i>							
Tanganyika Territory .. .. .	Ton	..	..	..	..	5	5
<i>(17) Other Manufactures, not elsewhere specified.</i>							
Tanganyika Territory .. .. .	Ton	..	1	1	..	140	140
Italian East Africa .. .. .	"	..	..	..	..	9	9
Italy .. .. .	"	..	694	694	..	780	780
Total ..		..	695	695	..	929	929
GROUP (E).—CUTLERY, HARDWARE, INSTRUMENTS AND IMPLEMENTS.							
<i>(1) Agricultural and Horticultural Tools.</i>							
Zanzibar .. .. .	Value	..	..	..	..	3	3
Union of South Africa .. .. .	"	..	..	..	..	975	975
Tanganyika Territory .. .. .	"	..	..	..	..	5,962	5,962
Belgian Congo .. .. .	"	..	..	..	..	40	40
Total ..		..	..	..	..	6,980	6,980

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
GROUP (E).—CUTLERY, HARDWARE, INSTRUMENTS AND IMPLEMENTS (Contd.).							
(2) <i>Artisans' Tools.</i>							
Great Britain .. .. .	Value	..	..	..	..	13	13
Tanganyika Territory .. .. .	"	..	..	..	..	1,479	1,479
Other British Possessions .. .. .	"	..	..	..	..	5	5
Belgian Congo .. .. .	"	..	..	..	..	790	790
French Possessions .. .. .	"	..	..	..	..	21	21
Total ..		..	..	..	..	2,308	2,308
(3) <i>Bioscopes, Magic Lanterns, Cinematographs and Parts thereof.</i>							
Tanganyika Territory .. .. .	Value	..	..	..	..	88	88
(4) <i>Clocks, Complete.</i>							
Great Britain .. .. .	No.	..	1	1	..	5	5
Tanganyika Territory .. .. .	"	..	354	354	..	164	164
Total ..		..	355	355	..	169	169
(5) <i>Cutlers' Wares, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	..	..	..	116	116
Tanganyika Territory .. .. .	"	..	..	..	..	923	923
Italian East Africa .. .. .	"	..	..	..	..	153	153
Total ..		..	..	..	..	1,192	1,192
(6) <i>Hardware, other than Hollow-ware.</i>							
Great Britain .. .. .	Cwt.	..	9	9	..	83	83
Union of South Africa .. .. .	"	..	9	9	..	66	66
Tanganyika Territory .. .. .	"	..	288	288	..	1,316	1,316
Belgian Congo .. .. .	"	..	42	42	..	161	161
Italian East Africa .. .. .	"	..	73	73	..	508	508
Total ..		..	421	421	..	2,134	2,134
(7) <i>Locks and Fastenings for Doors and Windows.</i>							
Tanganyika Territory .. .. .	Value	..	..	..	..	868	868
Belgian Congo .. .. .	"	..	..	..	..	4	4
Italian East Africa .. .. .	"	..	..	..	..	37	37
Portuguese Possessions .. .. .	"	..	..	..	..	12	12
Total ..		..	..	..	..	921	921
(8) <i>Implements and Tools and Parts thereof.</i>							
Great Britain .. .. .	Value	..	..	..	..	81	81
Zanzibar .. .. .	"	..	..	..	..	64	64
Union of South Africa .. .. .	"	..	..	..	..	91	91
Tanganyika Territory .. .. .	"	..	..	..	..	4,278	4,278
Belgian Congo .. .. .	"	..	..	..	..	123	123
France .. .. .	"	..	..	..	..	12	12
Total ..		..	..	..	..	4,649	4,649
(9) <i>Knives, other than Machine Knives.</i>							
Tanganyika Territory .. .. .	Dozen	..	2,920	2,920	..	731	731
Germany .. .. .	"	..	50	50	..	12	12
Italian East Africa .. .. .	"	..	40	40	..	14	14
Portuguese Possessions .. .. .	"	..	100	100	..	26	26
Total ..		..	3,110	3,110	..	783	783

TABLE VII—Contd

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
GROUP (E).—CUTLERY, HARDWARE INSTRUMENTS AND IMPLEMENTS (Contd.).							
(11) <i>Photographic Cameras.</i>							
Great Britain .. .. .	Value	..	..	..	..	27	27
Tanganyika Territory .. .. .	"	..	..	..	..	993	993
Total ..		..	..	..	..	1,020	1,020
(12) <i>Ploughs, Harrows, Cultivators, Drillers, etc.</i>							
Great Britain .. .. .	No.	..	3	3	..	123	123
Union of South Africa .. .. .	"	..	136	136	..	329	329
Tanganyika Territory .. .. .	"	..	300	300	..	3,209	3,209
Belgian Congo .. .. .	"	..	19	19	..	541	541
Total ..		..	458	458	..	4,202	4,202
(13) <i>Razors.</i>							
Tanganyika Territory .. .. .	Dozen	..	399	399	..	132	132
(14) <i>Shovels, Spades, Axes and Matchets.</i>							
Tanganyika Territory .. .. .	No.	..	211,822	211,822	..	5,467	5,467
Belgian Congo .. .. .	"	..	30,631	30,631	..	1,007	1,007
Germany .. .. .	"	..	150	150	..	5	5
Total ..		..	242,603	242,603	..	6,479	6,479
(15) <i>Surgical Instruments and Appliances.</i>							
Great Britain .. .. .	Value	..	..	..	..	168	168
Tanganyika Territory .. .. .	"	..	..	..	..	108	108
Belgian Congo .. .. .	"	..	..	..	..	3	3
Total ..		..	..	..	..	279	279
(16) <i>Scientific Instruments and Appliances.</i>							
Great Britain .. .. .	Value	..	..	..	..	407	407
Zanzibar .. .. .	"	..	..	..	..	1	1
Union of South Africa .. .. .	"	..	..	..	..	5	5
Tanganyika Territory .. .. .	"	..	..	..	..	45	45
Belgian Congo .. .. .	"	..	..	..	..	7	7
Portuguese Possessions .. .. .	"	..	..	..	..	164	164
Ships' Stores .. .. .	"	..	..	..	..	10	10
Total ..		..	..	..	..	639	639
(17) <i>Stoves, Primus and other Oil.</i>							
India and Burmah .. .. .	Cwt.	..	..	..	..	2	2
Tanganyika Territory .. .. .	"	..	14	14	..	151	151
Belgian Congo .. .. .	"	..	2	2	..	17	17
Total ..		..	16	16	..	170	170
(18) <i>Watches, Complete.</i>							
Union of South Africa .. .. .	No.	..	2	2	..	10	10
Tanganyika Territory .. .. .	"	..	839	839	..	293	293
Total ..		..	841	841	..	303	303
GROUP (F).—ELECTRICAL GOODS AND APPARATUS.							
(1) <i>Electric Wires and Cables, Insulated.</i>							
Tanganyika Territory .. .. .	Value	..	..	..	..	71	71

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
GROUP (F) ELECTRICAL GOODS AND APPARATUS (Contd.)							
<i>(2) Electric Wires and Cables not Insulated.</i>							
Zanzibar .. .. .	Value	..	..	..	..	25	25
Tanganyika Territory .. .. .	"	..	..	..	..	3	3
Total ..		..	..	..	..	28	28
<i>(3) Electrical Goods and Apparatus, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	..	..	..	241	241
India and Burmah .. .. .	"	..	..	..	..	15	15
Zanzibar .. .. .	"	..	..	..	..	55	55
Tanganyika Territory .. .. .	"	..	..	..	..	676	676
Other British Possessions .. .. .	"	..	..	..	..	5	5
Belgian Congo .. .. .	"	..	..	..	..	50	50
Germany .. .. .	"	..	..	..	..	100	100
Total ..		..	..	..	..	1,142	1,142
<i>(4) Electric Light Bulbs.</i>							
Tanganyika Territory .. .. .	No.	..	1,928	1,928	..	41	41
<i>(5) Telegraph and Telephone Instruments and Apparatus.</i>							
Tanganyika Territory .. .. .	Value	..	..	..	..	107	107
<i>(6) Wireless Apparatus.</i>							
Union of South Africa .. .. .	Value	..	..	..	..	180	180
Tanganyika Territory .. .. .	"	..	..	..	..	76	76
Total ..		..	..	..	..	256	256
GROUP (G).—MACHINERY.							
<i>(1) Agricultural Machinery and Parts thereof.</i>							
Great Britain .. .. .	Ton	..	..	..	..	20	20
Union of South Africa .. .. .	"	..	1	1	..	38	38
Tanganyika Territory .. .. .	"	..	22	22	..	2,061	2,061
Belgian Congo .. .. .	"	..	3	3	..	186	186
Belgium .. .. .	"	..	4	4	..	400	400
Italian East Africa .. .. .	"	..	..	..	..	2	2
Total ..		..	30	30	..	2,707	2,707
<i>(2) Electrical Machinery and Parts thereof.</i>							
Tanganyika Territory .. .. .	Ton	..	5	5	..	1,041	1,041
Sweden .. .. .	"	..	1	1	..	75	75
Total ..		..	6	6	..	1,116	1,116
<i>(3) Engines, Internal Combustion, (not for Vehicles).</i>							
Tanganyika Territory .. .. .	No. Ton	..	28 27	28 27	..	2,788 ..	2,788 ..
<i>(4) Industrial Machinery and Parts thereof.</i>							
Great Britain .. .. .	Ton	..	2	2	..	187	187
Union of South Africa .. .. .	"	..	8	8	..	1,041	1,041
Tanganyika Territory .. .. .	"	..	160	160	..	14,113	14,113
Belgian Congo .. .. .	"	..	2	2	..	325	325
Belgium .. .. .	"	..	..	..	..	10	10
Total ..		..	172	172	..	15,676	15,676

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
GROUP (G).—MACHINERY (Contd.).							
(5) <i>Pumps and Pumping Machinery.</i>							
Great Britain .. .. .	Ton	..	..	..	..	4	4
Malanzibar .. .. .	"	..	1	1	..	73	73
Malanganyika Territory .. .. .	"	..	8	8	..	515	515
Total ..		..	9	9	..	592	592
(6) <i>Machinery and Parts thereof, not elsewhere specified.</i>							
Great Britain .. .. .	Ton	..	2	2	..	322	322
Malanzibar .. .. .	"	..	..	..	..	4	4
Union of South Africa .. .. .	"	..	..	..	..	50	50
Malanganyika Territory .. .. .	"	..	85	85	..	7,121	7,121
Belgian Congo .. .. .	"	..	4	4	..	366	366
Egypt .. .. .	"	..	2	2	..	500	500
Germany .. .. .	"	..	..	..	..	36	36
Malian East Africa .. .. .	"	..	..	..	..	22	22
Total ..		..	93	93	..	8,421	8,421
GROUP (H).—MANUFACTURES OF WOOD AND TIMBER.							
(1) <i>Furniture and Cabinet-ware.</i>							
Great Britain .. .. .	Value	..	..	..	..	78	78
Malanzibar .. .. .	"	..	..	..	..	73	73
Malanganyika Territory .. .. .	"	..	..	..	474	983	1,457
Belgian Congo .. .. .	"	..	..	..	..	187	187
France .. .. .	"	..	..	..	..	51	51
Portuguese Possessions .. .. .	"	..	..	..	..	7	7
Total ..		..	..	..	474	1,379	1,853
(2) <i>Builders Woodwork, (Window Frames, Doors, etc.).</i>							
Malanganyika Territory .. .. .	Value	..	..	..	187	25	212
Malian East Africa .. .. .	"	..	..	..	1	..	1
Total ..		..	..	..	188	25	213
(3) <i>Manufactures, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	..	..	..	59	59
Malanzibar .. .. .	"	..	..	..	..	84	84
Union of South Africa .. .. .	"	..	..	..	..	75	75
Malanganyika Territory .. .. .	"	..	..	..	240	600	840
Malabar .. .. .	"	..	..	..	..	10	10
Belgian Congo .. .. .	"	..	..	..	..	27	27
Malaysia .. .. .	"	..	..	..	..	2,078	2,078
Maldives' Stores .. .. .	"	..	..	..	..	13	13
Total ..		..	..	..	240	2,946	3,186
GROUP (I).—COTTON YARNS AND MANUFACTURES.							
(1) <i>Piece Goods:—</i>							
(a) <i>Grey, Unbleached.</i>							
Malanzibar .. .. .	Yard	..	14,263	14,263	..	482	482
	Cwt.	..	61	61	..	..	..
Malanganyika Territory .. .. .	Yard	..	2,899,661	2,899,661	..	53,083	53,083
	Cwt.	..	8,717	8,717	..	..	..
Other British Possessions .. .. .	Yard	..	51,000	51,000	..	953	953
	Cwt.	..	157	157	..	..	..
Belgian Congo .. .. .	Yard	..	74,100	74,100	..	1,373	1,373
	Cwt.	..	232	232	..	..	..
Malian East Africa .. .. .	Yard	..	303,950	303,950	..	5,608	5,608
	Cwt.	..	900	900	..	..	..
Portuguese Possessions .. .. .	Yard	..	4,500	4,500	..	79	79
	Cwt.	..	14	14	..	..	..
Total ..	Yard	..	3,347,474	3,347,474	..	61,578	61,578
	Cwt.	..	10,081	10,081	..	..	..



TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).</b>							
<b>GROUP (I).—COTTON YARNS AND MANUFACTURES (Contd.).</b>							
<b>(1) Piece Goods (Contd.).</b>							
<b>(b) Bleached.</b>							
Great Britain .. .. .	Yard	..	1,977	1,977	..	42	42
Zanzibar .. .. .	"	..	95,950	95,950	..	2,055	2,055
Union of South Africa .. .. .	"	..	1,017	1,017	..	25	25
Tanganyika Territory .. .. .	"	..	540,217	540,217	..	10,913	10,913
Other British Possessions .. .. .	"	..	4,060	4,060	..	75	75
Belgian Congo .. .. .	"	..	11,305	11,305	..	234	234
Italian East Africa .. .. .	"	..	22,187	22,187	..	497	497
Holland .. .. .	"	..	40	40	..	2	2
Portuguese Possessions .. .. .	"	..	33,678	33,678	..	687	687
<b>Total ..</b>		..	<b>710,431</b>	<b>710,431</b>	..	<b>14,530</b>	<b>14,530</b>
<b>(c) Printed.</b>							
Zanzibar .. .. .	Yard	..	172,749	172,749	..	5,991	5,991
Tanganyika Territory .. .. .	"	..	513,374	513,374	..	14,634	14,634
Italian East Africa .. .. .	"	..	10,224	10,224	..	323	323
Portuguese Possessions .. .. .	"	..	35,169	35,169	..	916	916
Japan .. .. .	"	..	4,500	4,500	..	214	214
<b>Total ..</b>		..	<b>736,016</b>	<b>736,016</b>	..	<b>22,078</b>	<b>22,078</b>
<b>(d) Dyed in the Piece.</b>							
Great Britain .. .. .	Yard	..	7,086	7,086	..	451	451
Zanzibar .. .. .	"	..	43,433	43,433	..	1,705	1,705
Union of South Africa .. .. .	"	..	234	234	..	30	30
Tanganyika Territory .. .. .	"	..	917,349	917,349	..	30,727	30,727
Belgian Congo .. .. .	"	..	21,157	21,157	..	812	812
Belgium .. .. .	"	..	211	211	..	15	15
Italian East Africa .. .. .	"	..	21,512	21,512	..	568	568
Portuguese Possessions .. .. .	"	..	39,459	39,459	..	1,494	1,494
<b>Total ..</b>		..	<b>1,050,441</b>	<b>1,050,441</b>	..	<b>35,802</b>	<b>35,802</b>
<b>(e) Coloured (Manufactured Wholly or in Part of Dyed Yarn).</b>							
India and Burmah.. .. .	Yard	..	2,840	2,840	..	228	228
Zanzibar .. .. .	"	..	87,130	87,130	..	3,944	3,944
Tanganyika Territory .. .. .	"	..	2,240,421	2,240,421	..	59,861	59,861
Belgian Congo .. .. .	"	..	14,508	14,508	..	518	518
Italian East Africa .. .. .	"	..	86,010	86,010	..	3,419	3,419
Portuguese Possessions .. .. .	"	..	4,887	4,887	..	196	196
<b>Total ..</b>		..	<b>2,435,796</b>	<b>2,435,796</b>	..	<b>68,166</b>	<b>68,166</b>
<b>(2) Blankets.</b>							
Great Britain .. .. .	No.	..	12	12	..	2	2
India and Burmah.. .. .	"	..	62	62	..	12	12
Zanzibar .. .. .	"	..	800	800	..	77	77
Union of South Africa .. .. .	"	..	10	10	..	4	4
Tanganyika Territory .. .. .	"	..	229,820	229,820	..	19,776	19,776
Belgian Congo .. .. .	"	..	3,805	3,805	..	387	387
Italian East Africa .. .. .	"	..	120	120	..	26	26
<b>Total ..</b>		..	<b>234,629</b>	<b>234,629</b>	..	<b>20,284</b>	<b>20,284</b>
<b>(3) Thread.</b>							
Tanganyika Territory .. .. .	Lb.	..	48,630	48,630	..	5,474	5,474
Belgian Congo .. .. .	"	..	691	691	..	76	76
Italian East Africa .. .. .	"	..	79	79	..	11	11
<b>Total ..</b>		..	<b>49,400</b>	<b>49,400</b>	..	<b>5,561</b>	<b>5,561</b>

TABLE VII—*Contd.*

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.—(Contd.).</b>							
<b>GROUP (I).—COTTON YARNS AND MANUFACTURES (Contd.).</b>							
<i>(4) Yarns.</i>							
Tanganyika Territory .. .. .	No.	..	205	205	..	10	10
Italian East Africa .. .. .	"	..	800	800	..	41	41
Total ..		..	1,005	1,005	..	51	51
<i>(5) Manufactures, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	..	..	..	66	66
India and Burmah.. .. .	"	..	..	..	..	25	25
Zanzibar .. .. .	"	..	..	..	..	775	775
Union of South Africa .. .. .	"	..	..	..	..	24	24
Tanganyika Territory .. .. .	"	..	..	..	..	2,199	2,199
Belgian Congo .. .. .	"	..	..	..	..	311	311
France .. .. .	"	..	..	..	..	5	5
Italian East Africa .. .. .	"	..	..	..	..	80	80
Ships' Stores .. .. .	"	..	..	..	..	2	2
Total ..		..	..	..	..	3,487	3,487
<b>GROUP (J)—WOOLLEN AND WORSTED YARNS AND MANUFACTURES.</b>							
<i>(1) Blankets.</i>							
Tanganyika Territory .. .. .	No.	..	1,138	1,138	..	451	451
Belgian Congo .. .. .	"	..	8	8	..	10	10
Total ..		..	1,146	1,146	..	461	461
<i>(2) Carpets, Rugs, etc.</i>							
Great Britain .. .. .	Sq. yd.	..	350	350	..	95	95
Tanganyika Territory .. .. .	"	..	835	835	..	184	184
Belgian Congo .. .. .	"	..	30	30	..	26	26
Total ..		..	1,215	1,215	..	305	305
<i>(3) Tissues.</i>							
Tanganyika Territory .. .. .	Yard Cwt.	..	3,960	3,960	..	790	790
<i>(4) Yarns.</i>							
Tanganyika Territory .. .. .	Lb.	..	129	129	..	32	32
<i>(5) Manufactures, not elsewhere specified.</i>							
Zanzibar .. .. .	Value	..	..	..	..	5	5
Tanganyika Territory .. .. .	"	..	..	..	..	78	78
Total ..		..	..	..	..	83	83
<b>GROUP (K).—SILK AND SILK MANUFACTURES.</b>							
<i>(1) Tissues.</i>							
Tanganyika Territory .. .. .	Yard	..	32,290	32,290	..	2,433	2,433
<i>(2) Yarns.</i>							
Tanganyika Territory .. .. .	Lb.	..	3	3	..	2	2
<i>(3) Silk Manufactures, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	..	..	..	5	5
Zanzibar .. .. .	"	..	..	..	..	88	88
Tanganyika Territory .. .. .	"	..	..	..	..	36	36
Italian East Africa .. .. .	"	..	..	..	..	4	4
Total ..		..	..	..	..	133	133

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.—(Contd.).							
GROUP (L).—MANUFACTURES OF ORDINARY TEXTILE MATERIALS.							
(1) <i>Awnings, Tarpaulins, Tents, etc.</i>							
Tanganyika Territory .. .. .	Value	..	..	..	..	616	616
Belgian Congo .. .. .	"	..	..	..	..	411	411
Total ..		..	..	..	..	1,027	1,027
(2) <i>Coir Mats and Matting.</i>							
Tanganyika Territory .. .. .	Sq. yds.	..	234	234	..	13	13
(3) <i>Cordage, Rope and Twine of Hemp and like Materials.</i>							
Tanganyika Territory .. .. .	Cwt.	70	519	589	145	827	972
Belgian Congo .. .. .	"	..	6	6	..	47	47
Italian East Africa .. .. .	"	18	47	65	25	54	79
Ships' Stores .. .. .	"	..	13	13	..	41	41
Total ..		88	585	673	170	969	1,139
(4) <i>Jute Bags and Sacks.</i>							
Tanganyika Territory .. .. .	Dozen	..	50,274	50,274	..	20,516	20,516
	Cwt.	..	12,411	12,411	..	..	..
Belgian Congo .. .. .	Dozen	..	3,350	3,350	..	1,874	1,874
	Cwt.	..	849	849	..	..	..
Italian East Africa .. .. .	Dozen	..	58	58	..	14	14
	Cwt.	..	16	16	..	..	..
Portuguese Possessions .. .. .	Dozen	..	1,600	1,600	..	875	875
	Cwt.	..	247	247	..	..	..
Total ..	Dozen	..	55,282	55,282	..	23,279	23,279
	Cwt.	..	13,523	13,523	..	..	..
(5) <i>Jute Carpets and Rugs.</i>							
Tanganyika Territory .. .. .	Sq. yd.	..	35	35	..	12	12
	Cwt.	..	1	1	..	..	..
(6) <i>Jute Piece Goods.</i>							
Tanganyika Territory .. .. .	Yard	..	100,708	100,708	..	1,769	1,769
	Cwt.	..	554	554	..	..	..
(7) <i>Linen Piece Goods.</i>							
Tanganyika Territory .. .. .	Yard	..	49	49	..	12	12
(8) <i>Linen Thread.</i>							
Tanganyika Territory .. .. .	Lb.	..	4	4	..	1	1
(9) <i>Linen Manufactures, not elsewhere specified.</i>							
Tanganyika Territory .. .. .	Value	..	..	..	..	233	233
(10) <i>Sail Cloth and Canvas.</i>							
Tanganyika Territory .. .. .	Yard	..	2,046	2,046	..	140	140
Italian East Africa .. .. .	"	..	32	32	..	1	1
Total ..		..	2,078	2,078	..	141	141
(11) <i>Textile Manufactures, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	..	..	..	8	8
Zanzibar .. .. .	"	..	..	..	..	50	50
Tanganyika Territory .. .. .	"	..	..	..	..	1,608	1,608
Belgian Congo .. .. .	"	..	..	..	..	14	14
Italian East Africa .. .. .	"	..	..	..	..	5	5
Total ..		..	..	..	..	1,685	1,685

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.—(Contd.).</b>					£	£	£
<b>GROUP (L).—MANUFACTURES OF ORDINARY TEXTILE MATERIALS (Contd.).</b>							
(12) <i>Artificial Silk</i> .—							
(a) <i>Piece Goods</i> .							
Zanzibar .. .. .	Yard	..	4,372	4,372	..	554	554
Tanganyika Territory .. .. .	"	..	37,831	37,831	..	2,443	2,443
Belgian Congo .. .. .	"	..	1,242	1,242	..	71	71
Total ..		..	43,445	43,445	..	3,068	3,068
(b) <i>Manufactures, not elsewhere specified (not Apparel)</i> .							
Tanganyika Territory .. .. .	Value	..	..	..	..	9	9
<b>GROUP (M).—APPAREL.</b>							
(1) <i>Boots and Shoes</i> .							
Union of South Africa .. .. .	Doz. pairs	..	2	2	..	25	25
Tanganyika Territory .. .. .	"	..	1,285	1,285	..	3,422	3,422
Belgian Congo .. .. .	"	..	1	1	..	6	6
Italian East Africa .. .. .	"	..	7	7	..	16	16
Total ..		..	1,295	1,295	..	3,469	3,469
(2) <i>Haberdashery (Soft) and Millinery</i> .							
Great Britain .. .. .	Value	..	..	..	..	10	10
Tanganyika Territory .. .. .	"	..	..	..	..	3,190	3,190
Belgian Congo .. .. .	"	..	..	..	..	50	50
Total ..		..	..	..	..	3,250	3,250
(3) <i>Hats, Caps, etc.</i>							
Tanganyika Territory .. .. .	Dozen	..	3,963	3,963	..	3,921	3,921
Belgian Congo .. .. .	"	..	128	128	..	43	43
Italian East Africa .. .. .	"	..	66	66	..	46	46
Portuguese Possessions .. .. .	"	..	8	8	..	47	47
Total ..		..	4,165	4,165	..	4,057	4,057
(4) <i>Hosiery (Cotton or Wool)</i> .—							
(a) <i>Stockings and Hose</i> .							
Tanganyika Territory .. .. .	Doz. pairs	..	2,475	2,475	..	1,272	1,272
Belgian Congo .. .. .	"	..	11	11	..	18	18
Italian East Africa .. .. .	"	..	4	4	..	2	2
Total ..		..	2,490	2,490	..	1,292	1,292
(b) <i>Other</i> .							
Zanzibar .. .. .	Dozen	..	2,980	2,980	..	873	873
Tanganyika Territory .. .. .	"	..	24,102	24,102	..	8,711	8,711
Other British Possessions .. .. .	"	..	350	350	..	194	194
Belgian Congo .. .. .	"	..	390	390	..	159	159
Italian East Africa .. .. .	"	..	178	178	..	84	84
Portuguese Possessions .. .. .	"	..	920	920	..	395	395
Total ..		..	28,920	28,920	..	10,416	10,416
(5) <i>Wearing Apparel, Second-hand, Imported for Sale</i> .							
Tanganyika Territory .. .. .	Value	..	..	..	..	32	32
Holland .. .. .	"	..	..	..	..	10	10
Italy .. .. .	"	..	..	..	..	15	15
Total ..		..	..	..	..	57	57

TABLE VII—Contd

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED.—Contd.							
GROUP (M).—APPAREL (Contd.).							
<i>(6) Wearing Apparel, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	..	..	..	955	955
Union of South Africa .. .. .	"	..	..	..	..	608	808
Tanganyika Territory .. .. .	"	..	..	..	297	7,248	7,545
Belgian Congo .. .. .	"	..	..	..	..	33	33
Italian East Africa .. .. .	"	..	..	..	..	124	124
Japan .. .. .	"	..	..	..	..	4	4
Portuguese Possessions .. .. .	"	..	..	..	..	556	556
United States of America .. .. .	"	..	..	..	..	2	2
Total ..		..	..	..	297	9,730	10,027
GROUP (N).—CHEMICALS, DRUGS, DYES AND COLOURS.							
<i>(1) Carbonic Acid Gas.</i>							
Tanganyika Territory .. .. .	Lb.	..	2,425	2,425	..	77	77
<i>(2) Cattle and Sheep Dipping Preparations.</i>							
Tanganyika Territory .. .. .	Cwt.	..	155	155	..	242	242
Belgian Congo .. .. .	"	..	20	20	..	95	95
Total ..		..	175	175	..	337	337
<i>(4) Chemical Manufactures and Products, unenumerated.</i>							
Union of South Africa .. .. .	Value	..	..	..	..	250	250
Tanganyika Territory .. .. .	"	..	..	..	..	516	516
Belgian Congo .. .. .	"	..	..	..	..	110	110
Italian East Africa .. .. .	"	..	..	..	..	8	8
Ships' Stores .. .. .	"	..	..	..	..	17	17
Total ..		..	..	..	..	901	901
<i>(5) Disinfectants and Insecticides.</i>							
Tanganyika Territory .. .. .	Cwt.	..	530	530	..	731	731
Belgian Congo .. .. .	"	..	1	1	..	5	5
Italian East Africa .. .. .	"	..	..	..	..	2	2
Portuguese Possessions .. .. .	"	..	7	7	..	70	70
Ships' Stores .. .. .	"	..	1	1	..	1	1
Total ..		..	539	539	..	809	809
<i>(6) Drugs, Medicines and Medicinal Preparations:</i>							
<i>(a) Prepared according to known Formulae.</i>							
Great Britain .. .. .	Value	..	..	..	..	16	16
Zanzibar .. .. .	"	..	..	..	..	2	2
Tanganyika Territory .. .. .	"	..	..	..	..	925	925
Belgian Congo .. .. .	"	..	..	..	..	55	55
Portuguese Possessions .. .. .	"	..	..	..	..	10	10
Total ..		..	..	..	..	1,008	1,008
<i>(b) Prepared according to Secret Formulae.</i>							
India and Burmah .. .. .	Value	..	..	..	..	13	13
Tanganyika Territory .. .. .	"	..	..	..	..	563	563
Total ..		..	..	..	..	576	576
<i>(7) Dyestuffs and Extracts for Dyeing and Tanning.</i>							
Tanganyika Territory .. .. .	Cwt.	..	6	6	..	74	74

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
GROUP (N).—CHEMICALS, DRUGS, DYES AND COLOURS (Contd.).							
(9) <i>Painters' Colours and Varnishes.</i>							
Great Britain .. .. .	Cwt.	..	32	32	..	92	92
Zanzibar .. .. .	"	..	8	8	..	42	42
Union of South Africa .. .. .	"	..	11	11	..	25	25
Tanganyika Territory .. .. .	"	..	339	339	..	840	840
Belgian Congo .. .. .	"	..	1	1	..	4	4
Italian East Africa .. .. .	"	..	4	4	..	17	17
Portuguese Possessions .. .. .	"	..	23	23	..	45	45
Ships' Stores .. .. .	"	..	19	19	..	63	63
Total ..		..	437	437	..	1,128	1,128
(10) <i>Creosote.</i>							
Tanganyika Territory .. .. .	Imp. gal.	..	8,366	8,366	..	811	811
GROUP (O).—OILS, FATS AND RESIN MANUFACTURES.							
(1) <i>Candles.</i>							
Tanganyika Territory .. .. .	Cwt.	..	8	8	..	29	29
(2) <i>Fuel Oil.</i>							
Great Britain .. .. .	Imp. gal.	..	94,000	94,000	..	1,128	1,128
Zanzibar .. .. .	"	..	1,267	1,267	..	22	22
Tanganyika Territory .. .. .	"	..	309,031	309,031	..	3,873	3,873
Other British Possessions .. .. .	"	..	8,633	8,633	..	165	165
French Possessions .. .. .	"	..	2,700	2,700	..	35	35
Italian East Africa .. .. .	"	..	3,715	3,715	..	63	63
Persia .. .. .	"	..	34,498	34,498	..	415	415
Miscellaneous Ports of Asia .. .. .	"	..	201,883	201,883	..	3,634	3,634
Ships' Stores .. .. .	"	..	4,697,990	4,697,900	..	68,627	68,627
Total ..		..	5,353,717	5,353,717	..	77,962	77,962
(3) <i>Lubricating Oils.</i>							
Great Britain .. .. .	Imp. gal.	..	2	2	..	1	1
Mauritius .. .. .	"	..	750	750	..	142	142
Zanzibar .. .. .	"	..	5,310	5,310	..	624	624
Union of South Africa .. .. .	"	..	141	141	..	26	26
Tanganyika Territory .. .. .	"	..	50,684	50,684	..	6,892	6,692
Straits Settlements .. .. .	"	..	24	24	..	5	5
Other British Possessions .. .. .	"	..	457	457	..	107	107
Belgian Congo .. .. .	"	..	16,211	16,211	..	3,055	3,055
Italian East Africa .. .. .	"	..	850	850	..	220	220
Ships' Stores .. .. .	"	..	2,932	2,932	..	439	439
Total ..		..	77,361	77,361	..	11,511	11,511
(4) <i>Lubricating Greases.</i>							
Zanzibar .. .. .	Cwt.	..	8	8	..	28	28
Tanganyika Territory .. .. .	"	..	286	286	..	440	440
Belgian Congo .. .. .	"	..	69	69	..	118	118
Italian East Africa .. .. .	"	..	6	6	..	23	23
Ships' Stores .. .. .	"	..	..	..	..	1	1
Total ..		..	369	369	..	610	610
(5) <i>Motor Spirit.</i>							
Zanzibar .. .. .	Imp. gal.	..	82,202	82,202	..	2,977	2,977
Tanganyika Territory .. .. .	"	..	835,022	835,022	..	39,945	39,945
Other British Possessions .. .. .	"	..	2,478	2,478	..	232	232
Belgian Congo .. .. .	"	..	193,286	193,286	..	13,361	13,361
Italian East Africa .. .. .	"	..	8,360	8,360	..	583	583
Persia .. .. .	"	..	64	64	..	9	9
Ships' Stores .. .. .	"	..	470	470	..	33	33
Total ..		..	1,121,882	1,121,882	..	57,140	57,140

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
					£	£	£
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).</b>							
<b>GROUP (O).—OILS, FATS AND RESIN MANUFACTURES (Contd.).</b>							
<i>(6) Mineral Oil, Illuminating or Burning.</i>							
Great Britain .. .. .	Imp. gal.	..	12	12	..	1	1
Zanzibar .. .. .	"	..	38,341	38,341	..	1,554	1,554
Union of South Africa .. .. .	"	..	8	8	..	1	1
Tanganyika Territory .. .. .	"	..	460,301	460,301	..	23,261	23,261
Straits Settlements .. .. .	"	..	291,863	291,863	..	8,743	8,743
Other British Possessions .. .. .	"	..	51	51	..	3	3
Arabia .. .. .	"	..	7	7	..	1	1
Belgian Congo .. .. .	"	..	10,919	10,919	..	703	703
Italian East Africa .. .. .	"	..	2,600	2,600	..	167	167
Persia .. .. .	"	..	93	93	..	11	11
United States of America .. .. .	"	..	44	44	..	4	4
Ships' Stores .. .. .	"	..	33,475	33,475	..	2,066	2,066
Total ..		..	837,714	837,714	..	36,515	36,515
<i>(7) Soap:—</i>							
<i>(a) Common.</i>							
Great Britain .. .. .	Cwt.	..	..	..	..	1	1
India and Burmah .. .. .	"	64	..	64	100	..	100
Zanzibar .. .. .	"	17	..	17	25	..	25
Tanganyika Territory .. .. .	"	6,752	204	6,956	9,815	436	10,251
Belgian Congo .. .. .	"	76	12	88	100	30	130
Italian East Africa .. .. .	"	552	14	566	826	34	860
Portuguese Possessions .. .. .	"	169	..	169	258	..	258
Ships' Stores .. .. .	"	..	2	2	..	4	4
Total ..		7,630	232	7,862	11,124	505	11,629
<i>(b) Toilet.</i>							
Tanganyika Territory .. .. .	Value	..	..	..	..	940	940
Belgian Congo .. .. .	"	..	..	..	..	47	47
Italian East Africa .. .. .	"	..	..	..	..	45	45
Ships' Stores .. .. .	"	..	..	..	..	1	1
Total ..		..	..	..	..	1,033	1,033
<i>(8) Turpentine.</i>							
Tanganyika Territory .. .. .	Imp. gal.	..	519	519	..	74	74
<i>(9) Oils Essential and Perfumed.</i>							
Tanganyika Territory .. .. .	Imp. gal.	..	66	66	..	55	55
Belgian Congo .. .. .	"	..	6	6	..	10	10
Total ..		..	72	72	..	65	65
<i>(10) Manufactures, not elsewhere specified.</i>							
Tanganyika Territory .. .. .	Value	..	..	..	..	54	54
Belgian Congo .. .. .	"	..	..	..	..	3	3
Ships' Stores .. .. .	"	..	..	..	..	4	4
Total ..		..	..	..	..	61	61
<b>GROUP (P).—LEATHER AND MANUFACTURES THEREOF.</b>							
<i>(1) Leather, Dressed.</i>							
Tanganyika Territory .. .. .	Cwt.	..	156	156	..	1,483	1,483
<i>(2) Saddlery and Harness.</i>							
Great Britain .. .. .	Value	..	..	..	..	92	92
India and Burmah .. .. .	"	..	..	..	..	13	13
Tanganyika Territory .. .. .	"	..	..	..	..	24	24
Total ..		..	..	..	..	129	129

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
GROUP (P).—LEATHER AND MANU- FACTURES THEREOF (Contd.).							
(3) Manufactures, not elsewhere specified.							
Great Britain .. .. .	Value	..	..	..	..	10	10
Tanganyika Territory .. .. .	"	..	..	..	..	774	774
Italian East Africa .. .. .	"	..	..	..	..	34	34
Portuguese Possessions .. .. .	"	..	..	..	..	53	53
Total ..		..	..	..	..	871	871
GROUP (Q).—PAPER AND CARDBOARD.							
(1) Paper, Cigarette.							
India and Burmah.. .. .	Value	..	..	..	..	93	93
Zanzibar .. .. .	"	..	..	..	..	25	25
Tanganyika Territory .. .. .	"	..	..	..	..	1,548	1,548
Arabia .. .. .	"	..	..	..	..	37	37
Italian East Africa .. .. .	"	..	..	..	..	31	31
Portuguese Possessions .. .. .	"	..	..	..	..	720	720
Total ..		..	..	..	..	2,454	2,454
(2) Paper, Packing.							
Tanganyika Territory .. .. .	Cwt.	..	457	457	..	207	207
Italian East Africa .. .. .	"	..	25	25	..	12	12
Total ..		..	482	482	..	219	219
(3) Paper, Printing.							
Great Britain .. .. .	Cwt.	..	4	4	..	32	32
Other British Possessions .. .. .	"	..	12	12	..	25	25
Total ..		..	16	16	..	57	57
(4) Paper, Other.							
Tanganyika Territory .. .. .	Cwt.	..	3	3	..	18	18
(5) Playing Cards.							
India and Burmah.. .. .	Doz. packs	..	8	8	..	8	8
Tanganyika Territory .. .. .	"	..	60	60	..	31	31
Total ..		..	68	68	..	39	39
(6) Stationery.							
Great Britain .. .. .	Value	..	..	..	..	84	84
India and Burmah.. .. .	"	..	..	..	..	15	15
Zanzibar .. .. .	"	..	..	..	..	26	26
Union of South Africa .. .. .	"	..	..	..	..	50	50
Tanganyika Territory .. .. .	"	..	..	..	..	2,954	2,954
Other British Possessions .. .. .	"	..	..	..	..	1	1
Belgian Congo .. .. .	"	..	..	..	..	171	171
Italian East Africa .. .. .	"	..	..	..	..	48	48
France .. .. .	"	..	..	..	..	10	10
Germany .. .. .	"	..	..	..	..	5	5
Ships' Stores .. .. .	"	..	..	..	..	2	2
Total ..		..	..	..	..	3,366	3,366
(7) Manufactures, not elsewhere specified.							
Zanzibar .. .. .	Value	..	..	..	..	2	2
Tanganyika Territory .. .. .	"	..	..	..	..	31	31
Belgian Congo .. .. .	"	..	..	..	..	5	5
Italian East Africa .. .. .	"	..	..	..	..	5	5
Total ..		..	..	..	..	43	43



TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
					£	£	£
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
GROUP (R).—VEHICLES (including LOCOMOTIVES, SHIPS AND AIRCRAFT).							
(2) Cycles (not Motor).							
India and Burmah.. .. .	No.	..	6	6	..	57	57
Zanzibar .. .. .	..	..	6	6	..	47	47
Union of South Africa .. .. .	..	..	1	1	..	9	9
Tanganyika Territory .. .. .	..	..	427	427	..	2,750	2,750
Belgian Congo .. .. .	..	..	32	32	..	215	215
Portuguese Possessions .. .. .	..	..	1	1	..	8	8
Total ..		..	473	473	..	3,086	3,086
(4) Motor Cars.							
Great Britain .. .. .	No.	..	1	1	..	200	200
Zanzibar .. .. .	..	..	1	1	..	206	206
Union of South Africa .. .. .	..	..	3	3	..	430	430
Tanganyika Territory .. .. .	..	..	98	98	..	13,921	13,921
Sudan .. .. .	..	..	1	1	..	100	100
Other British Possessions .. .. .	..	..	1	1	..	200	200
Belgian Congo .. .. .	..	..	38	38	..	7,615	7,615
Italian East Africa .. .. .	..	..	1	1	..	50	50
Portuguese Possessions .. .. .	..	..	1	1	..	300	300
Sweden .. .. .	..	..	1	1	..	150	150
Total ..		..	146	146	..	23,172	23,172
(5) Motor Car Parts and Accessories.							
Great Britain .. .. .	Value	..	..	..	..	225	225
India and Burmah.. .. .	..	..	..	..	..	4	4
Zanzibar .. .. .	..	..	..	..	..	160	160
Union of South Africa .. .. .	..	..	..	..	..	57	57
Tanganyika Territory .. .. .	..	..	..	..	..	9,055	9,055
Other British Possessions .. .. .	..	..	..	..	..	169	169
Belgian Congo .. .. .	..	..	..	..	..	3,131	3,131
France .. .. .	..	..	..	..	..	5	5
Italian East Africa .. .. .	..	..	..	..	..	177	177
Italy .. .. .	..	..	..	..	..	30	30
Portuguese Possessions .. .. .	..	..	..	..	..	128	128
United States of America .. .. .	..	..	..	..	..	98	98
Total ..		..	..	..	..	13,239	13,239
(6) Motor Lorries.							
Mauritius .. .. .	No.	..	4	4	..	440	440
Tanganyika Territory .. .. .	..	..	82	82	..	11,232	11,232
Belgian Congo .. .. .	..	..	113	113	..	26,601	26,601
Total ..		..	199	199	..	38,273	38,273
(7) Motor Tractors.							
Tanganyika Territory .. .. .	No.	..	44	44	..	7,980	7,980
Belgian Congo .. .. .	..	..	8	8	..	2,087	2,087
Total ..		..	52	52	..	10,067	10,067
(8) Motor Lorry Parts and Accessories.							
Great Britain .. .. .	Value	..	..	..	..	70	70
Tanganyika Territory .. .. .	..	..	..	..	..	4,489	4,489
Belgian Congo .. .. .	..	..	..	..	..	3,285	3,285
France .. .. .	..	..	..	..	..	512	512
Germany .. .. .	..	..	..	..	..	5	5
Total ..		..	..	..	..	8,361	8,361

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
					£	£	£
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).</b>							
<b>GROUP (R).—VEHICLES (including LOCO- MOTIVES, SHIPS AND AIRCRAFT (Contd.).</b>							
<i>(9) Motor Tractor Parts and Accessories.</i>							
Union of South Africa .. .. .	Value	..	..	..	..	18	18
Tanganyika Territory .. .. .	"	..	..	..	..	1,221	1,221
Belgian Congo .. .. .	"	..	..	..	..	147	147
France .. .. .	"	..	..	..	..	57	57
Germany .. .. .	"	..	..	..	..	27	27
Italian East Africa .. .. .	"	..	..	..	..	5	5
United States of America .. .. .	"	..	..	..	..	103	103
Total ..		..	..	..	..	1,578	1,578
<i>(10) Motor Cycles.</i>							
India and Burmah.. .. .	No.	..	1	1	..	60	60
Tanganyika Territory .. .. .	"	..	33	33	..	1,058	1,058
Belgian Congo .. .. .	"	..	12	12	..	546	546
Portuguese Possessions .. .. .	"	..	1	1	..	30	30
Total ..		..	47	47	..	1,694	1,694
<i>(12) Motor Cycle, Sidecar and Tricar Parts and Accessories.</i>							
Great Britain .. .. .	Value	..	..	..	..	180	180
Tanganyika Territory .. .. .	"	..	..	..	..	245	245
Belgian Congo .. .. .	"	..	..	..	..	28	28
Total ..		..	..	..	..	453	453
<i>(13) Other Vehicles, not Mechanically Propelled.</i>							
Tanganyika Territory .. .. .	No.	..	37	37	..	119	119
Arabia .. .. .	"	..	1	1	..	15	15
Total ..		..	38	38	..	134	134
<i>(14) Other Vehicles, Parts of and Accessories.</i>							
Great Britain .. .. .	Value	..	..	..	..	94	94
Tanganyika Territory .. .. .	"	..	..	..	..	620	620
Belgian Congo .. .. .	"	..	..	..	..	8	8
Total ..		..	..	..	..	722	722
<i>(17) Railway Vehicles, Parts of and Accessories.</i>							
Great Britain .. .. .	Value	..	..	..	..	107	107
Tanganyika Territory .. .. .	"	..	..	..	..	384	384
Italy .. .. .	"	..	..	..	..	475	475
Total ..		..	..	..	..	966	969
<i>(22) Ships, Lighters and Boats.</i>							
Zanzibar .. .. .	No.	..	2	2	..	4,100	4,100
	Gross tonnage	..	87	87	..	..	..
Tanganyika Territory .. .. .	No.	..	6	6	..	3,882	3,882
	Gross tonnage	..	690	690	..	..	..
Total ..	No.	..	8	8	..	7,982	7,982
	Gross tonnage	..	777	777	..	..	..
<i>(23) Ships, etc., Integral Constructional Parts of.</i>							
Great Britain .. .. .	Value	..	..	..	..	10	10
Tanganyika Territory .. .. .	"	..	..	..	..	150	150
Total ..		..	..	..	..	160	160

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
GROUP (R).—VEHICLES (including LOCOMOTIVES, SHIPS AND AIRCRAFT (Contd.).							
(24) <i>Wheels, and Parts thereof, for Wagons and Carts.</i>							
Zanzibar .. .. .	Value	..	..	..	..	2	2
Tanganyika Territory .. .. .	"	..	..	..	..	40	40
Sweden .. .. .	"	..	..	..	..	2	2
Total ..		..	..	..	..	44	44
GROUP (S).—RUBBER MANUFACTURES.							
(1) <i>Tyres and Tubes.</i>							
(a) <i>Motor Car.</i>							
Great Britain .. .. .	No.	..	24	24	..	35	35
Zanzibar .. .. .	"	..	409	409	..	579	579
Union of South Africa .. .. .	"	..	79	79	..	230	230
Tanganyika Territory .. .. .	"	..	2,655	2,655	..	3,820	3,820
Other British Possessions .. .. .	"	..	12	12	..	17	17
Belgian Congo .. .. .	"	..	324	324	..	578	857
France .. .. .	"	..	43	43	..	61	61
Italian East Africa .. .. .	"	..	64	64	..	176	176
Portuguese Possessions .. .. .	"	..	129	129	..	360	360
Total ..		..	3,739	3,739	..	6,135	6,135
(b) <i>Motor Cycle.</i>							
Zanzibar .. .. .	No.	..	70	70	..	31	31
Tanganyika Territory .. .. .	"	..	276	276	..	180	180
Belgian Congo .. .. .	"	..	7	7	..	6	6
France .. .. .	"	..	18	18	..	10	10
Total ..		..	371	371	..	227	227
(c) <i>Bicycle.</i>							
Zanzibar .. .. .	No.	..	1,135	1,135	..	168	168
Tanganyika Territory .. .. .	"	..	8,592	8,592	..	1,014	1,014
Belgian Congo .. .. .	"	..	141	141	..	31	31
Total ..		..	9,868	9,868	..	1,213	1,213
(d) <i>Power Lorry.</i>							
Zanzibar .. .. .	No.	..	209	209	..	930	930
Tanganyika Territory .. .. .	"	..	4,592	4,592	..	9,239	9,239
Belgian Congo .. .. .	"	..	313	313	..	1,734	1,734
Belgium .. .. .	"	..	1	1	..	5	5
France .. .. .	"	..	90	90	..	815	815
Italian East Africa .. .. .	"	..	8	8	..	43	43
Total ..		..	5,213	5,213	..	12,766	12,766
(2) <i>Manufactures, not elsewhere specified.</i>							
Tanganyika Territory .. .. .	Value	..	..	..	..	195	195
Belgian Congo .. .. .	"	..	..	..	..	10	10
Total ..		..	..	..	..	205	205
GROUP (T).—MISCELLANEOUS ARTICLES WHOLLY OR MAINLY MANUFACTURED.							
(1) <i>Air Guns and Air Rifles.</i>							
Great Britain .. .. .	No.	..	12	12	..	17	17
Tanganyika Territory .. .. .	"	..	1	1	..	1	1
Total ..		..	13	13	..	18	18

TABLE VII—*Contd.*

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED ( <i>Contd.</i> ).							
GROUP (T).—MISCELLANEOUS ARTICLES WHOLLY OR MAINLY MANUFACTURED ( <i>Contd.</i> ).							
(3) <i>Ammunition (Sporting).</i>							
Great Britain .. .. .	Hundreds	..	23	23	..	60	60
Union of South Africa .. .. .	"	..	10	10	..	10	10
Tanganyika Territory .. .. .	"	..	2,631	2,631	..	2,684	2,684
Belgian Congo .. .. .	"	..	146	146	..	142	142
French Possessions .. .. .	"	..	3	3	..	5	5
Germany .. .. .	"	..	4	4	..	3	3
Norway .. .. .	"	..	25	25	..	50	50
United States of America .. .. .	"	..	330	330	..	10	10
Total .. .. .		..	3,172	3,172	..	2,964	2,964
(5) <i>Basket-ware.</i>							
Tanganyika Territory .. .. .	Value	..	..	..	..	2	2
Other British Possessions .. .. .	"	..	..	..	..	4	4
Total .. .. .		..	..	..	..	6	6
(6) <i>Beads.</i>							
Zanzibar .. .. .	Lb.	..	1,687	1,687	..	103	103
Tanganyika Territory .. .. .	"	..	25,244	25,244	..	2,245	2,245
Belgian Congo .. .. .	"	..	2,966	2,966	..	225	225
Holland .. .. .	"	..	2,555	2,555	..	175	175
Italian East Africa .. .. .	"	..	750	750	..	98	98
Total .. .. .		..	33,202	33,202	..	2,846	2,846
(7) <i>Blacking and Polishes.</i>							
Tanganyika Territory .. .. .	Value	..	..	..	..	385	385
Italian East Africa .. .. .	"	..	..	..	..	11	11
Ships' Stores .. .. .	"	..	..	..	..	6	6
Total .. .. .		..	..	..	..	402	402
(8) <i>Books, Printed, and other Printed Matter.</i>							
Great Britain .. .. .	Value	..	..	..	..	482	482
India and Burmah .. .. .	"	..	..	..	..	13	13
Zanzibar .. .. .	"	..	..	..	..	110	110
Union of South Africa .. .. .	"	..	..	..	..	7	7
Tanganyika Territory .. .. .	"	..	..	..	..	1,186	1,186
Belgian Congo .. .. .	"	..	..	..	..	13	13
Portuguese Possessions .. .. .	"	..	..	..	..	1	1
United States of America .. .. .	"	..	..	..	..	10	10
Total .. .. .		..	..	..	..	1,822	1,822
(9) <i>Brooms and Brushes.</i>							
Tanganyika Territory .. .. .	Value	..	..	..	..	282	282
(9a) <i>Cyclostyles and other Duplicating Machines.</i>							
Belgian Congo .. .. .	No.	..	1	1	..	45	45
(10) <i>Electro-plated Ware.</i>							
Great Britain .. .. .	Value	..	..	..	..	50	50
Tanganyika Territory .. .. .	"	..	..	..	..	24	24
Total .. .. .		..	..	..	..	74	74
(11) <i>Felt, Ruberoid, Uralite and Similar Substances for Building Purposes.</i>							
Tanganyika Territory .. .. .	Cwt.	..	301	301	..	560	560
(12) <i>Fertilisers and Manures.</i>							
Tanganyika Territory .. .. .	Ton	..	8	8	..	126	126

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
GROUP (T).—MISCELLANEOUS ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
(13) Films for Bioscopes and Cinematographs.							
	100 linear feet				£	£	£
Great Britain .. .. .	..	..	37,700	37,700	..	1,457	1,457
Zanzibar .. .. .	..	..	25,000	25,000	..	100	100
Union of South Africa .. .. .	..	..	120,518	120,518	..	3,665	3,665
Tanganyika Territory .. .. .	..	..	492,260	492,260	..	2,305	2,305
Germany .. .. .	..	..	2,000	2,000	..	50	50
Portuguese Possessions .. .. .	..	..	25,182	25,182	..	150	150
United States of America .. .. .	..	..	18,500	18,500	..	130	130
Total ..		..	721,160	721,160	..	7,857	7,857
(13a) Films and Plates for Photographic Cameras.							
Tanganyika Territory .. .. .	Value	..	..	..	..	291	291
(14) Fuses, Explosives and Blasting Compounds.							
Tanganyika Territory .. .. .	Cwt.	..	131	131	..	936	936
Belgian Congo .. .. .	..	..	467	467	..	4,737	4,737
Italian East Africa .. .. .	..	..	2	2	..	15	15
Total ..		..	600	600	..	5,688	5,688
(15) Guns, Rifles, Revolvers and Pistols.							
Great Britain .. .. .	No.	..	84	84	..	1,376	1,376
India and Burmah .. .. .	..	..	36	36	..	724	724
Union of South Africa .. .. .	..	..	29	29	..	414	414
Tanganyika Territory .. .. .	..	..	404	404	..	2,969	2,969
Sudan .. .. .	..	..	13	13	..	493	493
Other British Possessions .. .. .	..	..	1	1	..	5	5
Belgian Congo .. .. .	..	..	16	16	..	81	81
Egypt .. .. .	..	..	5	5	..	53	53
France .. .. .	..	..	7	7	..	99	99
French Possessions .. .. .	..	..	1	1	..	5	5
Germany .. .. .	..	..	12	12	..	7	7
Portuguese Possessions .. .. .	..	..	1	1	..	13	13
United States of America .. .. .	..	..	35	35	..	986	986
Ships' Stores .. .. .	..	..	1	1	..	15	15
Total ..		..	645	645	..	7,240	7,240
(16) Gold and Silver-plated Ware.							
Great Britain .. .. .	Value	..	..	..	..	50	50
Tanganyika Territory .. .. .	..	..	..	..	..	20	20
Total ..		..	..	..	..	70	70
(17) Jewellery and Imitation Jewellery.							
Tanganyika Territory .. .. .	Value	..	..	..	..	1,217	1,217
Italian East Africa .. .. .	..	..	..	..	..	7	7
Total ..		..	..	..	..	1,224	1,224
(18) Lamps and Lanterns.							
Zanzibar .. .. .	No.	..	2	2	..	4	4
Tanganyika Territory .. .. .	..	..	20,461	20,461	..	2,171	2,171
Other British Possessions .. .. .	..	..	12	12	..	1	1
Belgian Congo .. .. .	..	..	784	784	..	90	90
Italian East Africa .. .. .	..	..	1,026	1,026	..	110	110
Total ..		..	22,285	22,285	..	2,376	2,376

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
GROUP (T).—MISCELLANEOUS ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
(19) Matches.							
Zanzibar .. .. .	Gross boxes	..	800	800	..	60	60
Tanganyika Territory .. .. .	"	..	9,665	9,665	..	1,694	1,694
Belgian Congo .. .. .	"	..	60	60	..	16	16
Italian East Africa .. .. .	"	..	350	350	..	41	41
Total ..		..	10,875	10,875	..	1,811	1,811
(20) Methylated Spirits.							
Great Britain .. .. .	Imp. gal.	8	..	8	1	..	1
Tanganyika Territory .. .. .	"	535	19	554	92	6	98
Total ..		543	19	562	93	6	99
(22) Musical Instruments.							
Great Britain .. .. .	Value	..	..	..	..	240	240
India and Burmah .. .. .	"	..	..	..	..	14	14
Zanzibar .. .. .	"	..	..	..	..	28	28
Union of South Africa .. .. .	"	..	..	..	..	70	70
Tanganyika Territory .. .. .	"	..	..	..	..	1,257	1,257
Sudan .. .. .	"	..	..	..	..	16	16
Belgian Congo .. .. .	"	..	..	..	..	107	107
Germany .. .. .	"	..	..	..	..	15	15
Italian East Africa .. .. .	"	..	..	..	..	2	2
Portuguese Possessions .. .. .	"	..	..	..	..	30	30
Total ..		..	..	..	..	1,779	1,779
(23) Perfumery, Cosmetics and Toilet Preparations.							
Tanganyika Territory .. .. .	Value	..	..	..	..	804	804
Belgian Congo .. .. .	"	..	..	..	..	1	1
Germany .. .. .	"	..	..	..	..	31	31
Italian East Africa .. .. .	"	..	..	..	..	3	3
Total ..		..	..	..	..	839	839
(24) Perfumed Spirits.							
Great Britain .. .. .	Imp. gal.	..	..	..	..	1	1
Tanganyika Territory .. .. .	"	..	16	16	..	56	56
Italian East Africa .. .. .	"	..	8	8	..	15	15
Portuguese Possessions .. .. .	"	..	3	3	..	2	2
Total ..		..	27	27	..	74	74
(25) Pictures and Engravings.							
Great Britain .. .. .	Value	..	..	..	..	588	588
Tanganyika Territory .. .. .	"	..	..	..	..	32	32
Total ..		..	..	..	..	620	620
(26) Rockets and Fireworks.							
Tanganyika Territory .. .. .	lbs. Gross	..	199	199	..	31	31
(27) Sewing Machines.							
Great Britain .. .. .	No.	..	2	2	..	10	10
India and Burmah .. .. .	"	..	4	4	..	32	32
Zanzibar .. .. .	"	..	1	1	..	6	6
Union of South Africa .. .. .	"	..	3	3	..	16	16
Tanganyika Territory .. .. .	"	..	322	322	..	1,988	1,988
Belgian Congo .. .. .	"	..	20	20	..	127	127
Italian East Africa .. .. .	"	..	2	2	..	14	14
Portuguese Possessions .. .. .	"	..	2	2	..	22	22
Total ..		..	356	356	..	2,215	2,215

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
GROUP (T).—MISCELLANEOUS ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).							
(28) <i>Type-writers, Complete.</i>							
Great Britain .. .. .	No.	..	24	24	..	192	192
India and Burmah .. .. .	"	..	5	5	..	40	40
Zanzibar .. .. .	"	..	6	6	..	79	79
Union of South Africa .. .. .	"	..	7	7	..	60	60
Tanganyika Territory .. .. .	"	..	121	121	..	1,451	1,451
Sudan .. .. .	"	..	1	1	..	6	6
Other British Possessions .. .. .	"	..	1	1	..	10	10
Belgian Congo .. .. .	"	..	8	8	..	92	92
Egypt .. .. .	"	..	3	3	..	23	23
France .. .. .	"	..	2	2	..	32	32
Germany .. .. .	"	..	1	1	..	15	15
Portuguese Possessions .. .. .	"	..	2	2	..	20	20
Total ..		..	181	181	..	2,020	2,020
(29) <i>Spirits, Rectified (including Absolute Alcohol).</i>							
Tanganyika Territory .. .. .	Proof gal.	..	2	2	..	1	1
(30) <i>Starch and Blue.</i>							
Tanganyika Territory .. .. .	Cwt.	..	27	27	..	88	88
(31) <i>Toys, Games and Sports Goods (not including Billiard and Bagatelle Requisites).</i>							
India and Burmah .. .. .	Value	..	..	..	..	8	8
Tanganyika Territory .. .. .	"	..	..	..	..	605	605
Belgian Congo .. .. .	"	..	..	..	..	8	8
Total ..		..	..	..	..	621	621
(32) <i>Toilet Preparations Essences, Syrups, and Tinctures, not elsewhere enumerated, containing over 3% of Proof Spirit.</i>							
Tanganyika Territory .. .. .	Imp. gal.	..	2	2	..	14	14
(33) <i>Umbrellas.</i>							
Tanganyika Territory .. .. .	Dozen	..	3,035	3,035	..	4,234	4,234
Belgian Congo .. .. .	"	..	2	2	..	5	5
Portuguese Possessions .. .. .	"	..	5	5	..	7	7
Total ..		..	3,042	3,042	..	4,246	4,246
(34) <i>Personal and Household Effects, unenumerated, as Passengers' Baggage.</i>							
Great Britain .. .. .	Value	..	..	..	..	5,568	5,568
India and Burmah .. .. .	"	..	..	..	..	162	162
Zanzibar .. .. .	"	..	..	..	..	120	120
Union of South Africa .. .. .	"	..	..	..	..	908	908
Tanganyika Territory .. .. .	"	..	..	..	..	5,290	5,290
Straits Settlements .. .. .	"	..	..	..	..	152	152
Sudan .. .. .	"	..	..	..	..	25	25
Australia .. .. .	"	..	..	..	..	10	10
Other British Possessions .. .. .	"	..	..	..	..	275	275
Belgian Congo .. .. .	"	..	..	..	..	720	720
Belgium .. .. .	"	..	..	..	..	55	55
Egypt .. .. .	"	..	..	..	..	342	342
France .. .. .	"	..	..	..	..	405	405
French Possessions .. .. .	"	..	..	..	..	520	520
Holland .. .. .	"	..	..	..	..	55	55
Italy .. .. .	"	..	..	..	..	40	40
Norway .. .. .	"	..	..	..	..	50	50
Portuguese Possessions .. .. .	"	..	..	..	..	347	347
Miscellaneous Ports of Asia .. .. .	"	..	..	..	..	50	50
United States of America .. .. .	"	..	..	..	..	345	345
Total ..		..	..	..	..	15,439	15,439

TABLE VII—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
					£	£	£
<b>CLASS III.—ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).</b>							
<b>GROUP (T).—MISCELLANEOUS ARTICLES WHOLLY OR MAINLY MANUFACTURED (Contd.).</b>							
<i>(35) Miscellaneous Goods, Manufactured, not elsewhere specified.</i>							
Great Britain .. .. .	Value	..	..	..	1,079	464	1,543
India and Burmah.. .. .	"	..	..	..	4	117	121
Zanzibar .. .. .	"	..	..	..	5,833	422	6,255
Union of South Africa .. .. .	"	..	..	..	14	134	148
Australia .. .. .	"	..	..	..	25	..	25
Tanganyika Territory .. .. .	"	..	..	..	9,928	12,728	22,656
Sudan .. .. .	"	..	..	..	..	197	197
Other British Possessions .. .. .	"	..	..	..	..	1,105	1,105
Arabia .. .. .	"	..	..	..	21	..	21
Belgian Congo .. .. .	"	..	..	..	85	1,386	1,471
France .. .. .	"	..	..	..	16	30	46
Germany .. .. .	"	..	..	..	18	233	251
Italian East Africa .. .. .	"	..	..	..	170	318	488
Italy .. .. .	"	..	..	..	3	..	3
Japan .. .. .	"	..	..	..	10	..	10
Portuguese Possessions .. .. .	"	..	..	..	..	245	245
Sweden .. .. .	"	..	..	..	75	..	75
United States of America .. .. .	"	..	..	..	104	323	427
Ships' Stores .. .. .	"	..	..	..	56	213	269
<b>Total ..</b>		..	..	..	17,441	17,915	35,356
<b>TOTAL CLASS III ..</b>		..	..	..	30,210	844,617	874,827
<b>CLASS IV.—ANIMALS NOT FOR FOOD.</b>							
<i>(1) Bulls.</i>							
Tanganyika Territory .. .. .	No.	2	..	2	50	..	50
<i>(2) Cows.</i>							
Tanganyika Territory .. .. .	No.	8	..	8	150	..	150
<i>(3) Calves.</i>							
Tanganyika Territory .. .. .	No.	7	..	7	10	..	10
<i>(4) Goats.</i>							
Tanganyika Territory .. .. .	No.	..	2	2	..	25	25
<i>(5) Sheep.</i>							
Tanganyika Territory .. .. .	No.	140	..	140	525	..	525
<i>(7) Horses.</i>							
India and Burmah.. .. .	No.	1	..	1	100	..	100
Tanganyika Territory .. .. .	"	2	..	2	100	..	100
<b>Total ..</b>		3	..	3	200	..	200
<i>(8) Other Animals.</i>							
Great Britain .. .. .	No.	20	..	20	315	..	315
India and Burmah.. .. .	"	2	..	2	22	..	22
Tanganyika Territory .. .. .	"	16	6	22	130	1	131
Sudan .. .. .	"	..	41	41	..	758	758
Belgium .. .. .	"	1	..	1	25	..	25
France .. .. .	"	3	305	308	15	259	274
Germany .. .. .	"	2	4	6	40	400	440
Holland .. .. .	"	..	1	1	..	10	10
Italy .. .. .	"	5	..	5	20	..	20
United States of America .. .. .	"	1	..	1	30	..	30
<b>Total ..</b>		50	357	407	597	1,428	2,025
<b>TOTAL CLASS IV ..</b>		..	..	..	1,532	1,453	2,985

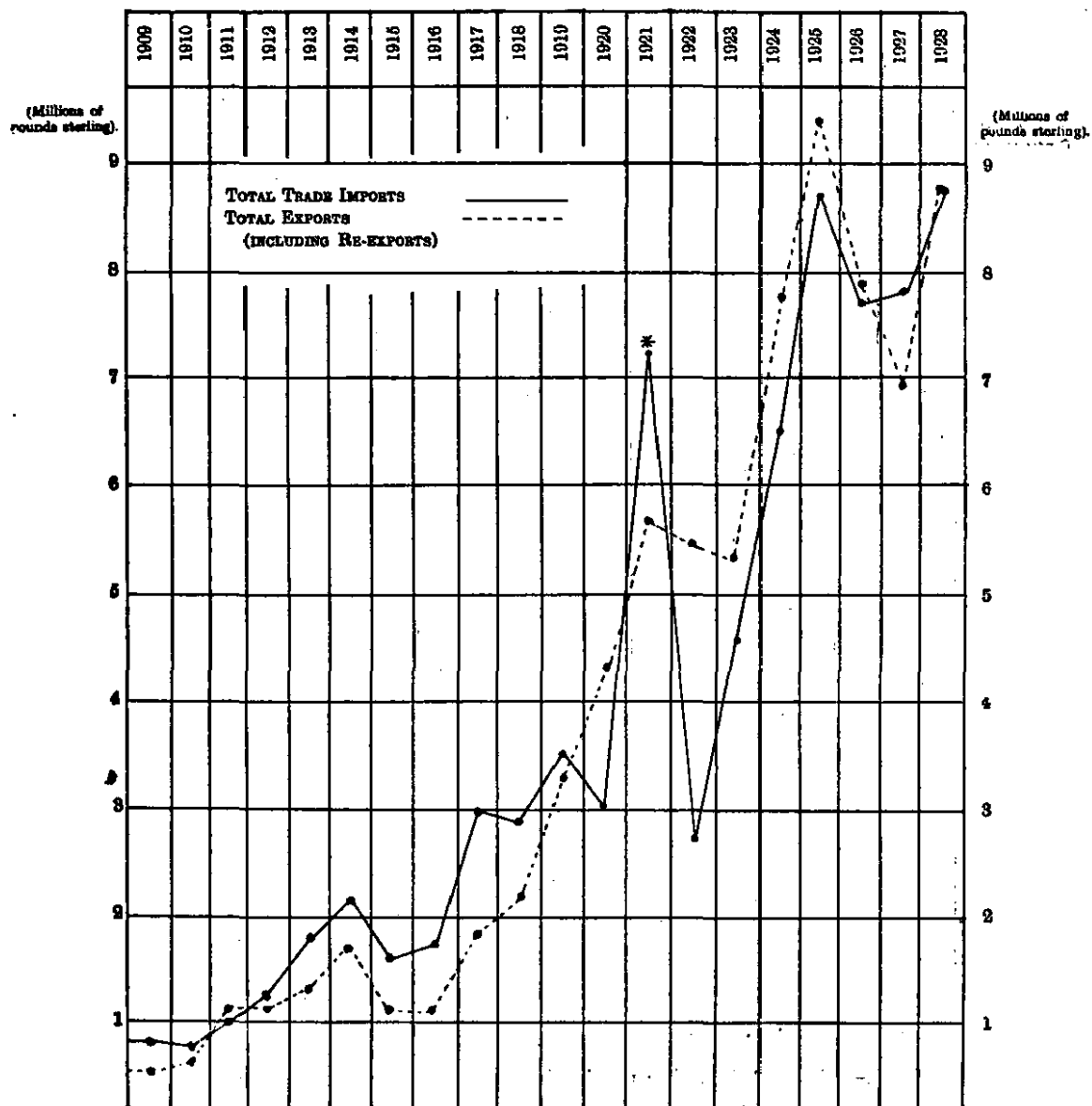


TABLE VII.—Contd.

ARTICLES AND COUNTRIES OF DESTINATION	Unit of Quantity	QUANTITIES			VALUES		
		Products, Domestic	Products other than Domestic	Total	Products, Domestic	Products other than Domestic	Total
CLASS V.—PARCEL POST.							
<i>Parcel Post.</i>							
Tanganyika Territory .. .. .	Value	..	..	..	1,847	8,424	10,271
TOTAL CLASS V ..		..	..	..	1,847	8,424	10,271
CLASS VI.—BULLION AND SPECIE.							
(1) <i>Gold Bullion.</i>							
Great Britain .. .. .	Oz. troy	1,898	730	2,628	9,509	3,304	12,813
Union of South Africa .. .. .	"	11	63	74	44	300	344
Tanganyika Territory .. .. .	"	..	210	210	..	1,028	1,028
Total ..		1,909	1,003	2,912	9,553	4,632	14,185
(2) <i>Silver Bullion.</i>							
Tanganyika Territory .. .. .	Oz. troy	..	90	90	..	8	8
(3) <i>Gold Coin.</i>							
Tanganyika Territory .. .. .	Value	..	..	..	..	512	512
(4) <i>Silver Coin.</i>							
Great Britain .. .. .	Value	..	..	..	..	2,997	2,997
Tanganyika Territory .. .. .	"	..	..	..	..	256,300	256,300
Arabja .. .. .	"	..	..	..	..	225	225
Total ..		..	..	..	..	259,522	259,522
(5) <i>Nickel Coin.</i>							
Great Britain .. .. .	Value	..	..	..	..	3,405	3,405
Tanganyika Territory .. .. .	"	..	..	..	..	500	500
Belgian Congo .. .. .	"	..	..	..	..	9,452	9,452
Total ..		..	..	..	..	13,357	13,357
(6) <i>Other Coin.</i>							
Tanganyika Territory .. .. .	Value	..	..	..	..	90	90
TOTAL CLASS VI ..		..	..	..	9,553	278,121	287,674
CLASS I .. .. .	..	..	..	..	1,850,841	664,842	2,515,683
" II .. .. .	..	..	..	..	4,767,690	305,541	5,073,231
" III .. .. .	..	..	..	..	30,210	844,617	874,827
" IV .. .. .	..	..	..	..	1,532	1,453	2,985
" V .. .. .	..	..	..	..	1,847	8,424	10,271
" VI .. .. .	..	..	..	..	9,553	278,121	287,674
GRAND TOTAL ..	£	..	..	..	6,661,673	2,102,998	8,764,671

GRAPH No. 1.

ILLUSTRATING TREND OF TOTAL TRADE IMPORTS AND TOTAL EXPORTS  
(INCLUDING RE-EXPORTS) OF KENYA AND UGANDA FROM 1909 ONWARDS.

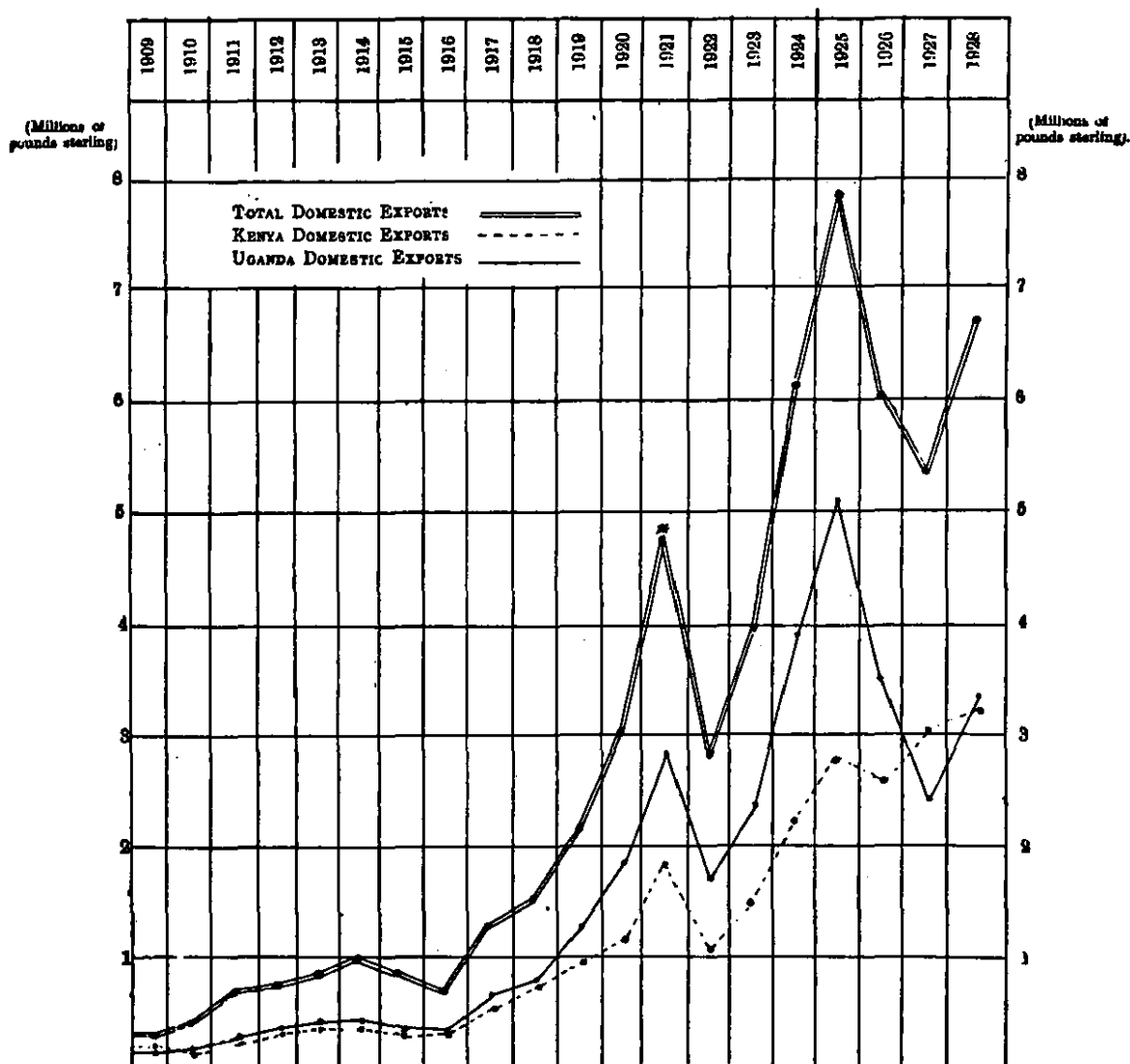


\*N.B.—The 1921 figure is somewhat inflated on account of conversion at Rs. 10 per £ instead of Rs. 15 as formerly.

The value of Uganda produce exported overseas is shown as the value f.o.b. Mombasa.

GRAPH No. 2.

ILLUSTRATING TREND OF DOMESTIC EXPORTS FROM 1909; ALSO  
DISTINGUISHING KENYA AND UGANDA PRODUCE.

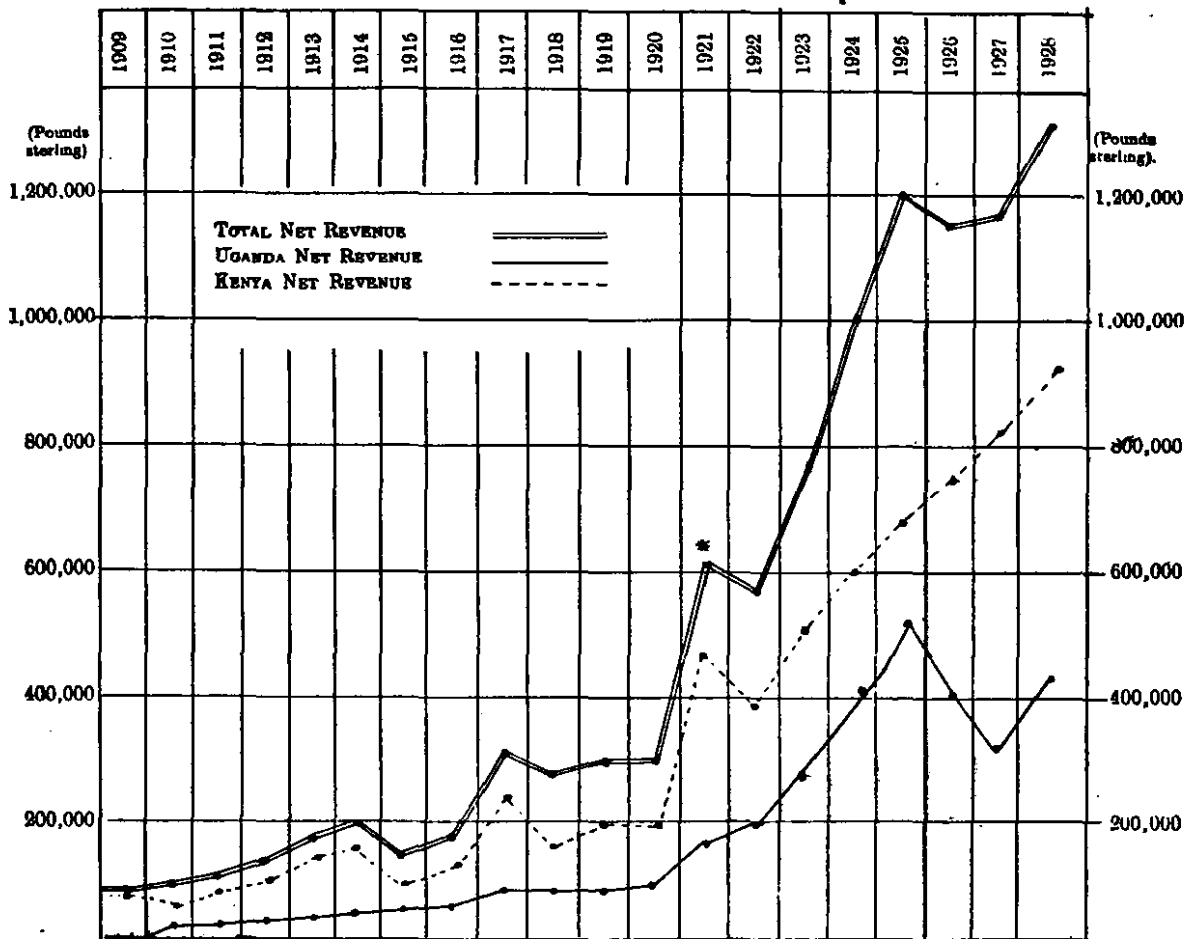


\*N.B.—The 1921 figure is somewhat inflated on account of conversion at Rs. 10 per £ instead of Rs. 15 as formerly.

The value of Uganda produce exported overseas is shown as the value f.o.b. Mombasa.

GRAPH No. 3.

ILLUSTRATING TREND OF NET REVENUE COLLECTIONS FROM 1909;  
ALSO INDICATING DIVISION BETWEEN KENYA AND UGANDA.



\*N.B.—The 1921 figure is somewhat inflated on account of conversion at Rs. 10 per £ instead of Rs. 15 as formerly.

## INDEX

<i>Trade Articles.</i>	<i>Trade Imports.</i> PAGE	<i>Re-exports.</i> PAGE	<i>Domestic Exports.</i> PAGE
<b>A</b>			
Accessories and parts (Motor Car) ...	90	144	—
„ „ „ (Motor Lorry) ...	90	144	—
„ „ „ (Motor Tractor) ...	90	145	—
„ „ „ (Motor Cycle, Tricar and Sidecar) ...	91	145	—
„ „ „ (Other Vehicles) ...	91	145	—
„ „ „ (Railway Vehicles) ...	91	145	—
„ „ „ (Steam Vehicles) ...	92	—	—
Aerated Waters ...	44	112	112
Aeroplanes ...	89	—	—
Agricultural Tools ...	67	131	—
Agricultural Seeds, Miscellaneous ...	56	125	125
Agricultural Machinery and parts ...	71	134	—
Air Guns and Air Rifles ...	93	—	—
Alcohol, Absolute (Rectified Spirits) ...	99	150	—
Ale, Beer, Stout, etc. ...	44	112	112
Aluminium Hollow-ware ...	64	130	—
Aluminium Wire ...	64	130	—
Aluminium Sheets ...	65	130	—
Ammunition (Government) ...	94	—	—
Ammunition (Sporting) ...	94	147	—
Anchors, Chains and Grapnels ...	60	128	—
Animals, Living, for Food ...	44	—	112
Animals, not for Food ...	101	151	151
Apparatus and Goods, Electrical ...	70	134	—
Apparatus and Instruments, Telegraph and Telephone ...	71	134	—
Apparel, Wearing (Second-hand) ...	82	139	—
Apparel, Wearing (Unspecified) ...	82	140	—
Appliances and Instruments, Surgical ...	69	133	—
Appliances and Instruments, Scientific ...	70	133	—
Arms, Ordnance (Government) ...	94	—	—
Artificial Silk Manufactures ...	80	—	—
Artificial Silk Piece Goods ...	80	—	—
Artisans' Tools ...	67	132	—
Asbestos, Manufactured ...	59	127	—
Awnings, Tarpaulins, Tents, etc. ...	78	138	—
Axes, Shovels, Spades and Matchets ...	69	133	—
<b>B</b>			
Bacon and Ham ...	43	112	112
Baggage, Passengers' (Personal and Household Effects, unenumerated, as) ...	100	150	—
Bags and Sacks, Jute ...	79	138	—
Bailing and Fencing Wire ...	63	129	—
Baling Iron (Hoop or Band) ...	62	128	—
Barks for Tanning ...	—	—	124
Basket-ware ...	94	147	—
Beads ...	94	147	—
Beche-de-Mer ...	—	—	113
Bedsteads and finished parts thereof ...	60	128	—
Beer, Ale, Stout, etc. ...	44	112	112
Beeswax ...	54	122	122
Beverages and Syrups ...	44	113	—
Bicycles, not Motor ...	89	144	—
Bioscope Films ...	96	148	—
Bioscopes, Magic Lanterns, Cinematographs, etc. ...	67	132	—
Biscuits ...	44	113	113
Blacking and Polishes ...	94	147	—
Blankets, Cotton ...	75	136	—
Blankets, Woollen ...	76	137	—
Blasting Compounds, Fuses and Explosives ...	96	148	—

## INDEX.—(Contd.).

<i>Trade Articles.</i>	<i>Trade Imports.</i> PAGE	<i>Re-exports.</i> PAGE	<i>Domestic Exports.</i> PAGE
Blue and Starch ... ..	99	150	—
Boats, Lighters and Ships ... ..	92	145	—
Bolts, Nails, Screws, Rivets, etc. ... ..	62	129	—
Bones, Horns, Hoofs, etc. ... ..	—	—	124
Books, Printed, and other Printed Matter ... ..	95	147	—
Boots and Shoes ... ..	81	139	—
Bottles and Jars, Glass ... ..	58	127	—
Bottled, Canned or otherwise Preserved, Fruit ... ..	46	115	—
Bran ... ..	—	—	111
Brandy ... ..	49	116	—
Brass Manufactures ... ..	65	130	—
Brass Sheets, Plain or Perforated ... ..	65	—	—
Brass Wire ... ..	65	130	—
Bricks and Tiles ... ..	57	126	126
Brooms and Brushes ... ..	95	147	—
Building Cement ... ..	59	127	—
Buildings, Complete and Parts of ... ..	61	128	—
Builders' Woodwork (Window Frames, Doors, etc.) ... ..	73	135	—
Bulbs, Electric Light ... ..	71	134	—
Bulbs, Plants, Shrubs and Trees ... ..	56	125	125
Bullion and Specie ... ..	102	152	152
Bullion, Gold ... ..	102	152	152
Bullion, Silver ... ..	102	152	—
Bulls ... ..	101	—	151
Butter ... ..	45	113	113
Butter Substitutes (Margarine, Marrowfat, etc.) ... ..	47	115	—
<b>C</b>			
Cabinet-ware and Furniture... ..	73	135	—
Cable, Wire and Rope ... ..	63	129	—
Cables, Wire, Electric (Insulated) ... ..	70	133	—
Cables, Wire, Electric (not Insulated) ... ..	70	134	—
Cake, Other Oil Seed ... ..	43	—	111
Cake, Groundnut ... ..	—	—	111
Calves ... ..	101	—	151
Cameras, Photographic ... ..	69	133	—
Candles ... ..	85	141	—
Canvas and Sail Cloth ... ..	80	138	—
Caps, Hats, etc. ... ..	81	139	—
Carbonate of Soda ... ..	—	—	120
Carbonic Acid Gas ... ..	82	140	—
Cardboard and Paper ... ..	87-89	143	—
Cards, Playing ... ..	88	143	—
Carpets and Rugs, Jute ... ..	79	138	—
Carpets and Rugs, etc., Woollen ... ..	76	137	—
Carriages, Railway (Wagons and Trucks) ... ..	91	—	—
Cars, Motor ... ..	89	144	—
Cars, Motor (Parts and Accessories) ... ..	90	144	—
Carts and Wagons, Wheels and Parts for ... ..	92	146	—
Castor Seed ... ..	54	121	121
Cattle for Food ... ..	44	—	112
Cattle and Sheep Dipping Preparations ... ..	83	140	—
Cedar Wood ... ..	—	—	119
Cement, Building ... ..	59	127	—
Chains, Anchors and Grapnels ... ..	60	128	—
Chalk, Prepared ... ..	59	—	—
Cheese ... ..	45	113	113
Chemicals, Drugs, Dyes and Colours ... ..	82-84	140-141	—
Chemical Manufactures, Unenumerated ... ..	83	140	—
Chillies ... ..	45	113	113
Chimneys, Globes and Shades (Glass) ... ..	58	127	—
Chinaware (Earthenware) ... ..	57	126	—
Cigarette Paper ... ..	87	143	—

## INDEX.—(Contd.).

<i>Trade Articles.</i>	<i>Trade Imports.</i> PAGE	<i>Re-exports.</i> PAGE	<i>Domestic Exports.</i> PAGE
Cigarettes and Cigars	51-52	118	118
Cinematograph Films	96	148	—
Cinematographs, Bioscopes, Magic Lanterns, etc.	67	132	—
Clocks, Complete	67	132	—
Coal	52	119	—
Cocoa, Raw	—	—	113
Coconut Oil	54	122	122
Coconuts	—	—	122
Coffee, Raw	45	114	114
Coffee, Prepared	—	114	114
Coin, Gold	102	152	—
Coin, Silver	102	152	—
Coin, Nickel	102	152	—
Coin, Other	102	152	—
Coir, Fibre	53	—	120
Coir Mats and Matting	78	138	—
Coke	57	—	—
Colours, Paints and Varnishes	84	141	—
Compounds, Blasting (Fuses and Explosives)	96	148	—
Condensed, or otherwise Preserved, Milk	48	115	—
Confectionery	45	114	114
Copper Manufactures	65	131	—
Copper Sheets, Plain or Perforated	65	131	—
Copper Wire	65	131	—
Copra	54	—	122
Cordage, Ropes and Twine	78	138	—
Corrugated Iron Sheets	61	128	—
Cosmetics, Perfumery and Toilet Preparations	98	149	—
Cotton Blankets	75	136	—
Cotton Hosiery (or Wool)	81	139	—
Cotton Manufactures	76	137	—
Cotton Piece Goods	74-75	136-136	—
Cotton, Raw	53	120	120
„ Seed	54	121	121
„ Seed Oil	—	—	—
„ Thread	75	136	—
„ Yarns	75	137	—
Cows	101	—	151
Cultivators, Ploughs, Harrows, Drillers, etc.	69	133	—
Cranes, Hoists, and Lifting Machinery	71	—	—
Creosote	84	141	—
Cutlers' Wares	67	132	—
Cycles, Motor	90	145	—
Cycles, Motor, Sidecars for	91	145	—
Cycles, Motor, Sidecar and Tricar Parts and Accessories	91	145	—
Cycles, not Motor	89	144	—
<b>D</b>			
Dairy Salt	49	116	—
Dates	45	114	—
Dhall (Grain)	42	111	111
Dipping Preparations, Cattle and Sheep	83	140	—
Disinfectants and Insecticides	83	140	—
Doors, Window Frames, etc.	73	135	—
Drillers, Ploughs, Harrows, Cultivators, etc.	69	133	—
Drink, Food and Tobacco	42	111-118	111-118
Drugs, Medicines, etc.	83-84	140	—
Dyestuffs, etc.	84	140	—
<b>E</b>			
Earthenware, General	57	126	—
Earthenware, Pipes	58	—	—
Electric Wires and Cables, Insulated	70	133	—

## INDEX.—(Contd.).

<i>Trade Articles.</i>	<i>Trade Imports.</i> PAGE	<i>Re-exports.</i> PAGE	<i>Domestic Exports.</i> PAGE
Electric Wires and Cables, not Insulated ... ..	70	134	—
Electric Light Bulbs ... ..	71	134	—
Electrical Goods and Apparatus ... ..	70-71	133-134	—
Electrical Machinery and Parts ... ..	71	134	—
Electro-plated Ware ... ..	95	147	—
Elephant Ivory ... ..	55	125	125
Enamelled Hollow-ware ... ..	61	128	—
Engines, Internal Combustion (not for Vehicles) ... ..	72	134	—
Engines, Marine and Machinery ... ..	89	—	—
Engines, Steam (not for Vehicles) ... ..	72	—	—
Engravings and Pictures ... ..	98	149	—
Essences, Toilet Preparations, Syrups, and Tinctures ... ..	99	150	—
Essential and Perfumed Oils ... ..	86	142	—
Explosives, Fuses and Blasting Compounds ... ..	96	148	—
Extracts and Dyestuffs for Dyeing and Tanning ... ..	84	140	—
Extract, Wattle ... ..	—	—	124
<b>F</b>			
Fastenings and Locks for Doors and Windows ... ..	68	132	—
Fat (Marrow), etc. ... ..	47	115	—
Fats, Oils and Resin, Manufactures ... ..	85-86	141-142	—
Fats, Oils, Resins and Gums, Seeds, etc. ... ..	54-55	121-123	121-123
Feathers, Ostrich ... ..	—	—	—
Feeding Stuffs for Animals ... ..	43	111-112	111-112
Felt, Ruberoid, etc. ... ..	95	147	—
Fencing and Baling Wire ... ..	63	129	—
Fencing Materials, other, Posts and Gates ... ..	62	129	—
Fertilisers and Manures ... ..	96	147	—
Fibre, Coir ... ..	53	—	120
Fibre, Flax ... ..	—	—	121
Fibre, Sisal ... ..	53	121	121
Films for Bioscopes and Cinematographs ... ..	96	148	—
Fireclay ... ..	60	127	—
Firewood ... ..	53	—	119
Fireworks and Rockets ... ..	98	149	—
Fish, Canned ... ..	46	114	—
Fish, Salted, Pickled or Dried ... ..	46	114	114
Fish Ova ... ..	55	—	—
Fishplates, Rails and Sleepers ... ..	62	129	—
Flax, Fibre ... ..	—	—	121
Flax, Tow ... ..	—	—	121
Flour and Meal, Maize ... ..	42	111	111
"    "    "    Other ... ..	43	—	111
"    "    "    Pulse ... ..	43	111	111
"    "    "    Wheat ... ..	42	111	111
Food, Drink and Tobacco ... ..	42-52	111-118	111-118
Forage and Hay ... ..	43	—	112
Fruit, Bottled, Canned or otherwise Preserved ... ..	46	115	—
Fruit, Fresh ... ..	47	115	115
Fuel, Manufactured ... ..	57	—	—
Fuel, Oil ... ..	85	141	—
Furniture and Cabinet-ware ... ..	73	135	—
Fuses, Explosives and Blasting Compounds ... ..	96	148	—
<b>G</b>			
Galvanised Iron Sheets, Corrugated ... ..	61	128	—
Galvanised Iron Sheets, Flat ... ..	61	128	—
Game and Poultry (Alive) ... ..	44	—	112
Game and Poultry (Dead) ... ..	43	—	—
Games, Toys, and Sports Goods ... ..	99	150	—
Garlic and Onions, not preserved ... ..	47	115	115



## INDEX.—(Contd.).

<i>Trade Articles.</i>	<i>Trade Imports.</i> PAGE	<i>Re-exports.</i> PAGE	<i>Domestic Exports.</i> PAGE
Gas, Carbonic Acid	82	140	—
Gates, Posts and Other Fencing Materials	62	129	—
Gauze, Wire, and Wire Netting	64	130	—
Ghee	47	115	115
Gin and Geneva	49	117	—
Glass Bottles and Jars	58	127	—
Glass, Plate or Sheet	59	127	—
Glassware, Domestic and Fancy	58	127	—
Glassware, Unspecified	59	127	—
Globes, Chimneys and Shades	58	127	—
Goats and Sheep, for Food	44	—	112
Goats and Sheep, not for Food	101	151	151
Goat and Sheep Skins	55	123	123
Gold and Silver Plated Ware	96	148	—
Gold Bullion	102	152	152
Gold Coin	102	152	—
Goods, Miscellaneous, Manufactured, Unspecified	100	151	—
Goods, Miscellaneous, Unmanufactured, Unspecified	57	126	126
Government Ammunition	94	—	—
Government Naval and Military Stores, Unspecified	97	—	—
Government Ordnance, Arms	94	—	—
Grappels, Anchors and Chains	60	128	—
Grain, Other	42	110	110
Grates, Stoves and Ranges (Domestic)	63	129	—
Greases, Lubricating	85	141	—
Grindstones	60	127	—
Groundnuts	54	122	122
Groundnut, Cake	—	—	111
Groundnut Oil	—	—	123
Gum, Arabic	54	122	—
Gum, Copal	—	—	122
Gunny Bags and Sacks (Jute Bags and Sacks)	79	138	—
Guns, Air, and Air Rifles	93	146	—
Guns, Rifles, Revolvers and Pistols	96	148	—
<b>H</b>			
Haberdashery (Soft) and Millinery	81	139	—
Ham and Bacon	43	112	112
Hardware, other than Hollow-ware	68	132	—
Harness and Saddlery	87	142	—
Harrows, Ploughs, Cultivators, Drillers, etc.	69	133	—
Hats, Caps, etc.	81	139	—
Hay and Forage	43	—	112
Hemp, Ropes, Twine and Cordage...	78	138	—
Hides, Dry and Dry Salted	55	123	123
Hides and Skins, Undressed	55	123-124	123-124
Hinges, Nails, Screws, Rivets, Bolts, etc.	62	129	—
Hippopotamus Teeth	55	—	125
Hoofs, Bones, Horns, etc.	—	—	124
Hoists, Cranes, and Lifting Machinery	71	—	—
Hollow-ware, Aluminium	64	130	—
Hollow-ware, Enamelled	61	128	—
Hollow-ware, not Enamelled	61	128	—
Hoop or Band Iron for Baling	62	128	—
Horns, Bones, Hoofs, etc.	—	—	124
Horns, Rhinoceros	56	125	125
Horses, not for Food	101	—	151
Horticultural and Agricultural Tools	67	131	—
Hose and Stockings	81	139	—
Hosiery, Other	82	139	—
Household and Personal Effects	100	150	—

## INDEX.—(Contd.).

<i>Trade Articles.</i>	<i>Trade Imports.</i> PAGE	<i>Re-exports.</i> PAGE	<i>Domestic Exports.</i> PAGE
<b>I</b>			
Ice ... ..	—	—	125
Implements and Tools and Parts thereof ... ..	68	132	—
Industrial Machinery and Parts thereof ... ..	72	134	—
Insecticides and Disinfectants ... ..	83	140	—
Instruments, Musical ... ..	98	149	—
"    Optical ... ..	69	—	—
"    Scientific, and Appliances ... ..	70	133	—
"    Surgical, and Appliances ... ..	69	133	—
"    Telegraph and Telephones and Apparatus	71	134	—
Iron, Anchors, Chains and Grapnels ... ..	60	128	—
Iron and Steel Manufactures, Unspecified ... ..	64	130	—
Iron and Steel Manufactures ... ..	60-64	128-130	—
Iron Bars, Rods, Angles, Shapes and Sections ... ..	60	128	—
Iron Bedsteads and finished Parts ... ..	60	128	—
Iron Buildings, Complete ... ..	61	128	—
Iron, Galvanised Sheets, Corrugated ... ..	61	128	—
Iron, Galvanised Sheets, Flat ... ..	61	128	—
Iron, Girders, Beams, Joists, Pillars, etc. ... ..	61	128	—
Iron Hollow-ware, Enamelled ... ..	61	128	—
Iron Hollow-ware, not Enamelled ... ..	61	128	—
Iron, Hoop or Band for Baling ... ..	62	128	—
Iron, Nails, Screws, Rivets, Bolts, Hinges, etc. ... ..	62	129	—
Iron Plates and Sheets, not Galvanised ... ..	62	129	—
Iron Posts, Gates and other Fencing Materials ... ..	62	129	—
Iron Rails, Sleepers, Fishplates, etc. ... ..	62	129	—
Iron Safes ... ..	63	129	—
Iron Stoves, Grates and Ranges (Domestic) ... ..	63	129	—
Iron Tubes, Pipes and their Fittings ... ..	63	129	—
Iron, Wire Cable and Rope (not Electrical) ... ..	63	129	—
Iron, Wire Fencing and Baling ... ..	63	129	—
Iron, Wire, other sorts ... ..	63	129	—
Ivory, Elephant ... ..	55	125	125
<b>J</b>			
Jaggery (Sugar) ... ..	60	117	117
Jams, Jellies and Marmalades ... ..	47	115	—
Jars and Bottles, Glass ... ..	58	127	—
Jewellery and Imitation Jewellery ... ..	97	148	—
Jute Bags and Sacks ... ..	79	138	—
Jute Carpets and Rugs ... ..	79	138	—
Jute Piece Goods ... ..	79	138	—
<b>K</b>			
Kapok ... ..	55	—	125
Kernels and Nuts ... ..	54	122	122
Kerosene (Mineral Oil, Illuminating or Burning) ... ..	85	142	—
Knives, other than Machine Knives ... ..	68	132	—
<b>L</b>			
Lamps and Lanterns ... ..	97	148	—
Lanterns, Magic, Bioscopes, Cinematographs, and Parts	67	132	—
Lard and its Compounds ... ..	47	115	115
Lead, Bar and Sheet ... ..	66	—	—
Lead Manufactures ... ..	66	131	—
Leather, Dressed ... ..	87	142	—
Leather Manufactures ... ..	87	143	—
Lifting Machinery, Cranes, Hoists, etc. ... ..	71	—	—
Lighters, Ships and Boats ... ..	92	145	—
Linen Manufactures ... ..	79	138	—
Linen Piece Goods ... ..	79	138	—
Linen Thread ... ..	79	138	—
Liqueurs ... ..	50	117	—

## INDEX.—(Contd.).

<i>Trade Articles.</i>	<i>Trade Imports.</i> PAGE	<i>Re-exports.</i> PAGE	<i>Domestic Exports.</i> PAGE
Liquor ( <i>see</i> Spirits) ... ..	49-50	116-117	—
Locks and Fastenings for Doors and Windows ... ..	68	132	—
Locomotives, Railway ... ..	91	—	—
Lorries, Motor ... ..	90	144	—
Lubricating Oils ... ..	85	141	—
Lubricating Greases ... ..	85	141	—
<b>M</b>			
Machinery, Agricultural, and Parts ... ..	71	134	—
"  and Parts, Unspecified ... ..	72	135	—
"  Electrical, and Parts ... ..	71	134	—
"  Industrial, and Parts ... ..	72	134	—
"  Lifting, Cranes, and Hoists ... ..	71	—	—
"  Marine, and Marine Engines ... ..	89	—	—
"  Pumping and Pumps ... ..	72	135	—
Machines, Sewing ... ..	99	149	—
Magic Lanterns, Bioscopes and Cinematographs ... ..	67	132	—
Mahogany Wood ... ..	52	—	—
Maize, Grain ... ..	42	110	110
Maize Meal and Flour ... ..	42	111	111
Mangrove Poles ... ..	52	—	119
Mangrove Bark ... ..	—	—	124
Manures and Fertilisers ... ..	96	147	—
Marble ... ..	—	120	—
Margarine, Marrowfat, Butter Substitutes, etc. ... ..	47	115	—
Marine Shells ... ..	56	125	125
Marine Engines and Machinery ... ..	89	—	—
Marmalades, Jams and Jellies ... ..	47	115	—
Marrowfat, Margarine, Butter Substitutes, etc. ... ..	47	115	—
Matches ... ..	97	149	—
Matchets, Shovels, Spades and Axes ... ..	69	133	—
Mats and Matting, Coir ... ..	78	138	—
Mattresses, Wire ... ..	64	130	—
Meal and Flour, Maize ... ..	42	111	111
"  "  "  Other ... ..	43	—	111
"  "  "  Pulse ... ..	43	111	111
"  "  "  Wheat ... ..	42	111	111
Meat ... ..	43	112	112
Meat, Tinned, Canned or otherwise Preserved ... ..	43	112	112
Medicines and Drugs ... ..	83-84	140	—
Metal, Bar, Blocks, Ingots or Pig ... ..	66	131	—
Metalliferous Ores, Non-ferrous ... ..	53	120	120
Metal Manufactures, not elsewhere Specified ... ..	66	131	—
Methylated Spirits ... ..	97	149	149
Military, Naval and Government Stores ... ..	97	—	—
Milk, Condensed or otherwise Preserved ... ..	48	115	—
Millet (Grain) ... ..	42	110	110
Millinery and Haberdashery ... ..	81	139	—
Mineral Oil, Illuminating or Burning ... ..	85	142	—
Mineral Waters (Aerated Waters) ... ..	44	112	112
Mining and Quarry Products, Manufactured ... ..	60	127	127
Mining and Quarry Products, Unmanufactured ... ..	—	120	120
Mirrors and Looking Glasses ... ..	58	127	—
Miscellaneous Goods, Manufactured ... ..	100	151	—
Miscellaneous Goods, Unmanufactured ... ..	57	126	126
Miscellaneous, Agricultural Seeds ... ..	56	125	125
Motor Cars ... ..	89	144	—
Motor Car Parts ... ..	90	144	—
Motor Cycles ... ..	90	145	—
Motor Cycles, Sidecars for ... ..	91	—	—
Motor Cycle, Sidecar and Tricar Parts ... ..	91	145	—
Motor Lorries ... ..	90	144	—

## INDEX.—(Contd.).

<i>Trade Articles.</i>	<i>Trade Imports.</i> PAGE	<i>Re-exports.</i> PAGE	<i>Domestic Exports.</i> PAGE
Motor Lorry Parts ... ..	90	144	—
Motor Spirit (Oil) ... ..	85	141	—
Motor Tractors ... ..	90	144	—
Motor Tractor Parts ... ..	90	145	—
Musical Instruments ... ..	98	149	—
<b>N</b>			
Nails, Screws, Rivets, Bolts and Hinges ... ..	62	129	—
Naval, Military and Government Stores ... ..	97	—	—
Netting, Wire and Wire Gauze ... ..	64	130	—
Nickel Coin ... ..	102	152	—
Non-ferrous Metal, Manufactures of ... ..	64-66	131	—
Non-metalliferous Mining and Quarry Products ... ..	—	—	120
Non-ferrous Metalliferous Ores ... ..	53	120	120
Nuts and Kernels ... ..	54	122	122
<b>O</b>			
Oil, Castor ... ..	—	—	—
„ Coconut ... ..	54	122	122
„ Cotton Seed ... ..	—	—	—
„ Fuel ... ..	85	141	—
„ Groundnut ... ..	—	—	123
„ Linseed ... ..	—	—	—
„ Lubricating ... ..	85	141	—
„ Mineral, Illuminating or Burning ... ..	85	142	—
„ Motor Spirit ... ..	85	141	—
„ Other Seed and Vegetable ... ..	—	—	123
„ Palm ... ..	54	—	—
„ Seed Cake, other ... ..	—	—	111
„ Sesame ... ..	55	—	123
Oils, Essential and Perfumed ... ..	86	142	—
Oil Manufactures, not elsewhere Specified ... ..	86	142	—
Onions and Garlic, not Preserved ... ..	47	115	115
Optical Instruments ... ..	69	—	—
Ordnance (Government), Arms ... ..	94	—	—
Ores, Metalliferous, Non-ferrous ... ..	53	120	120
Ostrich Feathers ... ..	—	—	—
Ova, Fish ... ..	55	—	—
<b>P</b>			
Paints (Painters' Colours and Varnishes) ... ..	84	141	—
Palm Oil ... ..	54	—	—
Paper, Cigarette ... ..	87	143	—
„ Other ... ..	88	143	—
„ Packing ... ..	87	143	—
„ Printing ... ..	88	143	—
„ Manufactures, not elsewhere Specified ... ..	89	143	—
Paraffin (Mineral Oil, Illuminating or Burning) ... ..	85	142	—
Parcel Post ... ..	102	152	152
Passengers' Baggage, Unenumerated, as Household and Personal Effects ... ..	100	150	—
Perfumed and Essential Oils ... ..	86	142	—
Perfumed Spirit ... ..	98	149	—
Perfumery, Cosmetics, and Toilet Preparations ... ..	98	149	—
Personal and Household Effects, Unenumerated, as Baggage ... ..	100	150	—
Petrol (Motor Spirit) ... ..	85	141	—
Pictures and Engravings ... ..	98	149	—
Piece Goods, Cotton ... ..	74-75	135-136	—
„ „ Jute ... ..	79	138	—
„ „ Linen ... ..	79	138	—
„ „ Silk ... ..	77	137	—
„ „ „ (Artificial) ... ..	80	139	—
„ „ Woollen ... ..	77	137	—

## INDEX.—(Contd.).

<i>Trade Articles.</i>	<i>Trade Imports.</i> PAGE	<i>Re-exports.</i> PAGE	<i>Domestic Exports.</i> PAGE
Pipes, Earthenware	58	—	—
Pipes, Iron, Tubes, and their Fittings	63	129	—
Pistols, Guns, Rifles and Revolvers	96	148	—
Pitch and Tar	56	126	—
Plants, Bulbs, Shrubs and Trees	56	125	125
Plate and Sheet Glass	59	127	—
Plated Ware (Gold and Silver)	96	148	—
Playing Cards	88	143	—
Ploughs, Harrows, Cultivators, Drillers, etc.	69	133	—
Polishes and Blacking	94	147	—
Posts, Gates and other Fencing Materials	62	129	—
Potatoes	48	—	116
Poultry and Game, Alive	44	—	112
Poultry and Game, Dead	43	—	—
Printed Matter and Books	95	147	—
Primus and other Oil Stoves	70	133	—
Provisions, Fresh	48	116	116
Provisions, Other	48	116	116
Pulse, Grain	42	111	111
Pulse, Meal and Flour	43	111	111
Pumps and Pumping Machinery	72	135	—
<b>Q</b>			
Quarry and Mining Products, Manufactured	60	127	127
Quarry and Mining Products, Unmanufactured	—	—	120
<b>R</b>			
Rails, Sleepers, Fishplates, etc.	62	129	—
Railway Carriages, Wagons and Trucks	91	—	—
Railway Locomotives	91	—	—
Railway Vehicles, Parts of and Accessories	91	145	—
Ranges, Stoves and Grates (Domestic)	63	129	—
Razors	69	133	—
Revolvers, Guns, Rifles and Pistols	96	148	—
Rhinoceros Horns	56	125	125
Rice (Grain)	42	110	110
Rifles, Air, and Air Guns	93	146	—
Rifles, Guns, Revolvers and Pistols	96	148	—
Rivets, Nails, Screws, Bolts, Hinges, etc.	62	129	—
Rockets and Fireworks	98	149	—
Rollers, Steam	92	—	—
Rope, Wire and Cable	63	129	—
Ropes, Cordage and Twine	78	138	—
Rubber, Raw	—	—	124
Rubber Manufactures	93	146	—
Ruberoid, Felt, Uralite and Similar Substances	95	147	—
Rugs and Carpets, etc. (Woollen and Worsted)	76	137	—
Rugs and Carpets, Jute	79	138	—
Rum	50	117	—
<b>S</b>			
Saccharine and Derivatives thereof	51	—	—
Sacks and Bags, Jute (or Gunny)	79	138	—
Saddlery and Harness	87	142	—
Safes	63	129	—
Sailcloth and Canvas	89	138	—
Salt for Curing, Dairy and Agricultural Purposes	49	116	—
Salt, Other	49	116	—
Salt, Table	49	116	—
Sanitary Ware	—	127	—
Scientific Instruments and Appliances	70	133	—
Screws, Nails, Rivets, Bolts, Hinges, etc.	62	129	—

## INDEX.—(Contd.).

<i>Trade Articles.</i>	<i>Trade Imports.</i> PAGE	<i>Re-exports.</i> PAGE	<i>Domestic Exports.</i> PAGE
Seed, Cake, Other Oil ... ..	43	—	111
.. Castor ... ..	54	121	121
.. Cotton ... ..	54	121	121
.. Agricultural, Miscellaneous ... ..	56	125	125
.. Sesame ... ..	54	121	121
.. Sunflower ... ..	—	—	122
Sesame Oil ... ..	55	—	123
Sewing Machines ... ..	99	149	—
Shades, Chimneys and Globes (Glass) ... ..	58	127	—
Sheep and Cattle Dipping Preparations ... ..	83	140	—
Sheep and Goats, for Food ... ..	44	—	112
Sheep, not for Food ... ..	101	—	151
Shells, Marine ... ..	56	125	125
Shells, Tortoise ... ..	—	—	125
Ships, Lighters and Boats ... ..	92	145	—
Ships, etc., Integral and Constructional Parts of ... ..	92	145	—
Shoes and Boots ... ..	81	139	—
Shovels, Spades, Axes and Matchets ... ..	69	133	—
Shrubs, Trees, Plants and Bulbs ... ..	56	125	125
Sidecars for Motor Cycles ... ..	91	—	—
Silk Manufactures, Artificial ... ..	80	139	—
.. Piece Goods, Artificial... ..	80	139	—
Silk Manufactures ... ..	78	137	—
Silk Tissues ... ..	77	137	—
Silk Yarns ... ..	78	—	—
Silver Bullion ... ..	102	152	—
Silver Coin ... ..	102	152	—
Silver and Gold Plated Ware ... ..	96	148	—
Sisal Fibre ... ..	53	121	121
Sisal Tow ... ..	53	121	121
Skins and Hides, Dry and Dry Salted ... ..	55	123	123
Skins, Other Animals ... ..	55	124	124
Skins, Sheep and Goats ... ..	55	123	123
Slates, Roofing ... ..	—	—	—
Sleepers, Rails, Fishplates, etc. ... ..	62	129	—
Snuff (Tobacco) ... ..	52	—	—
Soap, Common ... ..	86	142	142
Soap, Toilet ... ..	86	142	—
Soda, Carbonate of ... ..	—	—	120
Spades, Shovels, Axes and Matchets ... ..	69	133	—
Specie and Bullion ... ..	102	152	152
Spices ... ..	49	116	116
Spirits ... ..	49-50	116-117	—
.. Methylated ... ..	97	149	149
.. Perfumed ... ..	98	149	—
.. Rectified (including Absolute Alcohol) ... ..	99	150	—
Sports Goods, Games and Toys ... ..	99	150	—
Sportsmen's Trophies ... ..	56	126	126
Starch and Blue ... ..	99	150	—
Stationery ... ..	88	143	—
Steam Engines (not for Vehicles) ... ..	72	—	—
.. Lorries ... ..	—	—	—
.. Rollers ... ..	92	—	—
.. Vehicles, Parts of and Accessories ... ..	92	—	—
Steel and Iron Manufactures ... ..	60-64	128-130	—
Steel Wire, Other Sorts ... ..	64	129	—
Stockings and Hose ... ..	81	139	—
Stout, Ale, Beer, etc. ... ..	44	112	112
Stoves, Grates and Ranges (Domestic) ... ..	63	129	—
Stoves, Primus and other Oil ... ..	70	133	—
Sugar ... ..	50	117	117
Sunflower Seed ... ..	—	—	122

## INDEX.—(Contd.).

<i>Trade Articles.</i>	<i>Trade Imports.</i> PAGE	<i>Re-exports.</i> PAGE	<i>Domestic Exports.</i> PAGE
Surgical Instruments and Appliances ... ..	69	133	—
Swine, not for Food ... ..	101	—	—
Syrups and Beverages, etc....	44	113	—
Syrups, Tinctures, Essences and Toilet Preparations ...	99	150	—
<b>T</b>			
Tanning and Dyeing Extracts ... ..	84	140	—
Tanning, Barks for ... ..	—	—	124
Tar and Pitch ... ..	56	126	—
Tarpaulins, Awnings, Tents, etc. ... ..	78	138	—
Tea ... ..	51	117	117
Teak Wood ... ..	52	119	—
Teeth, Hippopotamus ... ..	55	—	125
Telegraph and Telephone Instruments and Apparatus ...	71	134	—
Tents, Tarpaulins, Awnings, etc. ... ..	78	138	—
Textile Manufactures, Unspecified ... ..	80	138	—
Thread, Cotton ... ..	75	136	—
Thread, Linen ... ..	79	138	—
Tiles and Bricks ... ..	57	126	126
Timber and Wood ... ..	52-53	119-120	119-120
Tin, Bar, Plate or Sheet ... ..	66	131	—
Tin Manufactures ... ..	66	131	—
Tinned Meat (Canned or otherwise Preserved) ... ..	43	112	112
Tobacco, Cigars, Cigarettes and Snuff ... ..	51-52	118	118
Toilet Preparations, Essences, Syrups and Tinctures ...	99	150	—
Toilet Preparations and Cosmetics ... ..	98	149	—
Toilet Soap ... ..	86	142	—
Tools and Implements and Parts thereof ... ..	68	132	—
Tools, Agricultural ... ..	67	131	—
Tools, Artisans' ... ..	67	132	—
Tools, Horticultural ... ..	67	131	—
Tortoise Shells ... ..	—	—	125
Tow, Flax ... ..	—	—	121
Tow, Sisal ... ..	53	121	121
Toys, Games and Sports Goods ... ..	99	150	—
Tractors, Motor ... ..	90	144	—
Tractor Parts, Motor ... ..	90	145	—
Trees, Plants, Bulbs and Shrubs ... ..	56	125	125
Trophies, Sportsmen's ... ..	56	126	126
Trucks, Railway and Railway Wagons and Carriages ...	91	—	—
Tubes, Iron, Pipes and their Fittings ... ..	63	129	—
Turpentine ... ..	86	142	—
Twine, Cordage and Ropes ... ..	78	138	—
Typewriters ... ..	99	150	—
Tyres and Tubes, Rubber ... ..	93	146	—
<b>U</b>			
Umbrellas ... ..	100	150	—
Uralite, Felt, Ruberoid, etc....	95	147	—
<b>V</b>			
Varnishes and Painters' Colours ... ..	84	141	—
Vehicles, other, not Mechanically Propelled ... ..	91	145	—
Vehicles, Railway, Parts of, etc. ... ..	91	145	—
Vehicles, Steam, Parts of, etc. ... ..	92	—	—
<b>W</b>			
Wagons and Carts, Wheels and Parts for ... ..	92	146	—
Wagons, Railway and Railway Trucks and Carriages ...	91	—	—
Watches ... ..	70	133	—
Waters, Aerated ... ..	44	112	112
Wattle Bark ... ..	—	—	124
Wattle Extract ... ..	—	—	124

## INDEX—(Contd.).

<i>Trade Articles.</i>	<i>Trade Imports.</i> PAGE	<i>Re-exports.</i> PAGE	<i>Domestic Exports.</i> PAGE
Waxes ... ..	54	122	122
Wearing Apparel, Second-hand ... ..	82	139	—
Wearing Apparel, Unspecified ... ..	82	140	—
Wheat, Grain ... ..	42	110	110
Wheat Meal and Flour ... ..	42	111	111
Wheels and Parts for Wagons and Carts ... ..	92	146	—
Whisky ... ..	50	117	—
Window Frames, Doors, etc., Builders' Woodwork ... ..	73	135	—
Windows and Doors, Locks and Fastenings for ... ..	68	132	—
Wines ... ..	51	118	—
Wire, Aluminium ... ..	64	130	—
„ Brass ... ..	65	130	—
„ Cable and Rope (not Electrical) ... ..	63	129	—
„ Copper ... ..	65	131	—
„ Fencing and Baling ... ..	63	129	—
„ Iron, other Sorts ... ..	63	129	—
„ Mattresses ... ..	64	130	—
„ Netting and Gauze ... ..	64	130	—
„ Steel, other Sorts ... ..	64	129	—
Wires, Electric, and Cables, Insulated ... ..	70	133	—
Wires, Electric, and Cables, not Insulated ... ..	70	134	—
Wood and Timber ... ..	52-53	119-120	119-120
Woodwork, Builders' ... ..	73	135	—
Wooden Manufactures, not elsewhere Specified ... ..	73	135	—
Wool ... ..	—	—	126
Wool and Cotton Hosiery ... ..	81-82	139	—
Woollen Carpets and Rugs ... ..	76	137	—
Woollen and Worsted Yarns ... ..	77	137	—
Woollen Blankets ... ..	76	137	—
Woollen Tissues ... ..	77	137	—
Woollen Manufactures, not elsewhere specified ... ..	77	137	—
<b>Y</b>			
Yarns, Cotton ... ..	75	137	—
„ Woollen and Worsted ... ..	77	137	—
„ Silk ... ..	78	137	—
<b>Z</b>			
Zinc, Bar, Plate or Sheet ... ..	66	131	—
Zinc Manufactures ... ..	66	131	—



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..

3

# MEMORIAL

ON

## REDUCTION OF SALARIES

BY

**THE KENYA ASIAN CIVIL SERVICE ASSOCIATION**

AND

**THE RAILWAY ASIATIC UNION.**

V687, 8:9, 8:52

F3

NAIROBI,  
28th June, 1922.

Sir,

On behalf of the Kenya Asian Civil Service Association and the Railway Asiatic Union, representing the Asian Staff of the Kenya Government and the Uganda Railway, we have the honour humbly and respectfully to address you on the subject of the proposed re-adjustment of the present *substantive* salaries of the Asian Staff thereby reducing them by one-third.

2. The first news of this astounding proposal appeared in the Local Press and came as a sudden rude shock to the staff already dissatisfied with the inadequacy of the last revision of their salaries and terms of service as represented in the Association memorial of 6th October, 1921. This feeling slowly developed into a critical situation, and in order to allay the anxiety and ascertain the views of the staff, a Joint Mass Meeting of both the Branches of the Asian Service was hurriedly convened on the 16th May, 1922, and was attended by almost every member of both the Services present in Nairobi, the attached Resolution, intended for transmission to you through His Excellency the Governor, being carried unanimously.

Appendix  
I.

3. We attach for your information copies of correspondence with the Government on this subject which will reflect the trying times we have had to keep the naturally intense anxiety of the staff within proper bounds.

Appendix  
II-IX.

4. In reply to the Resolution of the first Joint Mass Meeting, His Excellency the Governor informed us that no proposal on the subject had been received by the Government. Eventually, however, on receipt of the Resolution from the Bowring Committee, His Excellency was good enough to furnish us with a copy of it which was placed before another equally crowded Joint Mass Meeting held on the 13th inst. which unanimously passed the Resolution forming enclosure to Appendix IX.

5. On receipt of this Mass Meeting Resolution, His Excellency was pleased to invite us to an interview during which we were kindly assured that no reference had been made to you previously on this subject, and that whilst doing so any views submitted by us would be forwarded to you along with it. His Excellency was also kind enough to advise us strongly, on the score of unnecessary expenses, to withdraw our request for cabling the Resolution to you in case the Government should decide to send its recommendations by despatch.

6. We gratefully accepted this assurance and advice of His Excellency, and now beg leave to amplify the Resolution by the following Memorandum.

7. The genesis of this proposal was the announcement made by His Excellency the Governor in the last October Session of the Legislative Council on the subject of reduction of European Local Allowance. Repeated efforts were made at the time in the Legislative Council, apparently on the very same illusory grounds as are now put forward, to refer the question of reduction in the salaries of the existing Asian Staff for consideration by the Special Committee on Reduction of Local Allowance, but all these prejudiced moves were ruled out by His Excellency the Governor supported by almost all the Official Members, who exposed the hollowness and iniquity of the proposal.

Appendix  
X.

The Rt. Hon. Winston Spencer Churchill, P.C., M.P.,  
Principal Secretary of State for the Colonies,  
Downing Street, London, S. W. 1.

Through

His Excellency,

Major General Sir Edward Northey, K.C.M.G., C.B.,  
Governor and Commander-in-Chief,  
The Colony and Protectorate of Kenya.

8. The Special Committee, however, thought it fit to go out of their terms of reference to enquire into the question of salaries of the existing Asian Staff, but probably owing to the strength of the facts and figures furnished by the Staff found the proposal impracticable as no mention of the matter is made in their Interim Report.

9. At that time the European Civil Servants Association put up a scheme by which the salaries of the Asian Staff were to be reduced in order to afford relief to the European Staff for the loss of 25 per cent. Local Allowance.

10. In view of these apparently connected circumstances, we cannot resist the strong suggestion that the pretext of a fictitious or imaginary "original intention" has been invented after nearly three years of strange forgetfulness in order to secure the Local Allowance of the European Staff at the cost of Asian substantive salaries.

11. To have to make comparisons is always odious, for no one wishes to say anything that can be construed into detraction of the mutual good will and co-operation that should exist between the European and the Asian branches of the Civil Service. When, however, without due regard to the conditions of service or other hardships, under which the Asian Staff are labouring, the European Association drag us into their quarrel, human nature is bound to assert itself and act on the principle of self defence. In order, therefore, to safeguard our own interests and as there is no alternative, we are reluctantly compelled to compare the salaries and terms of service of the two branches, which you stated were distinct and separate, in reply to our Memorial dated 6th October, 1921. If the reduction of the Local Allowance was foreshadowed in the service terms of the Europeans, is it equitable and just to require the Asian Staff to share in the sacrifice, whereas benefits are to be enjoyed exclusively by Europeans?

12. In the first place the proposed re-adjustment of salaries is contrary to the Law of the Colony and constitutes a *breach of contract*. The Asian Staff were all on rupee salaries, which together with all other public rupee liabilities were converted into florins at one florin to the rupee and into shillings at two shillings to the rupee by the Orders-in-Council reproduced below for easy reference:—

**The East Africa & Uganda Currency No. 2, Order 1920,  
Section 7 (1) & (2).**

"7 (1). Where any sum due to be paid after the commencement of this Order is payable in pounds or pounds sterling whether the obligation to make the payment was incurred before or after the commencement of this Order, the payment may be made in florins at the rate of 10 florins to the pound or pound sterling.

" (2). Where any contract entered into or instrument made before the commencement of this Order provides for the making of payment in terms of rupees the contract or instrument shall have effect as if references to florins were substituted for reference to rupees."

13. When it was considered expedient to introduce the shilling currency the above Order-in-Council was substituted by the following:—

**The Kenya & Uganda Currency Order 1921, Section 5 (1) & (2).**

"5 (1). Where any sum due to be paid after the commencement of this Order is payable in pounds or pounds sterling whether the obligation to make the payment was incurred before or after the commencement of this Order, the payment may be made in shillings at the rate of twenty shillings to the pound or pound sterling.

“ (2). Where any contract entered into or instrument made before  
 “the commencement of this Order provides for the making of any  
 “payment, in terms of rupees or florins the contract or instrument  
 “shall have effect as if for references to any number of rupees or  
 “florins there were substituted references to twice that number of  
 “shillings.”

14. It is, therefore, very clear that it has been the *original intention* of the framers of the Currency legislation that our rupee salaries should be converted into Florin equivalent and subsequently into shillings, the legal tender of the country, and that there was no misapprehension of any kind on this score. This fact is further corroborated by Secretariat Circular No. 48 of 1920 which amplifies our contract of service in unmistakable terms, in which our salaries and allowances are expressed in florins. There is no mention therein of Local Allowance or any re-adjustment as now proposed.

Appendix  
 XI.

15. On the other hand, Secretariat Circular No. 46 of 1920 comprises the revised salaries and terms of service for the European Staff, in which a *temporary* Local Allowance is granted to the European Staff liable to reconsideration in 1922. Vide para. 12 which reads as follows:—

Appendix  
 XIII.

“ 12. LOCAL ALLOWANCE. A special local allowance has  
 “been sanctioned on the understanding that it is recognised as liable  
 “to reconsideration in the event of a fall in Florin prices. It will  
 “disappear eventually if and when prices fall one-third below their  
 “present level, i.e., when the purchasing power of the Florin is  
 “raised to the point at which ten Florins will purchase what fifteen  
 “Florins purchase now.

“ The amount of the allowance will therefore be reconsidered  
 “generally for all the East African Government appointments after  
 “two years, and thereafter at such intervals as may be decided.

“ A record will be kept of local prices in order to furnish data  
 “for this reconsideration.

“ For the present the allowance is fixed at 50 per cent. of salary  
 “and allowances quoted in sterling.”

16. The argument of the reduction of European Local Allowance is, therefore, irrelevant to the issue under consideration.

17. In addition to this, we would respectfully point out that the enforcement of the proposed reduction will virtually amount to going back on the pledge given by your predecessor to the Asian public in East Africa that the stabilisation of the currency was a definite compromise between the various interests involved and would not be reconsidered, as is further evidenced by the following Government Notice No. 114 of 29th March, 1920, page 283 of the Official Gazette of 31st March, 1920:—

Appendix  
 XIII.

“With reference to a suggestion which has recently been made  
 “that the local exchange value of the rupee should be restored to  
 “1sh. 4d. the Secretary of State for the Colonies has authorised an  
 “assurance being given that the 2sh. rate is fixed and permanent.”

18. Apart from its legal aspect, the proposal is morally indefensible and inequitable.

19. In view of these irrefutable facts, the Resolution No. 27 of the Bowring Committee is entirely fallacious and completely misguided, inasmuch as that body urges on the Government the restoration of the emoluments of the Asian Staff to the “original intention” of the contract viz. to 1sh. 4d.

20. The irresistible conclusion is that their decision is influenced by the present rate of exchange ruling in India. This is introducing irrelevant evidence in a case which must be judged on actual facts and the question of exchange has no bearing on the point at issue. The European members of the Service view the question as to what the Asian Staff salaries *are worth not in terms of the local currency but those of India*. This cannot be regarded as just or pertinent to the question of salaries in this Colony in view of the fact that the majority of the Asian Staff have their families in the country and nearly the whole of the emoluments go towards their maintenance and upkeep. Thus the money is spent in this country.

21. Further, it may be stated that the Indian exchange has swung between extremities, and, as stated by the Treasurer (late Mr. Kempe) in the October Session of the Legislative Council, there is no guarantee that it will not revert to its position as in 1917 to 1920. At that time the Asian Staff were paid in depreciated rupees which affected their family remittances adversely by over 33 p. c. no compensation having been paid to them although sanctioned by your predecessor, Lord Milner. On the other hand, when the pound sterling was worth about Rs. 7.50, the European Staff were still paid Rs. 15, in fact double salaries. Further concession in this respect was made to the European Staff inasmuch as they were allowed to draw a portion of their leave salaries in this country as local commitments.

22. It has been argued that the salaries of the Asian Staff have been put up by 50 per cent. in terms of pound sterling. This is the inevitable result of the fixation of the currency which was a definite compromise between the various interests involved when the pound sterling was stabilized at Rs. 10, but the Asian Staff never gained anything as they are paid the same number of Florins as they were getting Rupees prior to the change of currency. In effect, the florin has been substituted for the rupee and the prices of goods and other commodities, wages of domestic servants, Government and Municipal taxes, rents of houses and other rupee liabilities are paid by the florin. In other words, the "rupee" is called "florin" without any corresponding advantages to the Asian Staff. Viewed in this light, the contention that the Asian Staff have benefitted by 50 per cent. cannot be supported by facts and figures.

23. The salaries of the Asian Staff leave no margin for reduction, as the last revision has not improved their position in general.

24. The last revision of Government Asian salaries has been downward; the old IV Grade started on Fls. 90 the revised minimum is Fls. 75 and similarly the maximum salary of I Grade was Fls. 300 now it has been fixed at Fls. 260. If the position of the intermediate grades is considered, the increases granted on the minima and maxima of the various grades on the scale range from 11 to 19 per cent, which do not even permit of absorption of whole War Bonus in permanent salaries in the case of a senior official in any grade. In like manner, in the case of the Railway Asian Staff, the maximum of the Special Grade has been reduced by Fls. 40, while in the case of "A" Grade the minimum has been decreased by Fls. 10 and the maximum by Fls. 25 which represents a decrease from 5 to 13 per cent. True improvement in any scale of salary consists in increasing the levels of the starting salaries and the maximum attainable, and not by increasing the number of posts.

Appendix  
XIV.

25. On the other hand, the minimum of European clerks has been raised from £150 to £250 which represents 67 per cent. increase; and the maximum has been raised from £250 to £400 *i.e.*, 60 per cent. increase. In addition to these increases on the substantive scale, 50 per cent. local allowance was granted to them. The European clerks have suffered no loss of increments for two years, as in the case of Asian Staff, because their scales have been so constructed that even after the absorption of the entire War Bonus there is still a further margin for a few more increments.

26. Statements have been commonly made to the effect that owing to the reduction of local allowance, Europeans will be drawing less salaries *in florins or shillings* than Asians. To establish a fair comparison in this regard, relative years of service should be taken into consideration, and, if this is done, the statements are false as will be proved by the attached table. The European starts on a salary attained by the Asian after 15 to 20 years service. Appendix  
XV.

27. The War Bonus granted to the Staff in 1917, and now incorporated in salaries, was a make-shift measure in order to tide over the exorbitant cost of living, and, as is generally the case with such palliatives, it was hardly adequate. The situation which made it necessary has not improved appreciably, if at all, and the recently increased Customs duties are bound to aggravate it. In fact, the classes which are hit the hardest by indirect taxation of this nature are those having fixed incomes like Civil Servants, as the incidence of such taxation is always shifted on to these classes.

28. It must also be borne in mind that the scale of War Bonus sanctioned for Europeans and Asians was in the ratio of 3 to 1 respectively. Appendix  
XVI.

29. Owing to the fact that the salaries of the Asian Staff have been fixed on such a low level as at present, their standard of living has of necessity to be fixed at the lowest point below which any existence, compatible with their position and circumstances, is not possible. Statements in support of this form enclosures to Appendix IV.

30. It has been suggested that the particulars reflect extravagance. The statements are, of course, attempts to shew the general average minimum requirements of the various classes and grades of officials, and nobody has yet been able to suggest where a cut is possible consistent with ordinary decency. We would, however, respectfully submit that in fixing our revised scales of salaries the cost of living was not taken into consideration as they are on a much lower level than the old scales plus War Bonus, and in the case of minimum of IV and maximum of I Grade even lower than the old levels. Apart from this fact, the plea of disproportionate standard of living does not quite fit in with the pretext, "that the Asian standard of living is low," which is used by Government in fixing our salaries on a lower scale than that of the Europeans.

31. There are no privileges which the Asians enjoy and the Europeans do not, but there are several important concessions granted to Europeans and denied to Asians, or in some cases granted to them in a restricted form. It must be remembered that these concessions re-act on salaries and increase their value. In fact, as stated by Colonel Notley in the October Session of the Legislative Council, a European Clerk costs double in comparison with an Asian clerk, and this, we submit, is a somewhat conservative estimate. Appendix  
XVII.

32. A European Clerk has one continuous grade and goes up to his maximum without a stop within ten years unless he is, in the meanwhile, promoted to a higher post in which case he, of course, draws much higher emoluments.

33. Indeed, for a European a clerical post would appear to be only a kind of stepping stone to the higher ranks of the service with hopes of rising to the highest position.

34. Asian Clerks, on the contrary, have four Grades, increments are small and the higher Grades being limited in number, promotions from Grade to Grade are painfully slow.

35. It is also discouragingly alarming to note that many higher subordinate posts so far occupied by Asians are being gradually abolished and filled by Europeans on the somewhat inconsistent plea that no Asians can be found to fill them, when other Asian Officials acting in those very posts have been highly recommended for acting allowances on the grounds of ability and efficiency. Another specious plea advanced is strangely enough "economy", while highly responsible officials have admitted that European Officials cost twice as much as Asians and difference in efficiency is not at all against Asians.

36. In view of the above circumstances therefore, it will be impossible for the Asians ever to draw their present salaries which some of them have attained after slow stages of long years hard work and patient waiting. Further, the Asian, however competent he may be, is always confined to subordinate rank of clerical or non-clerical appointment, while the European after four or five years' service generally gets promoted to the rank of Office Superintendent or other higher appointment. It is, therefore, patent that while the higher appointments of the Service are the exclusive rights of the Europeans the Asian is confined to mere subordinate appointments on low salaries.

Appendix  
XVIII. 37. We attach a table shewing the effect of the proposal on the scales of salaries of the Asian Staff which shews a downward tendency in their emoluments until the present proposal intends to reduce them to such a point that Asians cannot subsist on them. The seniors have attained their present salaries of Fls. 255 and 260 p.m., after a period ranging from 16 to 20 years' service, and can it be honestly contended that these salaries are high when it is considered that nearly all of them are married men with families to support? The idea behind it is either the total elimination of Asians from Government Service with which they have been honourably connected from the early pioneer days when few Europeans could be found to serve out here, or more probably, the proposal has not been closely examined in its financial bearing on the staff.

38. The attached random cases illustrate how a married European Clerk, even *without local allowance* and starting life in 1916, is actually getting more florins than he would have got rupees, had the grant of War Bonus, revision of salaries and the change in the currency, not taken place, whereas an Asian in the same circumstances will be getting less florins under the proposal.

Year.	Salary. £	EUROPEAN. War Bonus. £	TOTAL.	
			Sterling.	Rs. Cts.
1916	150	—	150	187—50
1917	160	120	280	350—00
1918	170	120	290	362—50
1919	180	120	300	375—00
		<i>Local Allowance.</i>		
1920	310	50 per cent.	465	387—50
1921	325	50 " "	487-10 Sh.	406—25
1922	340	25 " "	425	354—00
1923	355	Nil.	355	296—00

Without War Bonus and Revision of Salaries a European Clerk having joined the service at the minimum of the old scale would have been receiving £150 plus 7 increments at £10, total £220 i.e. Rs. 275.

INCREASE Rs. 21.



## ASIAN.

Year.	Salary Rs.	War Bonus Rs.	Total Rs.	Remarks.
1916	80	—	80	
1917	85	50	135	
1918	90	50	140	Promoted to IV Grade.
1919	96	50	146	
1920	102	49	151	
		<i>N. P. A.</i>		
1921	120	31	151	
1922	155	Less $\frac{1}{8}$	129	Promoted to III Grade as per Circular No. 23 of 15-3-22.
1923	165	Less $\frac{1}{8}$	110	

Without War Bonus and revision he would have been receiving:—

Two increments at Rs. 5 .. .. .	Rs. 10
Three increments at Rs. 6 .. .. .	Rs. 18
Increase on promotion from Rs. 108 to 125. ..	Rs. 17
Increment on III Grade. .. .. .	Rs. 7.50
	Rs. 52.50

Rs. 80 plus 52.50—Rs. 132.50.

DECREASE Rs. 22.50.

39. In considering the above table it must be clearly borne in mind that whatever reduction has been undergone by the European Staff only holds good of their *florin emoluments*, whereas their substantive sterling salaries and therefore pensions and gratuities are intact, but the proposed reduction in the Asian *substantive salaries* will correspondingly reduce their pensions and Gratuities by one third. Even with the cut of Local Allowance of the European Staff, they will be drawing enhanced pensions and gratuities owing to the fact that the value of quarters in their case has been increased from 15 to 30 per cent, as from 1st January, 1922, apart from the fact that 50 per cent. Climatic Allowance is enjoyed by them and denied to the Asian Staff. Pensions, Provident Fund and Gratuities are the principal attractions of the Service and also some compensation for the low salaries offered. They are therefore in the nature of deferred pay rightfully earned, which, we need not remark, cannot be reduced without infringing the Superannuation Acts or other Ordinances governing pay, pensions and gratuities of Civil Servants; neither, we take it, can any amendments that may be hereinafter introduced be made to apply to the existing Staff.

40. Apart from these considerations any employer, however hard-hearted, is disposed to be generous towards an old and faithful servant at the time of his retirement. Can anyone, therefore, with any sense of equity and fairness, ever consider a treatment of the nature as is outlined in the present proposal of the Bowring Committee, a just one to the Asian Officials who have devoted the best portion of their lives, with all diligence, loyalty and fidelity to the service of this Colony? Never for a moment did they expect that such would be their final reward! Is the Government of this country to be the bye-word for the perpetration of injustice to its old servants?

41. In order to illustrate the hardships which the adoption of the proposal will impose on the pensioners, we append below 3 typical cases in the 3 pensionable grades, the official in each case drawing the maximum salary and completing the average number of years he had to put in in order to attain that level. The circumstances are, therefore, the most favourable.

## I Grade—Service 20 years.

	Present.	Proposed.
Salary, per month ..	Fls. 260.00 less $\frac{1}{3}$	Fls. 173.33
House Allowance, per month	Fls. 39.00 „	Fls. 26.00
	<hr/>	<hr/>
	Fls. 299.00	Fls. 199.33
	<hr/>	<hr/>
Pension per month. ..	Fls. 99.67	Fls. 66.44

## II Grade—Service 20 years.

	Present.	Proposed.
Salary, per month. ..	Fls. 255.00 less $\frac{1}{3}$	Fls. 170.00
House Allowance, per month.	Fls. 28.50 „	Fls. 19.00
	<hr/>	<hr/>
	Fls. 283.50	Fls. 189.00
	<hr/>	<hr/>
Pension, per month. ..	Fls. 94.50	Fls. 63.00

## III Grade—Service 15 years.

	Present.	Proposed.
Salary, per month. ..	Fls. 180.00 less $\frac{1}{3}$	Fls. 120.00
House Allowance, per month.	Fls. 20.00 „	Fls. 14.33
	<hr/>	<hr/>
	Fls. 200.00	Fls. 134.33
	<hr/>	<hr/>
Pension, per month. ..	Fls. 50.00	Fls. 33.00

A comparative statement of the Railway Asian Staff affecting their Provident Fund and Gratuities is attached as Appendix XIX.

42. Considering the years of service and the cost of living, pensions under the proposed cut will be far below the subsistence margin.

43. Pensions in India will fluctuate with the exchange and a pensioner will have no assurance that at the end of the month he will get the same number of rupees on which he has based his already complex and unenviable budget.

44. We would respectfully venture to invite your attention to your reply to the Association memorial dated 6th October last in which we were informed that in revising our salaries "financial and other considerations" had already been taken into account, and we only assume that the "other considerations" also included the theoretically high value of our florin salaries as these were fixed at the time of stabilising the currency.

Appendix  
XX.

45. While the Asian Staff are fully alive to the present financial position of the Colony and appreciate any efforts towards putting the country on a sound basis with a view to its early recovery from the critical situation, yet they cannot refrain from stating that the salvation of this Colony cannot be achieved by reduction of the permanent and pensionable emoluments of the Asian Staff and that retrenchment and abolition of supernumerary posts and services are the only fairer and practicable alternatives. As citizens of this Colony the Asian Staff are deeply interested in the future prosperity of the country and it would be the keenest disappointment of their lives, to see this Colony, which they have so loyally and faithfully served, laid low by continued series of wrong ideas. For these reasons, we humbly submit that any reduction in the Asian "permanent and pensionable emoluments" rightfully earned, is neither just nor

practicable. Indeed, it is morally unsound. If the salaries of the Asian Staff which, it has been found by sad experience, are hardly sufficient to keep their bodies and souls together, are considered by the Government to be too high, it is within the rights of the Government to retrench the staff, and although this action is bound to interrupt the careers of many and involve hardships on all affected, in the present circumstances of the country, this would not constitute a legitimate grievance.

46. It must, however, be admitted that from the point of view of Government, there is a limit to retrenchment beyond which it cannot be pushed without impairing the public services, but we would at the same time respectfully submit that it is not fair to impose upon public servants, who are paying the same taxation as the general public, any additional sacrifices, which virtually means that the general public is to be benefitted at the cost of its already insufficiently paid servants. We attach for your information a list of the sacrifices the Asian Service is already compelled to make on account of the financial condition of the country.

Appendix  
XXI.

47. Finally, with due respect to the Local Government, we would humbly venture to bring to your notice the fact that it has been our painful experience that either the local officials fail to realise the hardships of the unenviable situation of the Asian Staff or their attitude towards questions affecting them is governed by considerations other than those of equity and justice. In almost all important matters involving the interests of the Asian Staff in the past, it has been found necessary to appeal from the unsympathetic attitude of the Local Government to the Secretary of State for the Colonies, and the sympathy and justice the Staff have invariably found there, have been the mainstay which has enabled the Staff to do their duty patiently and loyally under frequent and ever recurring discouragements, although, having regard to human nature, it should not be surprising that such constant discouragements tend to militate against the work of the Staff.

48. These conditions are not at all conducive to efficiency, and, if for nothing else, the interest of the Government Service demands that the necessary confidence and peace of mind should be restored immediately.

49. In conclusion, we most humbly and respectfully beg to repeat our firm conviction that no greater injustice could possibly be perpetrated upon the Asian Staff than that advocated by the Bowring Committee and, to our deep regret and keen disappointment, supported by the Local Government. Further, we can only suppose that the moral and legal side of the question must have been thrust aside on some false pretext, otherwise one could hardly fail to see that the proposal is one which no honest man could possibly entertain. We are, therefore, firmly convinced that our cause, which is a just and righteous one, will be upheld by you with the proverbial British justice and fairplay; we are, also, fully confident that the other anomalies pointed out in the course of this memorial will be rectified as early as practicable.

50. As intense feeling and deep anxiety prevail on this question we would be extremely grateful if your final decision could be communicated to us at the earliest possible date, and in such a manner as you may deem advisable.

We have the honour to be,  
Sir,  
Your Most Obedient Servants,

L. D'MELLO,  
*President,*  
Kenya Asian Civil Service Association.

ALLA BAKHSH,  
*President,*  
*Railway Asiatic Union.*

## APPENDIX I.

*Resolution Passed at a Joint Mass Meeting of Members of the Kenya Asian Civil Service Association and the Railway Asiatic Union, held in the Goan Institute on Tuesday, 16th May, 1922.*

Mass Meeting Kenya Asian Civil Service Association and Railway Asiatic Union learnt consternation proposal reduction Asian salaries. Fearing prejudicial decision hasten acquaint you views feelings staff. Reduction substantive salaries apart from fact pensions gratuities affected totally unjust morally unsound constitutes breach contract. Present salaries hardly living wage not adequately improved recent revision warranting reduction. Please see Association memorial 6th October. Reduction European local allowance foreshadowed relative service terms comparison irrelevant, Asians definitely rupee salaries converted florins and shillings by Law no local allowance. Prices, rents, Government taxes, other liabilities based parity rupee florin. Argument Indian exchange only affects family remittances average less than one-fifth salary. Most families in country. No assurance exchange won't go over two shillings as 1918 to 1920 when Asians paid depreciated rupees affecting expenses and remittances adversely over 33 per cent. without compensation although sanctioned by your predecessor. Europeans paid almost double salaries in rupees for same period. Presently Asian leave pay, gratuities and pensions in India unjustly unlawfully paid basis parity rupee florin. Government maximum first grade minimum fourth grade lowered by florins forty and fifteen respectively. Bulk Asian staff received no promotions and increments since April 1920. Uganda paying Asians promoted first grade April 1920 florins 300 monthly besides special grade regular increments florins 400. Corresponding Kenya staff florins 282. Meeting considers it most unfair staff bearing same taxation as public forced make these additional sacrifices. Europeans start above maximum salary attained corresponding Asians after fifteen to twenty years service. Former have unlimited field promotion Asians confined subordinate ranks. No privileges enjoyed Asians not granted Europeans many important privileges granted Europeans not conceded Asians. Your reply Association October memorial states service terms Europeans and Asians separate what one gets other cannot claim. Meeting respectfully submits disadvantages should follow same principle. Question reduction present Asian salaries definitely ruled out Governor October Legislative session. Local Allowance Reduction Committee again raised question facts and figures furnished by staff but no mention made interim report. This constant anxiety discouragement re-acting efficiency staff. Staff fully realise present situation Colony but respectfully submit economy may be effected by re-trenchment and not reduction permanent emoluments rightfully earned. Meeting humbly prays immediate telegraphic assurance Asian salaries will not be reduced.

## APPENDIX II.

18th May, 1922.

Sir,

We have the honour to request you to be good enough to place the following matter before His Excellency the Governor for favour of his sympathetic consideration:—

2. In consequence of an announcement which recently appeared in the daily papers to the effect that the Finance and Economic Committee have had under their serious consideration the question of reducing Asian Staff salaries, the Asian officials have been in a state of restlessness and anxious suspense which is seriously re-acting on their efficiency.

3. In order to ascertain the views and feelings of the staff on the subject a Mass meeting of the Government and the Railway Asian branches of the service was held at the Goan Institute on Tuesday, the 16th instant, at which almost every member of both the branches of the service was present, and the attached resolution, intended for transmission by cable to the Secretary of State for the Colonies, was carried unanimously.

4. The resolution is quite comprehensive and self-explanatory and no further comments are called for on the subject from us.

5. The object in submitting it to His Excellency in the first instance is to ascertain if His Excellency would be pleased to give the assurance sought for therein.

6. The Asian staff recall with deep gratitude the kind words of appreciation of their work which His Excellency was pleased to express in the last October Session of the Legislative Council when ruling out the repeated and prejudiced moves to cut down the salaries of the Asian Staff. The kind solicitude shown by His Excellency on that and other occasions should have been a sufficient guarantee that no such injustice was now contemplated by the Government. But the announcement in the Press in conjunction with certain other circumstances would appear to lend colour to the rumours circulating in the Town that reduction in Asian staff salaries is being resorted to owing to the financial condition of the Colony.

7. The staff are fully alive to the critical position in which the country finds itself at the present moment, but they also feel that if the country wishes to retain their services, it is nothing but just and fair that they should be given a living wage. The present salaries they are drawing are hardly sufficient to enable them to make ends meet and there is absolutely no margin whatever for any reduction. Indeed it is impossible for us to convey to His Excellency the feelings of the staff when it is suggested that Asian officials are drawing high salaries and comparisons are drawn with the salaries of the European officials without regard to the relative years of service put in and also the hardships many of the senior Asian officials had to undergo when the country was young and few Europeans were coming out to serve under conditions incidental to the opening up of a new country.

8. The situation engendered among the staff by the disconcerting news of reduction of permanent salaries, involving as it does a breach of contract, is so critical that the assurance solicited is most urgently required in order to restore that measure of confidence and peace of mind which is absolutely necessary for the staff to be able to carry out their duties with that traditional zeal and efficiency which have earned the appreciation of His Excellency.

9. Should His Excellency be unable to give us the assurance prayed for, we shall be very grateful if instructions are issued for the cable to be transmitted to the Secretary of State immediately. In order to save time we would request that the resolution may be cabled "en clair" and to cover the estimated cost of it we enclose herewith our cheque for Shgs. 1,100. Should the cost exceed the amount we will remit you the balance on hearing from you, but should there be any balance in our favour you will no doubt be good enough to return it to us.

We trust that His Excellency will kindly treat the matter as most urgent as the situation demands an early and definite reply.

Thanking you in anticipation.

We have the honour to be,

Sir,

Your Most Obedient Servants,

L. D'MELLO,

*President,*

Kenya Asian Civil Service Association.

ALLA BAKHSH,

*President,*

*Railway Asiatic Union.*

The Private Secretary,  
to H. E. the Governor,  
Nairobi.

### APPENDIX III.

#### COLONY AND PROTECTORATE OF KENYA.

*Government House,  
Nairobi,  
Kenya, East Africa.*

19th May, 1922.

No. M. 1142.

Sir,

I have the honour to acknowledge the receipt of your letter of the 18th May, which in accordance with Section 2 11 of the Regulations for His Majesty's Colonial Service should have been transmitted to the Governor through the Colonial Secretary.

2. I am directed to inform you that His Excellency considers your representations premature as no recommendation has yet been made to the Government from the Economic and Financial Committee on the subject of the emoluments of the Asiatic Members of the Civil Service.

3. As His Excellency does not wish you to spend such a considerable sum of money in making representations of this nature until there is a more definite justification for them, he directs me to suggest that your telegram should not go forward at present and he undertakes to inform you at once in the event of any recommendation being made to the Government on this matter by the Economic and Financial Committee.

4. Your letter has been forwarded to the Colonial Secretary for disposal in the usual way and His Excellency trusts that any further communication on this subject you may have to make to him may be forwarded to the Colonial Secretary in accordance with the regulations.

I have the honour to be,

Sir,

Your Most Obedient Servant,

(Sd.) G. R. SANDFORD,  
*Private Secretary.*

*The President,  
Kenya Asian C. S. Association,  
Box 441, Nairobi.*

### APPENDIX IV.

1st June, 1922.

Sir,

With reference to the letter dated the 19th ultimo from the Private Secretary to His Excellency the Governor in regard to the resolution of the joint Mass Meeting of the Government and the Uganda Railway Asian Staff on the subject of the proposed reduction of the Asian Staff salaries, which resolution we understand has been passed to you for disposal, we have the honour to request you to be good enough to convey to His Excellency the grateful thanks of both the branches of the Asian Service for His Excellency's prompt assurance that we would be communicated with as soon as any such proposal is received by the Government.

2. This announcement gave us some temporary relief from a situation which is surcharged with the gravest possibilities.

3. We do not wish to conceal from His Excellency the fact that the assurance is unfortunately not of that definite nature demanded by the extreme gravity of the situation and prayed for in the resolution. It has not succeeded in restoring the necessary confidence and peace of mind, the absence of which has taken away all the heart from the work of the staff. Therefore, apart from any other considerations the interests of the Government suffer.

4. The situation has been further aggravated by the following circumstances which we shall be grateful if you will kindly bring to the notice of His Excellency:—

On a sudden invitation from the Financial and Economic Committee we had an interview with them yesterday on the subject of the local cost of living in support of which certain facts and figures were furnished by us. We attach copies of the statements for His Excellency's information. We think it necessary to add that these are only tentative average particulars of Asian living costs as owing to the different diets and modes of life of the various classes of the Asian Staff it is impossible to compile more representative or comprehensive statistics. But we would like to assure His Excellency that the various items and figures are the general average minimum requirements. However, to make the figures more accurate proportionate increased customs duties should be added as the statements were compiled before the new Customs Tariff came into force.

The general attitude of the majority of the members of the Committee on the question of the living costs of the Asian Staff, as revealed by discussions during the interview, would appear to indicate that they are prejudiced against the Asian Staff and an impression was slowly borne in upon us that they probably believed that the Asians could live "on the smell of an oil rag" as was recently suggested in the Press.

5. We wish to bring these facts to the notice of His Excellency lest it might be thought that we had a sufficient opportunity to prove our case to the Government through this Committee, from whom we do not expect any fairness or justice.

6. Our only hope lies in the high sense of justice, the open mind and the abounding sympathy of His Excellency.

We have the honour to be,

Sir,

Your Most Obedient Servants,

L. D'MELLO,

*President,*

Kenya Asian Civil Service Association.

ALLA BAKHSH,

*President,*

*Railway Asiatic Union.*

*The Hon. Colonial Secretary,  
Nairobi.*

Copy forwarded to the Private Secretary to His Excellency the Governor, for his information.

**STATEMENT OF APPROXIMATE MONTHLY EXPENSES INCURRED AT PRESENT BY MEMBERS OF THE  
NON-EUROPEAN CLERICAL STAFF.**

DETAILS.	AVERAGE, Clerk, Bachelor :		Married man with wife.		Married man with wife and two children.		Married man with wife and four children. (2 of school age in India).	
	Salary :	Fls. 120-00.	Salary :	Fls. 155-00.	Salary :	Fls. 220-00.	Salary :	Fls. 282-00.
	House Allowance,	„ 20-00.	House Allowance,	„ 20-00.	H. Allee.,	Fls. 28-00.	H. Allee.,	Fls. 39-00.
	Total.	Fls. 140 00	Total.	Fls. 175-00	Total.	Fls. 248-00.	Total.	Fls. 321-00.
	(1)		(2)		(3)		(4)	
Smoke, ... ..	Fls. 3-00	...	Fls. 3-00	...	Fls. 5-00	...	Fls. 5-00	...
Barber, ... ..	„ 1-00	...	„ 1-00	...	„ 1-00	...	„ 1-00	...
Dhoby, ... ..	„ 5-00	...	„ 8-00	...	„ 10-00	...	„ 10-00	...
Clubs, etc., ... ..	„ 4-00	...	„ 4-00	...	„ 4-00	...	„ 4-00	...
Family Remittances, ... ..	„ 15-00	...	„ 15-00	...	„ 10-00	...	„ 10-00	...
Clothing, etc., (see Appendix "A"), ... ..	„ 20-00	...	„ 30-00	...	„ 40-00	...	„ 40-00	...
Sundries (Poll Tax, Conservancy Fees, Water rate, Sweeper, etc.,) ... ..	„ 7-50	...	„ 10-00	...	„ 10-00	...	„ 10-00	...
House Rent, ... ..	„ 25-00 (one room.)	...	„ 45-00 (2 rooms).	...	„ 60-00	...	„ 60-00	...
Cook, Native, ... ..	Fls. 3-00 (At Fls. 18 shared among six.)	...	Fls. 15-00	...	„ 15-00	...	„ 15-00	...
Boy, ... ..	Fls. 5-00 (3 boys at Fls. 10 each shared by six.)	...	„ 8-00	...	„ 8-00	...	„ 8-00	...
Food expenses. (Particulars for various classes and grades attached.) ... ..	Fls. 50-00	...	„ 85-00	...	„ 120-00	...	„ 120-00	...
Insurance, ... ..	—	...	„ 10-00	...	„ 10-00	...	„ 15-00	...
Maintenance and Education of two children in India. At Fls. 25/ per mensem., ... ..	—	...	—	...	—	...	„ 50-00	...
Clothing Equipment ditto ... ..	—	...	—	...	—	...	„ 15-00	...
<b>TOTAL.</b> ... ..	<b>Fls. 138-00</b>	...	<b>Fls. 234-00</b>	...	<b>Fls. 293-00</b>	...	<b>Fls. 363-00</b>	...
Salary including House Allowance. ... ..	Fls. 140-00	...	Fls. 175-00	...	Fls. 248-50	...	Fls. 321-00	...
<b>SAVINGS.</b> ... ..	Fls. 2-00	...	—	...	—	...	—	...
Draws on savings or borrows : ... ..	—	...	Fls. 59-00	...	Fls. 44-50	...	Fls. 42-00	...

*Note:—(2), (3) and (4) whatever little these Clerks were able to save during their bachelorhood or when their wives and families were in India, is being used up when their families join them and when such savings are insufficient the credit system in vogue here helps them much to tide over immediate difficulties*



*Average proportionate daily food Expense of a young man (Bachelor) Living in a Mess using Meat Diet. Salary Fls. 120 plus Fls. 20.*

Meat $\frac{3}{4}$ lb. approx.,	...	...	...	...	Fls. -/16
Soup,	...	...	...	...	" -/3
Bread, one loaf,	...	...	...	...	" -/24
Milk one pint,	...	...	...	...	" -/18
Butter 2 ozs.,	...	...	...	...	" -/12
Tea, Coffee and Sugar,	...	...	...	...	" -/12
Vegetable 1 lb.,	...	...	...	...	" -/12
Rice 1 lb. wholesale,	...	...	...	...	" -/20
Firewood,	...	...	...	...	" -/12
Ingredients for cooking such as Ghee, spices, etc.,	...	...	...	...	" -/24
Dessert such as Fruit, etc.,	...	...	...	...	" -/12
					Fls. 1 :65 per diem.

Fls. 49/50 p.m. of 30 days.

*Note* :—It is to be borne in mind that youth requires more food and the above particulars do not include small delicacies and varieties.

*Average daily food Expenses of an Asian clerk (Bachelor) using vegetable diet.*

Salary Fls. 120/- plus Fls. 20/- p.m.

Milk one bottle per day,	...	...	...	...	" 0.31
Firewood,	...	...	...	...	" 0.10
Atta Ration No. 4 at 6.50 per frasila,	...	...	...	...	" 0.20
Vegetable,	...	...	...	...	" 0.20
Ghee,	...	...	...	...	" 0.35
Rice Pishori Fls. 14/- per frasila,	...	...	...	...	" 0.15
Tea,	...	...	...	...	" 0.10
Sugar,	...	...	...	...	" 0.10
Spices, etc.,	...	...	...	...	" 0.12
Pickles,	...	...	...	...	" 0.06
					Fls. 1 :69 per diem.

Fls. 50.70 p.m. of 30 days.

*Note* :—It is to be borne in mind that youth requires more food and the above particulars do not include small delicacies and varieties.

*Average daily Food Expenses of a Married Man with wife using meat diet.*

Salary Fls. 155/- Plus Fls. 20/- p.m.

Meat $1\frac{1}{2}$ lb.,	...	...	...	...	Fls. -/36
Soup bones,	...	...	...	...	" -/06
Bread,	...	...	...	...	" -/37
Milk one bottle,	...	...	...	...	" -/32
Vegetable,	...	...	...	...	" -/18
Rice $1\frac{1}{2}$ lb.,	...	...	...	...	" -/31
Fruit,	...	...	...	...	" -/15
Firewood,	...	...	...	...	" -/25
Tea, Coffee and Sugar,	...	...	...	...	" -/15
Butter,	...	...	...	...	" -/25
Ghee, spices, etc.,	...	...	...	...	" -/40
					Fls. 2/80 per diem.

Fls. 84/- p.m. of 30 days.

Fls. 86/80 p.m. of 31 days.

Occasional expenses for eggs and fish omitted.

*Average daily Food Expenses of an Asian clerk (Married) using Vegetable diet.*

Salary Fls. 155 plus 20 p.m.

Milk one bottle,	...	...	...	...	Fls. 0.31
Dhall,	...	...	...	...	" 0.10
Rice Pishori Fls. 14/- per frasila,	...	...	...	...	" 0.30
Ghee Machakos, Fls. 27/- per frasila,	...	...	...	...	" 0.70
Atta Ration No. 4 Fls. 6/50 per frasila,	...	...	...	...	" 0.84
Pickles,	...	...	...	...	" 0.10
Firewood,	...	...	...	...	" 0.16
Sugar,	...	...	...	...	" 0.12
Tea,	...	...	...	...	" 0.10
Spices, etc.,	...	...	...	...	" 0.18
Gram Atta, etc.,	...	...	...	...	" 0.04
Jogri,	...	...	...	...	" 0.04
Vegetable,	...	...	...	...	" 0.36
					Fls. 2/85 per diem.
					Fls. 85/50 p.m. of 80 days.

*\*Average daily Food Expenses of a Married man with wife and two children using meat diet.*

Salary Fls. 220 plus Fls. 28-50 p.m.

Meat 2 lbs.,	...	...	...	...	Fls. -/50
Soup,	...	...	...	...	" -/12
Bread 1½ loaf,	...	...	...	...	" -/36
Milk 2 bottles,	...	...	...	...	" -/64
Butter ½ lb.,	...	...	...	...	" -/50
Tea, Coffee and Sugar,	...	...	...	...	" -/25
Vegetable,	...	...	...	...	" -/18
2 lbs. Rice,	...	...	...	...	" -/40
Firewood,	...	...	...	...	" -/50
Ghee ½ lb.,	...	...	...	...	" -/37
Fruit,	...	...	...	...	" -/25
Spices, etc.,	...	...	...	...	" -/12
					Fls. 4/19 per diem.
					Fls. 120 p.m. of 80 days.

Occasional expenses for fowls, fish, and eggs omitted.

*Average daily Expenses for food for himself, wife and two children of Asian clerk using Vegetable diet.*

Salary Fls. 220 plus 28-50 p.m.

Milk 2 bottles,	...	...	...	...	Fls. 0.62
Firewood,	...	...	...	...	" 0.18
Atta Ration No. 4, 6, 50 Fls. a Frasila,	...	...	...	...	" 0.40
Ghee (Machakos) 27 Fls. a tin,	...	...	...	...	" 0.90
Vegetable,	...	...	...	...	" 0.37
Rice Pishori 14 Fls. a frasila,	...	...	...	...	" 0.45
Dhall,	...	...	...	...	" 0.10
Tea,	...	...	...	...	" 0.15
Spices, etc.,	...	...	...	...	" 0.25
Sugar,	...	...	...	...	" 0.12
Jogri,	...	...	...	...	" 0.04
Gram Atta, etc.,	...	...	...	...	" 0.05
Pickles,	...	...	...	...	" 0.12
Sweetmeats,	...	...	...	...	" 0.25
					Fls. 4.00 per diem.
					Fls. 120 p.m. of 80 days.

## APPENDIX "A".

*Clothing etc. Required by a young man for a tour of service of 4 years.*

					Fls.	Cts.
2	Flannel or Cashmere suits,	...	...	60/-	...	120 00
4	Khaki suits,	...	...	18/-	...	72 00
4	Tussore suits,	...	...	22/-	...	88 00
8	Sleeping suits,	...	...	8/-	...	64 00
8	Shirts,	...	...	5/-	...	40 00
4	Shirts,	...	...	8/-	...	32 00
12	Drawers,	...	...	3/-	...	36 00
12	Singlets,	...	...	4/-	...	48 00
2	Doz. collars assorted,	...	...	—	...	18 00
1	Doz. assorted neckties,	...	...	—	...	15 00
6	Pairs of boots (various rates),	...	...	—	...	140 00
2	Doz. Socks,	...	...	15/-	...	30 00
2	Doz. Handkerchiefs,	...	...	6/-	...	12 00
1	Sun hat, 1 felt hat and 1 cap,	...	...	—	...	30 00
1	Doz. Assorted Towels,	...	...	—	...	25 00
½	Doz. Bed Sheets,	...	...	—	...	30 00
2	Blankets,	...	...	—	...	50 00
	Toilet requisites, tooth brushes, powder, etc.,	...	...	—	...	20 00
2	Brushes, 1 comb, 1 razor and shaving brush, etc.,	...	...	—	...	25 00
1	Rain Coat,	...	...	—	...	45 00
1	Pair puttees,	...	...	—	...	7 50
1	Time Piece,	...	...	—	...	10 00
	Button hooks, etc., sundries,	...	...	—	...	10 00
2	Pairs sleepers,	...	...	5/-	...	10 00
	Boot polish, laces, etc.,	...	...	—	...	25 00
					<b>Total.</b>	<b>1,002 50</b>
				Per year,	...	250 60
				per month,	...	20 90

## APPENDIX "B".

*Furniture required for the use of a man with family.*

					Fls.	Cts.
6	Pillows,	...	...	@ Fls. 3/-	...	18 00
3	Doz. Pillow cases,	...	...	„ 18/-	...	54 00
1	Double Iron Bedstead,	...	...	—	...	75 00
1	Mattress for Bedstead,	...	...	—	...	20 00
6	Chairs,	...	...	6/-	...	36 00
1	Round Table, ...	...	...	—	...	25 00
1	Dining Table,	...	...	—	...	20 00
2	Small Tables,	...	...	15/-	...	30 00
1	Chest of Drawers,	...	...	—	...	50 00
1	Wash stand with basin complete,	...	...	—	...	30 00
1	Dressing Table with looking glass,	...	...	—	...	8 00
1	Cupboard,	...	...	—	...	30 00
2	Easy Chairs,	...	...	15/-	...	30 00
1	Commode,	...	...	—	...	15 00
	Cooking utensils and kitchen requisites,	...	...	—	...	50 00
	Crockery, knives, forks, table cloth, etc.,	...	...	—	...	50 00
2	Lamps (hanging and table),	...	...	15/-	...	30 00
1	Hurricane Lamp,	...	...	—	...	5 00
					<b>Total.</b>	<b>Fls. 576 00</b>

## APPENDIX "C".

*Furniture required for the use of a Single Man.*

					Fls.	Cts.
2	Pillows,	...	...	@ Fls. 3/-	6	00
16	Pillow cases,	...	...	" 1/50	24	00
1	Iron single Bedstead,	...	...	—	35	00
1	Mattress for Bedstead,	...	...	—	15	00
2	Chairs,	...	...	—	12	00
1	Small Table,	...	...	—	15	00
1	Chest of Drawers,	...	...	—	50	00
1	Wash Stand and Basin,	...	...	—	8	00
1	Cupboard,	...	...	—	30	00
1	Looking Glass,	...	...	—	5	00
1	Easy Chair,	...	...	—	15	00
1	Chamber Pot,	...	...	—	5	00
1	Table Lamp,	...	...	—	10	00
<b>Total.</b>					<b>Fls. 230</b>	<b>00</b>

## APPENDIX V.

THE SECRETARIAT,

*Nairobi,**Kenya.*

No. S. 19492.21.8.

8th June, 1922.

Sir,

In continuation of letter No. M.1142 of the 19th May from the Private Secretary to His Excellency the Governor and with particular reference to para 3 of that letter, I have to inform you that the attached Resolution has been made to Government by the Economic and Financial Committee. This Resolution will be considered in Executive Council on Friday next.

I have the honour to be,

Sir,

Your Most Obedient Servant,

(Sd.) G. A. S. NORTHCOTE,

*For Colonial Secretary.**The President,**Kenya Asian Civil Service Association,  
P. O. Box 441, Nairobi.*

## RESOLUTION NO. 27.

"Resolved that the Government be urged immediately to restore the rate of permanent emoluments paid to the Asiatic Members of the Kenya Civil Service and Uganda Railway to the terms of the original intention of the contracts covering the Asiatic service coupled with a temporary "local allowance" to be paid on the same basis as that paid to the European Civil Servants; and further that all such contracts be standardized forthwith, the effect being that Shgs. 20 will in future be paid in lieu of every 10 florins forming the present substantive salary."

## APPENDIX VI.

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9th June, 1922.

Sir,

I have the honour to acknowledge the receipt of your letter No. 19492.21.8 of even date forwarding a copy of the Resolution received by the Government from the Economic and Financial Committee in regard to re-adjustment of Asian Staff salaries on sterling basis and to convey to you the grateful thanks of the staff for the consideration shown by you to them.

2. The proposal virtually amounts to a reduction of our substantive salaries by one-third and addition of 25 per cent. temporary local allowance on the same basis and conditions as the European Staff.

3. Unfortunately there is hardly any time to enable us to place this concrete proposal before the General Body before the Executive Council meets. However, the views of the staff on the general question are contained in the Resolution of the Mass Meeting which we understand has been passed to you by His Excellency for disposal.

4. In the circumstances we shall be grateful if you will be good enough to let us know the decision of the local Government in the matter, as we wish that in case the proposal is recommended to the Secretary of State either in its present or modified form, our views on the matter may be placed before him at the same time.

I have the honour to be,

Sir,

Your Obedient Servant,

L. D'MELLO,

*President.*

*The Hon'ble,  
The Colonial Secretary,  
Nairobi.*

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 APPENDIX VII.
 

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11th June, 1922.

Sir,

With reference to our letter of the 8th instant, requesting you to be good enough to let us know the decision of the Local Government on the resolution from the Economic and Financial Committee in regard to reduction of the substantive salaries of the Asian Staff, we have the honour to enquire if you are in a position to communicate to us the decision of the Executive Council before whom, you kindly informed us, the question would be placed on last Friday.

A Mass Meeting of the Government and the Railway Staff has been called for on Tuesday, the 13th instant at 5 p.m. and we shall be grateful to know in sufficient time to enable us to place it before the Meeting, the decision of the Local Government in the matter and if it is proposed to submit any recommendations on this subject to the Secretary of State as in that case we are very anxious that the views of the Staff should be placed before him at the same time.

As stated in our last letter above referred to the views of the Staff on the general question of reduction of salaries are contained in the resolution of the last Mass Meeting, which is already in your possession and the object of the present Mass Meeting is to ascertain their views on the concrete proposal now communicated to us.

We trust you will appreciate the natural anxiety of the Staff on this issue which so closely touches their vital interests, and having regard to these extraordinary circumstances we earnestly pray that you will see your way to waive any objection there may ordinarily exist to communicate such decision of the Executive Council to the Staff. In any case we see no reason to prevent you from informing us as requested whether it is proposed to refer the resolution in its present or modified form to the Secretary of State for the Colonies.

Thanking you in anticipation of this favour.

We have the honour to be,  
Sir,  
Your Most Obedient Servants.

(Sd.) L. D'MELLO,  
*President,*  
Kenya Asian Civil Service Association.

(Sd.) ALLA BAKHSH,  
*President,*  
*Railway Asiatic Union.*

*The Hon'ble Colonial Secretary,*  
Nairobi.

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## APPENDIX VIII.

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No. 19492.21.17.

*The Secretariat,*  
*Nairobi,*

June 13th, 1922.

Sir,

With reference to your letter of the 11th June, I have the honour to inform you that His Excellency has concurred with the advice of the Executive Council to approve the principle of Resolution No. 27 of the Economic and Financial Committee, a copy of which was forwarded to you under my No. S. 19492.21.8 of 8th June.

2. I am instructed to add that His Excellency is willing to see a deputation of your Association on this matter and will forward with his recommendations any letter or telegram to the Secretary of State which may be submitted.

I have the honour to be,  
Sir,  
Your Obedient Servant,

(Sd.) G. A. S. NORTHCOTE,  
*for Colonial Secretary.*

*The President,*  
*Kenya Asian Civil Servant Association,*  
P.O. Box 441, Nairobi.

## APPENDIX IX.

14th June, 1922.

Sir.

We have the honour to acknowledge the receipt of your letter No. 19492.21.17 of yesterday's date conveying to us the decision of the Government on the resolution of the Economic and Financial Committee in regard to the reduction of Asian Staff salaries.

2. The letter was placed before the Joint Mass Meeting of the Government and Railway Staff which has appointed a deputation consisting of the Chairman and two members each of the Government and Railway Asian services to wait on His Excellency the Governor as desired and to place before him the resolution of the Mass Meeting and to furnish him with any information he might be pleased to ask.

3. We trust that in the meanwhile no recommendation on the subject will be made to the Secretary of State.

4. We are to request you to be good enough to let us know when it will be convenient for His Excellency to see the deputation.

We have the honour to be,

Sir.

Your Most Obedient Servants,

(Sd.) L. D'MELLO.

*President,*

Kenya Asian Civil Service Association.

(Sd.) ALLA BAKHSH.

*President,*

Railway Asiatic Union.

*The Honourable, The Colonial Secretary,  
Nairobi.*

*Resolution passed at a Joint Mass Meeting of the Kenya Asian Civil Service Association and the Railway Asiatic Union, held in the Goan Institute on Tuesday the 13th June, 1922, at 5 p.m.*

This Mass Meeting of members of the Kenya Asian Civil Service Association and the Railway Asiatic Union reaffirms its adherence to the substance of the resolution of the similar Joint Mass Meeting held on the 16th May, 1922, but in the light of information received from the Government resolves to amend it so as to read as under and directs that it be forwarded to the Government for transmission by cable to the Secretary of State for the Colonies as soon as possible:—

Mass Meeting Asian Civil Service Association and Railway Asiatic Union learnt consternation proposal one-third reduction Asian substantive salaries. Meeting painfully surprised proposal comes Committee including high officials long standing intimately acquainted regulations staff shattering all sense justice fairplay Local Government. Fearing prejudicial decision hasten acquaint you views feelings staff. Reduction substantive salaries apart from fact pensions gratuities affected totally unjust morally unsound constitutes breach contract. Present salaries hardly living wage not adequately improved last revision warranting reduction. Please see Association memorial 6th October. Reduction European Local Allowance foreshadowed relative service terms comparison irrelevant. Asians definitely rupee salaries converted florins and shillings by Law no local allowance. Prices rents Government taxes other liabilities based parity rupee

florin. Position aggravated recent increased Customs duties. Argument Indian exchange only affects family remittances average less than one-fifth salary. Most families in country. No assurance exchange went go over two shillings as 1918 to 1920 when Asians paid depreciated rupees affecting expenses and remittances adversely over 33 per centum without compensation although sanctioned by your predecessor. Europeans paid almost double salaries in rupees same period. Presently Asian leave pay gratuities and pensions in India unjustly unlawfully paid basis parity rupee florin. Government maximum first grade minimum fourth grade lowered by florins forty and fifteen. Bulk Asians received no promotion and increments since April 1920. Uganda paying Asians promoted first grade April 1920 florins 300 monthly besides special grade regular increments florins 400 corresponding Kenya staff 282. Meeting considers it most unfair staff bearing same taxation as public forced make these additional sacrifices. Europeans start above maximum salary attained corresponding Asians after fifteen to twenty years service. Former have unlimited field promotion Asians confined subordinate ranks. No privileges enjoyed Asians not granted Europeans many important privileges granted Europeans not conceded Asians. Your reply Association October memorial states service terms Europeans and Asians separate what one gets other cannot claim. Meeting respectfully submits disadvantages should follow same principle. Question reduction present Asian salaries definitely ruled out Governor October Legislative Session. Local Allowance reduction Committee again raised it facts and figures furnished by staff but no mention interim report. Such constant anxiety discouragement taken heart work staff. Staff fully realise present situation Colony but respectfully submit economy may be effected by retrenchment and not reduction permanent emoluments already marginal rightfully earned. Your predecessor assured Asian Community stabilisation currency definite compromise various interests vide telegram 2nd March 1920. Acceptance proposal breaks pledge repudiates law stabilisation. Meeting humbly prays cable assurance Asian salaries will not be reduced. Memorial follows.

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## APPENDIX X.

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(Daily "Leader" of 18-10-21.)

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### ARE THEY WORTH THEIR PAY?

*Legislative Council to Investigate Asiatic Salaries.*

*Job for Special Committee.*

After a long discussion in the Legislative Council yesterday, a motion was carried (Treasurer being the only person voting against) to remit to the Special Committee on the local allowance question, the subject of the salaries to be paid in future to non-European staffs.

The question was raised by Mr. H. F. Ward on the vote in the Secretariat Expenditure representing the salaries of the first Asiatic Clerks in the Estimates. He said he felt very strongly that the scales paid to Asiatics could not be allowed to pass. He pointed out that the salary for the first grade was £312 and that of the second grade £228. He maintained that these salaries were out of all proportion to the value of the services rendered and when the European local allowance was adjusted, these salaries would be considerably in excess of the salaries drawn by the lower grade Europeans. He did not suggest that anything unjust should be done to any Government Servants whatever their colour but he reminded the Council that retrenchment was now found necessary.



The Treasurer explained that there was no provision for a fifty per cent allowance in the case of Asiatics and if it was suggested that part of their salaries should now be reduced they would have a considerable grievance. From his own experience in the Treasury he could say he had clerks with many years experience who were certainly more useful and more competent than would be an European Clerk on a higher rate of pay.

Mr. T. A. Wood pointed out that the Asiatic had received a fifty per cent increase by the introduction of florins.

#### WORTH THEIR PAY.

The Colonial Secretary pointed out that by Order-in-Council the rupee must now be regarded as a florin and it was impossible to alter the Asiatic contracts. He disagreed, from his own experience, that Asiatic Clerks, who after twenty to thirty years service had reached their maximum, were not worth their salary to the Government. He pointed out that Asiatic allowances were smaller than those of the Europeans and, from figures compiled by him, he asserted that, on the basis of the same qualifications, a European in the first ten years cost the Government £4,023 as against £2,246 for the non-European. He pointed out, as an example of the efficiency of these Head Clerks that in the Customs Department it would be necessary in a short time owing to the retirement of an Asiatic drawing £312, to replace him by a European on the scale of pay of an Office Superintendent to have the work carried on, if the suggestion of the elected members was agreed to.

Mr. T. A. Wood disagreed that the relative value of the work of the average European and average Asiatic was the same while Mr. Conway Harvey pointed out that employment of Asiatics was false economy as much of their earnings went out of the country. He thought a serious effort should be made to retain the native for the subordinate posts.

Mr. Ward moved that as the Council considered the salaries of non-Europeans to be too high, holders of the posts at present should be given the option of accepting a lower scale or of retiring.

#### SCHEME FOR NATIVES.

The Deputy C. N. C., following up the reference to training of natives, said the only thing was the money. He could assure members that the question of the native taking his place in the Civil Service was receiving and would always receive the utmost consideration. A scheme was now being considered by Heads of Departments embracing a definite grading for natives with definite pensions. The suggestion was that there should be no distinction in future between African and Asiatic and that it should simply be "non-European" and "European" and that in future clerks taken on locally come on at the local scale. His Department was also making enquiries regarding the qualifications and character of natives now in the service.

The Attorney General pointed out that the Asiatic after twenty to thirty years service, at the top of scale, was receiving less than a European entering the service on the lowest scale. In the newer departments a start was made with European Clerks but in the older Departments they were bound by a system which it would be expensive to change and any change must be gradual.

The Director of Agriculture asked if assurance could be given that when contracts now in force expired and new contracts were made consideration would be given to the face value of the florin as compared with the rupee.

## BAD BARGAINS.

In the course of further debate the Acting General Manager of Railways stated that in many cases, men recruited from India turned out to be useless on arrival and had to be returned as the cheapest method.

The Treasurer maintained that if senior grade clerks retired as suggested, it would result in disorganization. His own department would be thrown into confusion if Europeans were substituted. Dealing with natives, he said he had an individual working on the telephone whom he endeavoured to encourage to type and do other clerical work and that native had now retired from the Treasury in order to pursue his activities in the political field. He was afraid natives could not yet be given any financial responsibility and a good many years must yet pass before they could take their place as cashiers.

The Colonial Secretary did not agree that an anomaly was created if a European in his sixth year got the same salary as an Asiatic after thirty years.

The Director of Public Works also eulogised Asiatic Head Clerks and declared in many cases they were practically Accountants and would be difficult and expensive to replace by Europeans.

## A DIFFERENT LIGHT.

Lord Delamere at this point said it had not been suggested that Asiatics should be replaced by Europeans. He agreed with the request by Mr. Holm that an assurance should be given regarding future contracts and wanted to know if the Government had done anything when the currency change was impending to prevent the existing anomalies. He maintained that the contention that Government Departments would fall to pieces if a few Asiatics were withdrawn did not speak well for the Heads of the Departments.

The Attorney General now saw the position in a different light but said it would be difficult to get Asiatics if the pay was reduced.

Mr. Conway Harvey suggested that the investigation of this particular question be one of the terms of reference to the Select Committee appointed to consider the local allowance.

The Deputy C. N. C. in a speech on natives declared that they were not yet ready for responsible positions, particularly where cash was concerned although there were exceptional Africans who could certainly fill some of the posts.

H. E. said he had examined the question of Asiatic salaries right through the country and did not think they were out of the way in view of the fact that they were extraordinarily efficient and earned their pay all the time.

Lord Delamere moved that the matter be referred to a Special Committee as the salaries were too high.

The Colonial Secretary objected to the qualification and moved that the Committee appointed to consider the local allowance also consider the emoluments of the Asiatic Staff.

The other motions were withdrawn.

Mr. Wood wanted the Committee to consider the question of employing foreigners in preference to British subjects but this was not acceptable to the Colonial Secretary.

The Treasurer opposed the motion, mentioning that they had no assurance that the rupee would not again go up to 2s. in India. He did not agree with the policy of the Government leaving constructive suggestions to the Special Committee.

The Director of Agriculture failed to see why they should have to take into account the rupee value in India when paying Asiatics in Kenya. This view was emphasised by Mr. Conway Harvey.

On a vote being taken, the motion was carried, the only person voting against it being the Treasurer. The matter will therefore be considered by the Special Committee dealing with the local allowance.

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## APPENDIX Xa.

(Daily "Leader" of 19-10-21.)

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### NOTHING DOING.

*Elected Members latest attempt to revise Asiatic Salaries.*

#### No Colour Argument.

During the debate on the items of the Budget, yesterday Major H. F. Ward attempted to get something done again on the question of re-consideration of existing Asiatic salaries and wanted to put forward a motion for a full enquiry but there was nothing doing. He was ruled out of order as the matter had already been dealt with.

In his remarks he said that on the previous day the arguments had centred round the first and second grade Asiatics but the same anomalies applied to the third grade as well. When the local allowance was adjusted a considerable number of Europeans would be drawing less than the higher ranks in the third Asiatic grade and if any alteration was made in one section of the service it should be made throughout.

His Excellency asked if the argument was that a man should not be paid necessarily according to his efficiency but according to his colour and Major Ward replied that that was not the suggestion.

Mr. T. A. Wood also emphasised that it was not a question of colour but of uniformity of treatment.

### WASTING TIME.

His Excellency said the question had already been settled and time was being wasted. It would be quite impossible to get through the work if every time an Asiatic salary was reached the same arguments were put forward.

The Acting Colonial Secretary detailed the advances to the Service, including war bonus, since 1914, the arrangements for Europeans and non-Europeans being on a similar basis except the Asiatics received no local allowance. He maintained that as the revised scales had been accepted it was impossible to interfere with them now and for that reason he had put forward his motion on the previous day.

The Treasurer explained that it was the practice of the Government to pay Indians on leave at the rate of a rupee for every florin received in Kenya and added that it was not recognised by the Government that the first grade Asiatics should be below the lowest grade of European clerks.

Mr. H. F. Ward's motion to the effect that in view of the cost of Administration and its effect on the cost of living and the fact that the recent Commissions and enquiries had not removed anomalies in the Civil Service which are liable to create discontent, the Council was of opinion that a Committee should be appointed to go into the whole question of salaries, allowances, terms and conditions of service, etc., with a view to effecting economy where possible and of removing anomalies, was not accepted and the discussion dropped.

## APPENDIX XI.

COLONY OF KENYA AND THE E. A. PROTECTORATE.

S. 19492.

Circular No. 48.

Secretariat,  
Nairobi,

13th August, 1920.

## TERMS OF SERVICE FOR NON-EUROPEAN OFFICIALS.

THE following alterations in the conditions of service for the Non-European Clerical Staff (including Postmasters and Clerical Interpreters, but not including the Uganda Railway Staff) have received the sanction of the Secretary of State.

1. *Establishment.* The number of posts in Grade I will be increased from 25 to 42, and in Grade II from 91 to 106. The number in Grade III will remain at 233 as hitherto. The present Grade V will be merged into Grade IV, and the aggregate number of posts reduced, by the number by which the first and second grade have been increased, to 448. The number of Grade VI, will remain as on the Estimates, and will be classed as Junior Clerks.

The names of the Senior Clerks in Grades II and III will be submitted to the Heads of their Departments to ascertain whether they are fit for promotion to fill the new posts in the higher grades. These should not be recommended unless they are fully competent and deserving.

The increase thus caused in the higher grades is subject to adjustment among Departments. In those Departments, in which promotions are made in consequence of this increase, the first vacancies which occur in the first or second grades corresponding to these promotions should be referred to the Chief Secretary through the Treasury by the Heads of the Departments concerned, who should then state the total number of their clerical posts in the various grades, and the reasons, if any, for filling the vacancies by promotion in their own Departments.

2. *Salaries.* The scale of salary of the grades will be as follows:—

*Grade I.* Florins 260 per mensem, with special additions of pay for good work and long service, but no fixed scale of increments, except where an incremental scale is already provided for in the Estimates with a maximum exceeding Fls. 260 p.m., in which case the incremental scale will be retained as personal to the present holder of the post.

*Grade II.* Fls. 190 p.m., by annual increments of Fls. 15 p.m., to Fls. 255.

*Grade III.* Fls. 125 p.m., by annual increments of Fls. 10 p.m., to Fls. 180.

*Grade IV.* Fls. 75 p.m., by annual increments of Fls. 7-50 p.m., to Fls. 120.

*Junior Clerks* under Fls. 75 p.m., with no fixed scale but such increment as may be recommended from time to time and approved in the Estimates.

These rates will take effect from the 1st of April, 1920.

A clerk will enter the new scale of his grade at the incremental step equal to or next above the amount of his salary and War Bonus as on the 31st of March, 1920, and will draw an increment on his new scale on the 1st of April, 1920, unless he is promoted and his new salary exceeds the rate at which he was entitled to salary and War Bonus under the old scale on the 1st of April. If the aggregate of his salary and War Bonus exceeds the maximum of the new scale of his grade he will at once draw the maximum of his new scale and an additional temporary non-pensionable allowance equivalent to the difference between the maximum of the new scale and the aggregate of his salary and War Bonus on the 31st of March.

Promotion from Grade IV to Grade III, will be made by examination, which for the present will take such form as Heads of Departments think fit pending the institution of a general examination. No clerk will be eligible for promotion until he has completed at least 3 years in Grade IV.

Clerks need not be engaged at the minimum salary of Grade IV if it is found impossible to secure suitable men at this figure.

3. *Age of Retirement.* The ages for both compulsory and voluntary retirement will be 55 or 30 years service, whichever is earlier. This will come into force from the 1st of April, 1921. The same conditions as those laid down for European Officers apply in other respects.

4. *House Allowance* in lieu of quarters, where the latter are not available, will be granted at the rate of 15 per cent of the initial salary of the grade, with a minimum of Fls. 20 p.m., from the 1st of August, 1920. For the purpose of assessing pensionable emoluments allowance at the same rate will be added to the salary, with a minimum of Fls. 240 in each case. This will apply to all pensions granted in respect of service any part of which is subsequent to the 31st of March, 1920.

In cases where a clerk is at present drawing house allowance at a higher rate than that to which he is entitled under his rate, he will draw the difference as a temporary non-pensionable additional allowance, less any increase over the aggregate of his present salary and War Bonus which he may now receive, and reduced subsequently by any further increase of increments of salary.

5. *Leave and Passages.* Statistics will be compiled for the period of the next 5 years, and the question of increasing the amount of privilege leave will then be reconsidered. In the meantime 14 days local leave should be taken regularly every year, and as regards privilege leave:—

(a) The period of the voyage to and from India will not be reckoned in the period of leave earned by residential service under the leave regulations. The date of arrival at the port in India will be regarded as the first day of leave, and the day preceding embarkation from India the last day of leave.

(b) Any unexpired leave due to the necessity for departure from India by a steamer sailing before the full period of leave has been taken will be added to the next period of leave.

(c) Privilege leave and sick-leave will be granted with full salary, provided that the amount of full pay sick leave granted in any one period of twelve months shall not exceed three months. Extensions of sick leave may be granted with half salary up to a maximum of three months.

(d) When a clerk is sent to India on sick-leave in accordance with the recommendations of a Medical Board his passage to and from India will be paid by the Government.

6. *Provident Fund.* The institution of this is under consideration.
7. *Travelling.* (a) When travelling on the Uganda Railway subsistence allowance will be granted in accordance with the existing scale, subject to a minimum of Fls. 1.50 per night.
- (b) When a clerk is detained at Mombasa on first appointment or return from leave pending instructions to proceed to his post, or on departure on leave or retirement from the service awaiting the departure of a steamer, he will be granted a refund of actual lodging expenses up to a maximum of Fls. 1.50 per night.
- (c) All clerks in Grade I to IV, will be entitled to 2nd class accommodation on the Uganda Railway provided that there is room on the train, if there is no room no claim for the difference between 2nd class and lower class fares will be entertained.
8. *War Bonus* including assistance towards the cost of family passages will be discontinued forthwith.

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Non-Europeans other than clerks will, if considered suitable by the Heads of their Departments, be placed on the same scale as the grade to the old scale of which their previous salary most nearly corresponded, under the same conditions as those laid down above. If Heads of Departments do not consider that arrangement suitable in any cases they may pay the present salary plus War Bonus as a fixed salary (in non-pensionable cases), or as salary and compensation allowance (in pensionable cases), or they may put up their recommendations.

C. E. SPENCER,  
for Chief Secretary to the Government.

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## APPENDIX XII.

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### COLONY OF KENYA AND THE E. A. PROTECTORATE.

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S. 20335A.  
Circular No. 46.

Secretariat,  
Nairobi,  
9th August, 1920.

### TERMS OF SERVICE FOR EUROPEAN OFFICIALS.

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THE following alterations in the terms of service for European Officers have received the sanction of the Secretary of State:—

1. *Acting Allowances.* An officer acting in a higher appointment will draw as Acting Allowance half the difference between his own salary and that of the appointment in which he is acting, if the latter is non-incremental. If the salary of the higher appointment is incremental he will draw the whole difference between his own salary and the minimum of the scale attached to that appointment. This payment will be retrospective to April 1st, 1920. Any amounts of Duty Allowance, which are in excess of the Amount of Duty Allowance attached to the Officer's substantive post and taken into account in calculating his revised salary, and which have been already drawn in respect of periods subsequent to the 1st April by officers in acting capacities, should be deducted from claims for Acting Allowance for the same period and duties.

2. *Age of Retirement.* The age both for compulsory and voluntary retirement will be 50 years or after the completion of 20 years service, whichever is earlier. This regulation will come into force from the 1st of April, 1921. Compulsory retirement of Officials now in the service will not be effected without prior reference to and approval by the Secretary of State. All officers must clearly understand that by accepting the new rates of pay they accept the liability, subject to the conditions of age or length of service, for compulsory retirement after March, 31st, 1921. If any officer refuses to accept this liability he should notify the Chief Secretary through the Head of his Department immediately. His case will then be referred to the Secretary of State for consideration, and the new salary will not be paid to him meanwhile.

Heads of Departments should communicate to the Chief Secretary the names of persons due to retire at least 6 months before the date of compulsory retirement, in order that an officer may be given adequate notice if the Government wishes to retain his services.

In no case can special terms be granted to an officer retiring on abolition of office.

3. *Application of New Rates of Pay.* Officers will enter at the minimum salary of the new scale approved for their appointments as from the 1st of April, 1920, with the following exceptions:—

(a) If the aggregate of an officer's emoluments, consisting of full salary and War Bonus plus the substantive duty allowance attached to his post, (other than any duty allowance which will be continued hereafter) was on the 31st of March, 1920, more than the minimum of the new scale he will enter the new scale at such a point as will make his new salary equal to such aggregate of emoluments on the 31st of March, if this corresponds with a definite incremental step in the new scale. If it does not so correspond he will enter the new scale at the salary of the next incremental step above, e.g., an Assistant District Commissioner drawing on the 31st of March £370 salary and £60 War Bonus will enter the scale £400-£600 at £440, not £430.

(b) If such aggregate of emoluments was on the 31st of March, 1920, in excess of the maximum of the new scale, he will at once draw the maximum of the new scale and an additional temporary non-pensionable allowance equivalent to the difference between the maximum of the new scale and his emoluments on the 31st of March.

(c) If the aggregate of an officer's emoluments have been the same for more than one year prior to the 1st of April, 1920, and he receives no increase on entering his new scale, he will draw an increment in accordance with the new scale on the 1st of April, 1920. April 1st will then be taken as his incremental date.

"Increments on the new scale will fall due on the same dates as those on which they were due on the old scale, excepting in such cases as come under paragraph (c) above, or when the actual increase in the new rate of salary as on April 1st over the aggregate emoluments on the 31st of March is not less than the normal increment of the new scale, when April 1st will be the future incremental date and in the latter case the first increment will be drawn on April 1st, 1921."

4. *Distinction between First and Second Class Officers.* This distinction in the naming of appointments will be abolished. The class of passage to which an officer is entitled will depend upon the nature of his employment, but otherwise as a general rule all European officials will be on the same footing. A list showing all the appointments for which first class passages are to be allowed is being prepared for submission to the Secretary of State. Officers will be notified in due course on receipt of His Lordship's decision. In the meantime the existing practice will continue.

5. *Duty Allowances.* **Duty Allowances** will be abolished on the introduction of **Acting Allowances** except in a few special cases, such as Chairman of the Arbitration Board, Assistant Estates Duties Commissioners, &c., a list of which will be published later.

6. *Extensions of Leave on Grounds of Ill-health.* At present, an official who is granted an extension of leave on grounds of ill-health is placed on half pay for a period not exceeding four months; if a further extension is required, he receives no pay.

In future, extensions of leave on grounds of ill-health will be granted with full pay up to a maximum of six months, and then with half pay for a further period of six months if required.

No extension of leave on grounds of ill-health can be granted without the definite recommendation of one of the Colonial Office Medical Advisers.

7. *Filling of Appointments by Local Candidates.* The Secretary of State agrees in principle that certain appointments should where possible be filled by local candidates, but any wide application of this principle must depend upon the improvement of local educational facilities.

8. *Furniture.* It is realised that the present Government allowance of furniture is not adequate. New scales are to be introduced as soon as the necessary articles of furniture can be obtained, increasing the amount of furniture supplied for Government quarters.

9. *Grading.* This system, which is described in para 59 and 60 of the Report of Civil Service Commissioners, is designed to provide officers with the prospects of reaching an adequate income without having to await the occurrence of vacancies. They must, however, understand that this advancement will not take place as a matter of course, but will depend upon their performing their duties satisfactorily. The dividing line between one grade and the next will be in the nature of an efficiency bar.

The points in the scale at which these bars occur in the case of graded officers of the different Departments are as follows:—

Administrative Officers	.. .. .	£600
Assistant Secretaries	.. .. .	£600
Assistant Treasurers	.. .. .	£500
Medical Officers of Health	).. .. .	£600
Medical Officers	.. .. . )	
Assistants (Forestry Department)	.. .. .	£500
Engineers (Public Works Department)	.. .. .	£500
Uganda Railway	.. .. . )	
Assistant Engineers	.. .. . )	
Assistant Locomotive Superintendents	.. .. . )	
Assistant Traffic Engineers	.. .. . )	£500
Assistant Chief Accountants	.. .. . )	
Assistant Storekeepers	.. .. . )	

10. *House Allowance.* In place of the present scale for House Allowance in lieu of Quarters, where latter are not available, 15 per cent. of the initial salary of an officer's appointment plus local allowance, with a minimum of Fls. 62.50 per mensem, will be granted from the 1st of August, 1920. For the purpose of assessing pensionable emoluments 15 per cent. of the salary only will be added, with a minimum of £50 in each case. This will apply to all pensions granted in respect of service any part of which is subsequent to the 31st of March, 1920.



11. *House and Office Accommodation.* The Secretary of State agrees that it is essential that House and Office accommodation should be improved as funds become available. This matter will receive further consideration in connection with the allocation of loan funds.

12. *Local Allowance.* A special local allowance has been sanctioned on the understanding that it is recognised as liable to reconsideration in the event of a fall in Florin prices. It will disappear eventually if and when prices fall  $\frac{1}{3}$  below their present level, i.e., when the purchasing power of the Florin is raised to the point at which ten Florins will purchase what fifteen florins purchase now.

The amount of the allowance will therefore be reconsidered generally for all the East African Government appointments after two years, and thereafter at such intervals as may be decided.

A record will be kept of local prices in order to furnish data for this reconsideration.

For the present the allowance is fixed at 50 per cent. of salary and allowances quoted in sterling.

13. *Local Travelling.* As it is undesirable that an official should suffer pecuniary loss on local transfer from one station to another on duty, he will be permitted to submit to the Government a statement of his actual expenses, which will be refunded to him if they are passed by the Head of his Department, recommended by the Treasurer, and approved by the Governor.

14. *Medical Treatment in England.* There appears to the Secretary of State to be no good reason to grant free medical treatment in England generally, but His Lordship is willing to consider in every special cases the possibility of refunding medical expenses in respect of illness contracted in the Colony.

Such special cases might occur when an official has to be sent to England for an operation arising out of an accident or illness contracted locally and the Governor certifies that it is not possible for the operation to be performed locally.

15. *Outfit Allowance.* All newly appointed officials, whose appointments in the opinion of the Heads of their Departments necessitate personal expenditure on special equipment in connection with "Safari," provided that the salary of the appointments does not exceed £500, will be granted an allowance of Fls. 300 on first appointment to assist them in purchasing the necessary outfit.

This allowance will be given subject to an undertaking that it will be refunded if the official does not take up the appointment, or if after taking up the appointment he resigns or leaves the service for any reason other than mental or physical infirmity before completing a tour of service.

The payment of this allowance cannot be granted with retrospective effect.

16. *Passages.* From the 1st of April, 1921, a married official whose salary is £500 per annum or less, if accompanied by his wife, will be allowed the cost of his passage plus 50 per cent. instead of having his passage booked by the Government. He will then be free to make his own arrangements for his own passage as well as for that of his wife.

If an official's wife does not accompany him but follow him to East Africa, the 50 per cent. addition will be paid to the wife who will then make her own arrangements for the journey.

Hitherto, an official entitled to a first class passage has been required to travel first class: when the above regulation comes into force, a married official, entitled to a first class passage and travelling with his wife will

be permitted, if he wishes, to travel second class and still receive from the Government the cost of a first class passage for himself and the 50 per cent. addition for his wife. The present arrangement with regard to assistance towards the cost of family passages will be discontinued from the 1st of April, 1921.

17. *Pensions.* Pensions will be calculated on the new salaries, except in the case where an officer has received promotion to a higher appointment within two years of retirement, when the pension will be calculated on the average salary for the two years prior to retirement.

18. *Period of Probation.* The period of probation for officers appointed to the Administrative service, the Secretariat, the Treasury, and certain other Departments, is reduced from three to two years. The grant of this concession will be coupled with a very strict interpretation of the rules governing the confirmation of officers in their appointments. No officer will be confirmed whose work is not thoroughly satisfactory and who does not succeed in passing the language examination and such other tests as may be prescribed.

19. *Permanent Civil Service Commission.* The question whether a permanent Civil Service Commission should be set up to deal with matters relating to the conditions of service is one of which the Secretary of State can only consider in relation to the Colonial Service generally. His Lordship is not prepared to take up the question at present.

20. *Storage of Furniture.* The Secretary of State sees no objection to the suggestion that storehouses should be erected by the Public Works Department in which officers effects can be stored whilst they are on leave on condition that payment is made by officials who use this method of storing their effects. It is hoped that it will be possible to make such provision in due course but there are at present no funds available for erecting the necessary accommodation.

21. *Transfers.* The Secretary of State hopes that it may be found possible to bring East and West Africa into closer relation as regards the reckoning of service as continuous for pension purposes in the case of officers transferred from one to the other. He does not, however, see any prospect at present of being able to extend such an arrangement outside Tropical Africa.

22. *Travelling Allowances.* The Travelling Allowances already laid down will remain in force with the following additional privileges:—

When an official who is travelling on duty has to stay in a town in which there is a hotel, he will be granted reasonable hotel expenses instead of the ordinary travelling allowance. Such claims must be supported by vouchers. This will come into force from the 1st of August, 1920.

23. *War Bonus* will be discontinued as from the 1st of April 1920.

24. *Claims for Arrears* may now be submitted and should be accompanied by full details to enable them to be checked, *e.g.*, in the case of claims for revised salary, the rate of salary, war bonus, and duty allowance attached to the post, on the 31st of March, 1920, should be quoted. Acting allowances, local allowances, and the compensating allowance for war bonus in the case of officers whose aggregate emoluments exceed the maximum of the new scale, should be charged to Personal Emoluments.

C. E. SPENCER,  
for Chief Secretary to Government.

*Note*:—The following questions have been noted for reference to the Secretary of State:—

*Age of Retirement.* Does service outside the Colony count as part of the 20 years for retirement?

*Application of New Rates of Pay.* If an officer has received any increase in his salary or War Bonus since the 31st of March, 1920, (*e.g.*, a man who has been married since that date) which is not covered by his new rate of salary or compensating allowance (because the emoluments on that date are adopted for purposes of calculating the new salary), will his emoluments be reduced? Pending instructions on this point the terms of this circular must be followed but no refunds will be called for in the meantime.

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### APPENDIX XIII.

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*The Secretariat,*

*Nairobi, 3rd March, 1920.*

*The Editor, East African Chronicle.*

Sir,

I have the honour to inform you that in response to telegraphic protests made by various bodies representing the Indian Communities in East Africa, the following telegram has been received from the Secretary of State for the Colonies:—

“Please inform persons concerned that I have received their representations and point out that action taken is in nature of compromise in interests of all sections of the community.”

I have the honour to be,

Sir,

Your obedient servant,

(Sd.) G. A. S. NORTHCOTE,  
*for Acting Chief Secretary to the Government.*

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## APPENDIX XIV.

**Statement showing the ratio of increases granted to Europeans and Asian Clerks.**

		EUROPEAN CLERKS.					
		<i>Pre-war.</i>	<i>Present.</i>	<i>Increase.</i>	<i>Decrease.</i>		
Junior Clerks,	...	Minimum,	£150	£250	...	100—67%	
		Maximum,	£250	£400	...	150—60%	
Senior Clerks and Office Supdt.,	...	Minimum,	£250	£400	...	150—60%	
		Maximum,	£400	£500	...	100—25%	
NON-EUROPEANS.							
IV Grade.	... ..	Minimum,	Fls. 90	Fls. 70	...	...	20—22%
		Maximum,	,, 120	,, 120	...	—	—
III Grade,	... ..	Minimum,	,, 125	,, 125	...	—	—
		Maximum,	,, 155	,, 180	...	25—16%	
II Grade,	... ..	Minimum,	,, 160	,, 190	...	30—19%	
		Maximum,	,, 220	,, 255	...	35—16%	
I Grade,	... ..	Minimum,	,, 235	,, 260	...	25—11%	
		Maximum,	,, 300	... No fixed maximum and no increments granted since 1920.	...	...	40—19%

## APPENDIX XIVa.

**Statement showing the rate of increases granted to European and Asiatic Clerks U. Rly.**

		EUROPEAN CLERKS.					
		<i>Pre-war.</i>	<i>Present.</i>	<i>Increase.</i>	<i>Decrease.</i>		
Junior Clerks,	...	Minimum,	Up to £200	£200	...	...	
		Maximum,	...	...	...	...	
Clerks,	... ..	Minimum,	£160	£250	...	56%	
		Maximum,	£240	£400	...	66%	

**APPENDIX XIVb.**  
**NON-EUROPEAN CLERKS.**  
**GRADE AND RATES.**

	Pre-War.	Present.	INCREASE.	DECREASE.
	Rs.	Special Grade. Fls. 260 Upwards.	...	... 13%
Head Clerk,	{ Minimum, 170 Maximum, 800		...	...
Accts. Clerk 1st Grade,	{ Minimum, 200 Maximum, 280	"A" Grade, { Minimum, 190 Maximum, 255	...	... 5%
Accts. Clerk 2nd Grade,	{ Minimum, 120 Maximum, 180		...	... 9%
Senior Clerk 1st Grade,	{ Minimum, 180 Maximum, 160	"B" Grade, { Minimum, 125 Maximum, 180	...	Decrease which cannot be figured there being two different grades which have now been merged into one.
Senior Clerk 2nd Grade,	{ Minimum, 90 Maximum, 120		...	...
Junior Clerks,	{ Minimum, 50 Maximum, 85	"C" Grade, { Minimum, By 7-50 up to 120. Maximum,	...	do. do.

## APPENDIX XV.

COMPARATIVE TABLE SHEWING SCALES OF SALARIES IN FLORINS OF EUROPEAN AND ASIAN CLERKS.

		Asian Clerks.	European Clerks. £250 to £400.						Office Superintendents (European). £400 to £500.						REMARKS.
			Florin salaries with 25 per cent. Local Allowance.			Florin salaries without local allowance.			Florin salaries with 25 per cent. Local Allowance.			Florin salaries without local allowance.			
			Salary.	Difference.		Salary	Difference,		Salary	Difference,		Salary	Difference,		
Plus.	Minus.	Plus.		Minus.	Plus.		Minus.	Plus.		Minus.					
Corresponding to European Junior Grade. The European requiring ten years and Asian at least 16 years to attain their respective maximum. In the case of Asians it is assumed that they will be promoted as soon as they reach the maximum.	Min.	IV Grade, 75	Fls. Cts.	Fls.	Fls.	Fls.	Fls.	Fls.	Fls.	Fls.	Fls.	Fls.	There is a fairly large difference between the salaries of European and Asian Clerks in this category, even if the local allowance has totally disappeared. A Junior European Clerk gets more than Asian Second Grade Clerk.		
	Max.	120	260-42	185	—	208-33	133	...	Fls.	Fls.	Fls.	Fls.			
Min.	III Grade, 125	260-42	125	—	208-00	83	...								
Max.	180	416-67	297	—	333-33	113	...								
Min.	II Grade, 190	260-42	70	—	208-33	18	...								
Max.	255	416-67	161	—	333-33	78	...								
Corresponding to European Senior or Office Superintendent grade, the European requiring ten years and Asian on average eighteen years to reach the minimum.	Min.	I Grade, 260	260-42			208-33	—	52	416-67	157	..	333-33	73	...	
	Max.	No fixed increments (no increments granted since 1920).	416-67	157		333-33	73		520-83	261	..	416-67	157	...	

*Note* :--Asian 1st Grade Clerks promoted in April 1920, are actually drawing Fls. 282/- p.m., owing to absorption of War Bonus. There are about six clerks who are drawing over Fls. 800. p.m. This is due to the fact that the old maximum was Rs. 800/- and the clerks had already attained their maximum when the war bonus was added to their salaries. The amount over Fls. 800/- is given as non-pensionable allowance.

A newly engaged European Clerk will get the same salary as a 1st Grade Asian Clerk who should have at least 18 years' service to his credit. If the local allowance has totally disappeared, he will get Fls. 52 less than a 1st Grade Clerk. Similarly an administrative Cadet may conceivably get more than his European Clerk. Service should also be taken into consideration. It must be borne in mind that whereas the European is just starting on a career which might lead him to the highest position in the service, the Asian has reached the summit of his ambition in the service. A fair comparison would be between the Asian First Grade and European Office Superintendent's Grade. There is still a wide difference in favour of European Office Superintendent even if the local allowance is eliminated.

## APPENDIX XVI

Scales of War Bonus sanctioned by the Secretary of State, on the recommendations of Sir Alfred Lascelles, forming appendix to Secretariat Circular No. 51, of June 17th, 1919:—

<i>Europeans.</i>	<i>Unmarried.</i>	<i>Married.</i>
Up to £199, ...	£70 per annum, ...	£120 per annum, ...
£200 to £299, ...	£65 " " ...	£115 " " ...
£300 to £399, ...	£60 " " ...	£110 " " ...
£400 to £499, ...	£55 " " ...	£105 " " ...
£500 to £599, ...	£50 " " ...	£100 " " ...
£600 to £699, ...	£45 " " ...	£95 " " ...
£700 upwards. ...	£40 " " ...	£90 " " ...

<i>Non-Europeans (Excluding Africans.)</i>	<i>Unmarried.</i>	<i>Married.</i>
Rs. 50 to Rs. 99, ...	Rs. 25 per mensem, ...	Rs. 50 per mensēm, ...
Rs. 100 to Rs. 149, ...	Rs. 24 " " ...	Rs. 49 " " ...
Rs. 150 to Rs. 199, ...	Rs. 23 " " ...	Rs. 48 " " ...
Rs. 200 to Rs. 249, ...	Rs. 22 " " ...	Rs. 47 " " ...
Rs. 250 to Rs. 299, ...	Rs. 21 " " ...	Rs. 46 " " ...
Rs. 300 upwards. ...	Rs. 20 " " ...	Rs. 45 " " ...

*Note*—European clerks received the maximum of £120=Rs. 150, whereas Asian maximum was Rs. 50 *i.e.* a ratio of 3 : 1.

The maximum of European Office Superintendents was £105=Rs. 131, whereas Asian I Grade Clerks' minimum was Rs. 45 *i.e.*, an approximate ratio of 3 : 1.

## APPENDIX XVII

*A Statement comparing Privileges enjoyed by Europeans & Asian Clerks. Privileges not enjoyed by Asians.*

<i>Privilege.</i>	<i>European.</i>	<i>Asian.</i>
Outfit Allowance on 1st appointment.	£30.	No such privilege,
Assisted Family Passages.	50 per cent. of the cost of passages for wife.	No such privilege,
Furniture Allowance.	Granted.	No such privilege,
Refund of Hotel expenses.	Granted when travelling on duty instead of subsistence allowance.	No such privilege,
Climatic Allowance.	Allowed to count two years' service as three for purposes of pension, <i>i.e.</i> , 50% added to pensionable emoluments.	No such privilege,
Medical Treatment at Home.	If disease contracted locally-free treatment.	No such privilege,

*Privileges enjoyed by Asians in a restricted form.*

Privilege Leave.	4 months after 20 months, 6 months after 30 months, extensions on medical certificate up to 6 months on full pay and for further 6 months on half pay.	3 months after 33 months, 5 months after 43 months, extensions on medical certificate 3 months on half pay.
Free Quarters.	Generally granted.	Only a very limited number.
Acting Allowance.	Liberally granted-no specific limit.	Granted in very exceptional cases and maximum limited to Fls. 75/- p.m.
Travelling Expenses.	Actual expenses refunded.	No such privilege, Fl. 1/- portorage allowance granted in Nairobi and Mombasa only.
Pensions.	All permanent hands pensionable.	Only III and higher grades pensionable.
General prospects.	Have chance of rising to highest post in the service through ability.	Cannot rise higher than Clerical or subordinate ranks.

## APPENDIX XVIII.

A comparative table showing the scales of salaries at present and under the proposed re-adjustment *i.e.* 20 Shillings for every Fls. 15 of salary plus Local Allowance on the same terms as the European Staff.

GRADE.	Pre-revision scales		Pre-revision scales with War Bonus.			Revised scales.	Proposed Scales.		
	without War Bonus.		Salary.	War Bonus.	Total.		With 25% Local Allowance.	No. Local Allowance.	
	Rs.		Rs.	or	Fls.	Fls.	Fls.		
IV Grade,	Minimum,	90	90		50	140	75	62.50	50
	Increment,	6			6		7.50	6.25	5
	Maximum,	120	120		49	169	120	100	80
III Grade,	Minimum,	125	125		49	174	125	104	94
	Increment,	7-50.			7.50		10	8.33	6.66
	Maximum,	155	155		48	203	180	150	120
II Grade,	Minimum,	160	160		48	208	190	158.33	126.68
	Increment,	10			10		15	12.50	10
	Maximum,	220	220		47	267	255	212.50	170
I Grade,	Minimum,	285	285		47	282	260	216.33	172.06
	Increment,	15			15		No fixed. increments.		
	Maximum,	800	800		47	847	None granted.	—	—

It will be noticed that the revised salaries were less advantageous than the old with War Bonus, which was sanctioned after full investigation by a Special Commissioner sent from Home and the circumstances have not materially improved since. If the present proposal is given effect to, they will be on a much lower level than even the pre-revision scales without War Bonus. It will be impossible to maintain an existence on these.



## APPENDIX XIX.

*Loss on Proposed Reduction of Salary.*

## UGANDA RAILWAY.

Clerk on 10th Year, of his Service.

Provident Fund at present Salary with interest @ 3 % per annum.		Provident Fund, Interest at the rate of 3 % p.a.	On proposed reduction by one third cut.
...	Fls. cts.	...	Fls. cts.
10th year getting	190-00		
Bonus.	142-50		
...	332-50	... 10th Year.	126-66
Interest.	9-96	...	96-00
...	342-46	...	222-66
11th year increment,	205-00	...	8-76
Bonus.	153-73	...	231-42
...	701-21	... 11th Year.	136-66
Interest.	21-06	...	102-50
...	722-27	...	470-58
12th year increment,	220-00	...	10-10
Bonus.	165-00	...	480-68
...	1,107-27	... 12th Year.	146-66
Interest.	33-21	...	110-00
...	1,140-48	...	737-34
13th year increment,	235-00	...	16-11
Bonus.	176-25	...	753-45
...	1,551-73	... 13th Year.	156-66
Interest.	46-56	...	117-50
...	1,598-29	...	1,027-61
14th year increment,	250-00	...	30-31
Bonus.	187-50	...	1,058-42
...	2,035-79	... 14th Year.	166-66
Interest.	61-05	...	125-00
...	2,096-84	...	1,350-08
15th year increment,	255-00	...	40-55
Bonus.	191-25	...	1,391-64
...	2,543-09	... 15th Year.	170-00
Interest.	76-29	...	127-50
...	2,619-38	...	1,689-14
Gratuity 15 year's service @ Fls. 255/- p.m.		...	50-70
15 @ 127/50 cts. = Fls. 1912-150,		...	1,739-84
or Shs. = Fls. 3825-00.		...	
...		... On R. F. Fls.	
...		... Loss = 880 approximately	
...		... or Shs. = 1760.	
...		... Gratuity 15 year's service @	
...		Fls. 170, 15 @ Fls. 85. = Fls. 1275	
...		... or Shs. 2550,	

Loss on Gratuity = 1275 Shs.  
(3825-2550).

Total Loss on Provident Fund and Gratuity, = 1760 + 1275 = 3035 Shillings.

## APPENDIX XX.

*The Secretariat,  
Nairobi,  
Kenya,*

No. S. 19492.3.59 of 30th March, 1922.

Gentlemen,

With reference to your petition No. 3.4.21 of the 6th October, 1921, and my letter No. S. 19492.3.34 of the 14th November, 1921, I have the honour to inform you that a reply has been received from the Secretary of State which contains the following decisions on the points raised in your petition of 6th October, 1921.

- (I) The limitation in number of clerks in any grade below the II grade will be abolished but the Secretary of State instructs the retention of the limitation in respect of the II grade, the numbers in which are fixed yearly in the Estimates according to the requirements of the various Departments. A Circular on the subject has been issued.
- (II) The Secretary of State is unable to approve the suggestion that, when 2nd class accommodation on the Railway is not available, 1st class should be granted.
- (III) The rule as to averaging, for computation of pension, the salary of the three years preceding retirement, must be maintained. Two years is the period taken for this purpose in the case of European officers, because for the purpose of calculating European pensions, East Africa is classed as an unhealthy place and two years service may therefore be reckoned as three. East Africa is not, however, classed as an "unhealthy place" for the purpose of computing the pensions of non-European staff, and there is therefore no ground for departing from the rule that where averaging is necessary the average should be taken over a period of three years.
- (IV) As regards your request for uniformity in the conditions of service for Europeans and Non-Europeans, the Secretary of State is of opinion that these are quite separate, and each service must be considered and dealt with in the light of the conditions and circumstances which are applicable to it. Because a certain privilege or concession is granted to Non-Europeans, it does not necessarily follow that the same privilege or concession should be granted to Europeans, nor if a privilege or concession is granted to Europeans need it necessarily be granted to Non-Europeans. The Secretary of State is not prepared to agree that it is either necessary or desirable to introduce generally a uniformity in the terms and conditions of service of the two branches, as urged by your Association.

2. The following further points are still the subject of correspondence with the Secretary of State:—

- (I) Replacement of Europeans by Asiatics in Junior posts.
- (II) Subsistence allowance and detention allowance at Mombasa.
- (III) Detention allowance at Bombay.
- (IV) Furniture.
- (V) Luggage allowance.
- Advances in India.
- Porterage allowance.

3. The Secretary of State expresses regret at the view expressed in the petition that no genuine effort has been made to improve the conditions of service of the Non-European staff, and that the new terms of service are in fact less advantageous than the old. Within the limits imposed by present financial and other circumstances, important concessions have been made both in regard to salaries and in regard to general conditions of service; and he trusts that this fact is more generally appreciated by the staff than the petition would appear to indicate.

I have the honour to be,

Gentlemen,

Your obedient servant,

(Sd.) G. A. S. NORTHCOTE,

*for Colonial Secretary.*

*The Joint Secretaries,  
The Kenya Asian Civil Service Association,  
P. O. Box No. 311, Nairobi.*

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## APPENDIX XXa.

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*Chief Secretary's Office,  
Entebbe, Uganda,*

Circular No. 16 of 1922.

13th May, 1922.

### TERMS OF SERVICE FOR THE NON-EUROPEAN STAFF PROMOTION OF 4TH GRADE CLERKS.

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The following addition is made to paragraph 3 of Secretariat Circular No. 40 of 1921:—

“All clerks in the 4th grade who are engaged prior to the publication of the New Conditions of Service will be allowed to enter the 3rd grade on 1st April, 1920, subject to the proviso that no clerk will be eligible for promotion until he has completed at least one year's service in the 4th grade.

2. Clerks who were promoted to the 3rd grade on completion of 3 years' service between 1st April, 1920, and 24th December, 1921, should be treated in the same manner and their salaries adjusted accordingly.

3. Clerks who are adversely affected under this circular will not be called upon to refund any portion of salary which they may be drawing at present under paragraph 2 of Chief Secretary's Circular No. 13 of 1920, but their incremental date will be in accordance with this circular in future, *i.e.*, in all cases the incremental date will be the date of promotion.

(Sd.) E. C. ELIOT,

*Acting Chief Secretary to the Government.*

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## APPENDIX XXI

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*Statement of some of the principal sacrifices being made by the Asian Staff owing to the Financial condition of the Colony.*

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### (1) *Want of Quarters.*

The necessity for building quarters for the Asian Staff was admitted by the Secretary of State as far back as 1914 and quarters promised when finances improved.

Provision has been made in the estimates year after year since, but utilized for other services not connected with the Asian Staff. There are disproportionately limited quarters at Nairobi and Kisumu only. In other big towns no quarters built. Owing to the prevailing high rents the House Allowance is very inadequate and in the case of married officials does not even cover half of the rent they are compelled to pay.

In the case of European houses are rented by Government and allotted to staff.

(2) *Salaries of I Grade Officials.*

The Government of Uganda has decided that whenever increases are granted to I grade officials the amount of increment should not be less than Fls. 20 p.m., and accordingly it has fixed the incremental stages of that grade. In consequence of this the difference in the method of adjustment of salaries of officials promoted to I grade on 1st April, 1920, resulted in the similar Uganda officials scoring Fls. 18 more per month; as under :--

Salary on 1-4-20 ..	Uganda. Fls 235	..	Kenya. Fls. 235
Add. War Bonus ..	.. 47	..	.. 47
	<hr/>		<hr/>
	.. 282	..	.. 282
Next incremental step	.. 300	..	Nil.

Difference Fls. 18 per month.

This means that even a junior Uganda official will draw more pension than the corresponding senior Kenya official in spite of the fact that formerly the maximum of Kenya I grade was Rs. 300 and that of Uganda Rs. 250.

Moreover it must be remembered that there is a special grade in Uganda rising by regular increments to Fls. 400 whereas Kenya's maximum is fixed at Fls. 260 only, although whatever difference there is in the nature and responsibility of the work is not against the Kenya officials.

(3) *Limitation of III grade Posts.*

Uganda has removed the limit on III grade as from 1st April, 1920, whereas Kenya maintained it, apparently against the Secretary of State's intention, until the beginning of the current year which, taking into consideration the method of adjustment adopted by Uganda and the increments foregone by Kenya officials means a great loss in emoluments to the latter as shown below, both were drawing Fls. 102 p.m. on 31st March, 1920:—

	Uganda. Promoted on 1-4-20.		Kenya. Promoted on 1-1-22.
Minimum III Grade	Fls. 125	Salary on 1-4-20	Fls. 108
Add War Bonus ..	.. 24	..	.. 24
	<hr/>		<hr/>
	.. 149	..	.. 132
Next incremental point	.. 155	..	.. 135
Two increments in 1921 and 1922 ..	.. 20	..	Nil.
	<hr/>		
	.. 175 p.m.		

Difference Fls. 40 per month.

Copies of the relative Kenya and Uganda circulars (vide XXa and XXIa) are attached from which it will be perceived that in Uganda all the permanent IV grade clerks in service prior to 1st April, 1920, are eligible for promotion, whereas in Kenya only clerks who have completed 3 years in the IV grade (there was a V grade before in Kenya and clerks were engaged generally on that grade) or those whose emoluments exceeded the maximum of IV grade are eligible for promotion. This means that married clerks by reason of their higher war bonus have had chance for promotion whereas bachelors who comprise the vast majority of this grade have been left out of the scope of the circular.

Those who have not been promoted have not received increments since 1920.

Considering that the IV grade forms the bulk of the Asian Staff this represents a very great sacrifice.

### APPENDIX XXIa.

#### COLONY AND PROTECTORATE OF KENYA.

No. S. 19492.9.42.  
Circular No. 23.

*The Secretariat,  
Nairobi,  
15th March, 1922.*

#### TERMS OF SERVICE—NON-EUROPEAN CLERICAL STAFF.

With reference to Circular No. 48 of 1920, the following amendments have been approved.

##### 2. *Establishment.*

- (a) Clerks, who were on the permanent establishment prior to 1st April, 1920, and whose substantive salary plus War Bonus on 1st April, 1920, exceeded the maximum salary of the IV Grade, may be allowed to enter the III Grade at the incremental step equal to or next above the amount of their salary and temporary allowances, irrespective of their completion or otherwise of a period of three years probationary service, subject to their being satisfactorily reported on by their Heads of Departments and subject to the proviso that Clerks so promoted shall be required to serve the necessary three years on probation before being admitted to the pensionable establishment. Such promotions, however, will only have effect from 1st January, 1922.
- (b) Clerks who have served three years in the IV Grade may be allowed to enter the III Grade subject to their being satisfactorily reported on by their Heads of Departments and to their having attained to the requisite standard in Typewriting, Filing, Accounts and Stores work.

3. No recommendations should be submitted under these heads unless the Clerks have shown special ability and are in your opinion suitable for permanent appointment.

4. I shall be glad if you will forward to me through the Honourable Treasurer the names of any Clerks whose entry into the III Grade you may wish to recommend, together with your report.

(Sd.) G. A. S. NORTHCOTE,  
*for Colonial Secretary*

To

All Heads of Departments;  
All Senior Commissioners;  
All Resident Commissioners;  
The Officers-in-Charge, N. F. D., Masai Reserve and Suk-Kamasi Reserve.

For Members only.

Private & Confidential.

4

# MEMORIALS

ON

1. Revised New Leave Rules
2. Proportionate Gratuity to the  
Retrenched Staff
3. Revised conditions of Service for the  
Railway Asiatic Staff.

BY

THE RAILWAY ASIATIC UNION.

X415:95.687.N2

F2

RAILWAY ASIATIC UNION.

No. R.A.U./1/22/4

P.O. Box, No. 459

Nairobi, 1st August, 1922.

Sir,

We, on behalf of the Railway Asiatic Union, representing the whole Railway Asian staff including Kenya and Uganda, most respectfully beg to confirm the undermentioned cablegram, relating to the revised leave rules for the Railway Asian staff of the Uganda Railway and to the payment of leave pay and long service gratuity being made on rupee basis, forwarded to the Colonial Secretary (Through the General Manager Uganda Railway) on the 2nd July, 1922 for favour of transmission to you :—

CABLEGRAM.

"Revised leave rules for Railway Asian staff published June pending your sanction introduced retrospective effect May last caused grave dissatisfaction. Staff consider rules most unfair emphatically but respectfully request approval withheld. Memorial follows. Staff anxiously awaiting reply their telegram transmitted you 16th February last regarding leave pay and long service gratuity paid on rupee basis."

2. In the first instance, we respectfully beg to bring to your notice that the Asian staff of the Uganda Railway expected the oft promised improved conditions in regard to leave rules would come in force from 1st April 1920, but it is regrettable to see that the rules now being enforced on them come as it were in exemplification of that Aesop's fable of the frogs asking for a king—they got a stork in place of the log—or in other words instead of bettering our position, we are forced to submit to worse conditions.

3. The comparison between the leave rules now introduced and those of 1909 sanctioned by you (vide appendices A. and B.) goes far to prove that some of the clauses in the former have failed totally in improving the condition of the service that have been constantly asked for and even promised to the Asian staff by the General Manager in his letter No. M.6366/8510 dated 5th August 1919, (vide Appendix C.)

4. VACATION OR PRIVILEGE LEAVE.

On the suggestion of the Actg General Manager (Mr. A. F. Church) a meeting of the delegates from different centers of the Railway Asiatic Union and representing different sections of the Asian staff, was convened at Nairobi the headquarters, and a memorandum setting forth all the grievances was presented to the Government on the 9th, March 1918—(vide memorandum XXXIII page 187 embodied in appendix VI, to the report of the Civil Service Commission of enquiry—January 1919). The staff is sorely disappointed that between the period that has elapsed since presenting the above memorandum up to now, no improvement foreshadowed by the Authorities in the past has materialised in the present, beyond the announcement by the Government to say that, voyage days to and from India would not be counted in the leave period earned by residential service under the leave regulations then in force (vide appendix D, para. 8586 (3) of Weekly traffic notice No. 562 dated 9th April 1921).

5. REVISION OF RULES.

The Railway Asiatic Union understanding that a committee was to be formed to revise the rules, in spite of an assurance given by the General Manager in his letter No. M.6366/111/7072 dated 30th, April 1921, to the effect that "There is no likelihood of alteration to the leave and passage rules"—(vide Appendix E.), approached the General Manager with the request, conveyed in their letter dated 8th August 1921, that he would supply the Union with a draft copy of the rules for their perusal and observation if any before they were enforced. This letter was acknowledged by the General Manager, who kindly informed the Union that the matter would receive his attention, but it is to be regretted that their request was either lost sight of or ignored.

6. Now as the revised rules have been published about the end of June and enforced by Weekly Traffic Notice No. 626 dated 24th June 1922, with re-



retrospective effect from 1st May 1922 pending your sanction, and are being applied even to persons, who were away on leave prior to publication, we respectfully beg to appeal to your sense of justice and equity to withhold your approval to this unjust procedure.

We beg to put before you our objection to some of the clauses of the Leave rules referred to above and our reasons therefore, seriatim :—

### 7. Objections

(a). CLAUSE 1. (c). The word "VARY" between "to refuse or revoke leave of any kind etc." is unnecessarily inserted and should be deleted. The reason being that as leave of absence can never be claimed as a right and the General Manager can either refuse or revoke such leave, the inclusion of that word "VARY" will lead to great injustice and abuse. As the Railway Administration will be quite within their rights to grant their employees less leave than what they have actually earned; at any one time; and thus deprive them of the balance of their leave which they had rightfully earned.

(b). CLAUSE 1. (d). The word "ASIATIC".

When the Provident Fund and New Leave Rules were brought into force in 1908, we fully believed it was accepted by the late Mr. Currie (the then Manager of the Railway) that the conditions of service on the Railway with the benefits of the Provident Fund and uniform Leave Rules were sufficient to govern all the staff of the Railway generally, irrespective of their nationality. Hence the revision of the Leave Rules for the Asian staff of the Railway has entirely altered the original condition of service *i.e.* the Rules sanctioned by you in 1909 hold good as far as the European non-pensionable staff is concerned and the New Revised Rules apply to Asians only. We, therefore, do not see any reason why such differentiation should be made. This matter has already been referred to in para 4 of the Delegates Report dated 9th March 1918. Vide memorandum XXXIII page 187 embodied in Appendix VI to the Report of the Civil Service Commission of enquiry January 1919).

(c). CLAUSE II (a). As the Asian Staff are now being engaged at Shs. 100/- to Shs. 135/- per month we see no reason why the amount of Rs. 50/- (now Shs. 100/-) in the old Leave Rules should be increased by Shs. 60/- in the present one.

(d) CLAUSE III. (e). We beg to emphasise that this Clause should be left unchanged as in the original, for the simple reason that the employee is in more need of the long leave on account of the extra strain on his health and energies, and the three months suggested will be quite inadequate to meet the demands of his health and for rest.

(e). CLAUSE III. (d). Referring to the last portion of this Clause, we may state that whilst admitting that an employee can be again granted privilege leave after he has put in at least 11 months continuous service from the date of return to duty, we see no justifiable reason why an employee should be called upon to complete a further tour of 33 months continuous service to earn a passage. In the old Leave Rules this was not the case, but we rightly consider, supposing that a man is granted 5 months earned privilege leave and returns to duty with a month's leave still to his credit, automatically, it should entitle him to a free passage should he elect to proceed on 3 months' leave after putting in another 22 months' continuous service from the date of return from last leave. We respectfully urge that, that last portion of the para referred to concerning a passage to an employee until he has completed a further tour of 33 months continuous service should be deleted.

(f). CLAUSE VI. (a). COMBINED LEAVE. We respectfully beg to point out that the above Clause does not provide for combined leave on medical certificate obtained in India. The majority of the staff, going on leave to India often fall sick, due to adverse change from the African climate, and in consequence thereof they are compelled at times to take an extension. Naturally, we consider the Government cannot expect such men when sick to appear before a Medical Board in Kenya or Uganda in person, nor can they expect, when in Kenya before proceeding on leave, to know that they will fall sick in India. In these circumstances, we pray that the Clause referred to, may be modified by adding the words "or in India" after the words "Kenya or Uganda".

(g). CLAUSE VIII. (a). 2. We would respectfully urge that leave on medical certificate—(Clause IV) be granted with full salaries provided that the amount of full pay local sick leave, granted in any one calendar year shall not exceed 3 months. Extension of sick leave from India in all cases should be granted with half salaries up to a maximum of 3 months.

(h). **CLAUSE IX. (a). PASSAGES.** We humbly submit that there is a big gap between the passage rules of the Protectorate and those of the Railway, (vide section 172 of E.A.P. Code). It is not understood why such differentiation is being observed, in view of the fact that Protectorate staff, except Artizans drawing Shs. 160/- and upwards are allowed second class passages whereas we under these rules are entitled to second class passage only when drawing over Shs. 300/- per mensem. There is no justification in this and there is very little reason why we should not look forward for the same privileges what Government staff are enjoying.

(i). **CLAUSE IX. (b).** The same objections as in Clause IX (a) apply to this Clause with the addition, that, should an employee be invalided from the service in accordance with the recommendations of the Medical Board, his passage to India should also be paid by the Government.

(j). **CLAUSE IX (d).** The passage admissible should be same as suggested in para 7 (h) under Clause IX (a) hereof.

(k). **CLAUSE IX (e).** This should be modified in accordance with para 7 (e) hereof in connection with last para of Clause III of the Revised Rules.

(l). **CLAUSE X. (d).** This Clause should be deleted and substituted by paras 5 and 6 of Clause IX of the old Leave Rules—1909. The reason for this is the irregular Ocean service. There have been cases in which employees of some years' service have been forced nolens volens to overstay. Hence the Revised Rules would help to penalize employees even for an overstay of a day or two. In this connection we would beg to refer you to para 97 of the E.A.P. Code of Regulations.

(m). **CLAUSE X. (h).** In the year 1919, regardless of the standing practice in connection with privilege leave, (the latter contingent on the period of service put in by an employee) the Railway Administration introduced a modified Agreement form with an additional Clause, No. 13 and an alteration to Clause 4 in the existing Form of Agreement—(Vide Appendix F.)—this to be signed by all Asians employed on the Railway on the eve of their departure on long leave to India, and also on renewal of Agreements and new appointments. Appendix F.

2. This modification of the Agreement Form No. 171—A Revised 1917 was received by the Railway Asian Staff with great dissatisfaction, and thereupon, the Union lodged a protest with the General Manager against enforcing same.

3. On the receipt of the protest the General Manager requested the Union to depute three of the members to discuss the question with him in person.

4. The Deputation waited on the General Manager and explained to him the grave situation created for the Asian staff by introduction of the modified form of the Agreement, especially at a time when there was a crying need for an amelioration in the condition of the service, which has been promised but had not up to that time borne fruit. The only ostensible reason advanced by the General Manager was that, that the step was necessitated by the number of resignations that were coming in from the members of the Asian staff soon after their return from leave in India.

5. After a lengthy discussion the General Manager agreed to withhold the enforcement of the modified form of Agreement, and suggested that he, in consultation with the Crown Advocate, would send to the Union for their consideration a revised draft, couched in proper legal phraseology.

6. In accordance with the suggestion above mentioned the General Manager sent a revised form of Agreement to the Union for their comments, which was also not agreed upon. As no further communication had been received from the General Manager on the subject, and since the clause was not enforced, we considered the matter as dropped.

7. Under these circumstances, we do not see any reason why this clause (practically the same as clause 13 above quoted) should now be enforced on the Asian staff.

(n) **CLAUSE XI.** In this Clause objection is taken to the amount and we humbly suggest that this maximum may be reduced to Shs. 100/-.

8. From the foregoing observation you will note that the Revised Leave Rules now put in force, instead of obtaining more liberal leave of absence out of East Africa, and being worthy of those assurances given us by the Authorities do in fact prove a set-back, and in the long run will prove detrimental to the service, rather than otherwise.

9. The Revised Leave Rules for the Railway Asian Staff are 3 months leave on the completion of 33 months' service, and that only, if the exigencies of service permit. Leave of this kind in excess of three months may be accumulated up to six months only at the discretion of the Chief of Division.

10. In the old Leave Rules of 1909, leave of this kind could be accumulated up to a maximum of six months without any discretion of the Chiefs of the Divisions, but now it is a matter of doubt whether the discretionary powers given to the Chiefs of Divisions may not be subjected to abuse.

11. In this connection we would respectfully urge that para 101 of the E.A.P. Code of Regulations be applied to the Railway Asian Service.

12. The Civil Service Commission in their report of enquiry into the improved conditions of service generally, well realised the fact and duly admitted that the Asian in this Country equally with the European is exposed to the influence of the climate of Tropical Africa and the diseases that are common to the Country.

13. It is beyond contention that the African climate acts adversely on the Asian as it does on the European, for the simple reason that both are foreign to the climate. We might add that the effects of the climate are harsher on the Asian than on the Europeans due to the fact that the meagre salaries they receive are quite inadequate to supply their wants, and consequently are unable to obtain better comforts and amenities of life. While it is argued that the European suffers in this country more than the Asian from such diseases such as malaria and sun stroke, it must be borne in mind that the Asian is not immune, but in fact is more susceptible to such epidemics, owing to his inability to provide suitable comforts to himself and family and keep up that standard of health necessary to withstand the ravages of disease. The Medical registers bear ample testimony to this contention. If leave to Asian Staff is granted on a more liberal scale the percentage of absentees, owing to illness, will surely drop and the Railway Administration will considerably gain by the more efficient services rendered by its servants. The three months leave for the Asian Staff after 33 months tour of service to recuperate health, as is laid down in the Revised Rules, is absolutely insufficient.

14. Moreover, if the Government considers it necessary to grant better terms in connection with privilege leave to the Railway European Staff and also to the Asian Staff of the Protectorate we fail to understand, why, the case of the Railway Asian Staff should not be considered on the same lines.

15. Another point we wish to bring to the notice of your goodself is about the granting of sick leave in India. The leave rules of 1909 approved by you provide the staff sick leave on half pay, but, hitherto, except in a few cases the staff have generally been refused this privilege, although all the conditions as required by the regulations were fulfilled by them. If need be we are prepared to cite instances that have come to our notice.

#### 16. LEAVE PAY AND LONG SERVICE GRATUITY PAID ON RUPEE BASIS.

#### Appendix C.

With reference to our cablegram relating to leave pay and long service gratuity paid on rupee basis, transmitted to you on 16th February last, we beg to point out, that, though the same was acknowledged by you, vide your despatch dated 22nd February last, to the effect that you would await the report of the Local Committee appointed to consider the question, it is regretted to state that its contents were not communicated to the Union by the Local Government until the 10th July 1922 (vide Appendix G.) consequently the matter had to be repeated in our subsequent cablegram transmitted to you on the 15th July, 1922.

17. As the report of the Local Committee, as desired by you, has been submitted by the Local Government on 23rd June 1922, we respectfully beg to lay before you our observation as under, with the sanguine hope that you will give the matter, the consideration it deserves :—

The Asian Staff were all on rupee salaries which together with all the other public rupee liabilities, were converted into one florin to the Rupee by the East Africa and Uganda (Currency) No. 2, Order 1920, vide section 7(1) and (2), which are reproduced for easy reference :—

“(1). Where any sum due to be paid after the commencement of this order is payable in pound or pounds sterling whether the obligation to make the payment was incurred before or after the commencement of this order, the payment may be made in florins at the rate of 10 florins to the pound or pound sterling.

“(2). Where any contract entered into or instrument made before the commencement of this order provides for the making of payment in terms of rupee the contract or instrument shall have effect as if reference to florins were substituted for reference to rupees. (Italics ours).

When it was considered expedient to introduce the shilling currency the above order-in-Council was substituted by the Kenya and Uganda (Currency) Order 1921, vide Section 5(1) and (2) which read as follows :—

“(1). Where any sum due to be paid after the commencement of this order is payable in pounds or pounds sterling, whether the obligation to make the payment was incurred before or after the commencement of this order,

"the payment may be made in shillings at the rate of twenty shillings to pound or pound sterling.

"(2). Where any contract entered into or instrument made before the commencement of this order provides for the making of any payment, in terms of rupees or florins, the contract or instrument shall have effect as if references to any number of rupees or florins were substituted for references to twice that number of shillings." (Italics ours).

18. It is, therefore, very clear that it has been the original intention of the framers of the Currency Legislation that our rupee salaries should be converted into florins equivalent, and subsequently into Shillings, the legal tender of the country, and that there was no misapprehension of any sort on this score. This fact is further corroborated by Weekly Traffic Notice No. 562 of 9th April 1921—(vide appendix D) which amplifies our contract of service in unmistakable terms in which our salaries and allowances are expressed in florins.

19. Further, it may be stated that the Indian Exchange has swung between extremities, and, as stated by the Treasurer (the late Mr. Kempe), in the October session of the Legislative Council,—“There is no guarantee that it will not revert to its position as in 1918 to 1920.” At that time, the Asian Staff were paid in depreciated rupees, which, effected their family remittances by over 33 per cent., no compensation having been paid to them although sanctioned by your predecessor, Lord Milner. On the other hand, when the pound sterling was worth about Rs. 7/50, the European Staff were still paid Rs. 15/- in fact double salaries. Further concession in this respect was made with regard to European Staff drawing the portion of their leave salaries in this country as local commitments.

20. Having now detailed all the hardships and heartburnings, we are being subjected to at present, and the means whereby the conditions of service of the Railway Asian may be rendered bearable in connection with the Revision of Rules for privilege and sick leave, passage, etc., we beg most respectfully that you will please give this our memorial your kind and favourable consideration.

21. It is needless to add that an amelioration of the conditions, at present obtaining, will help us not only to tide over the present situation, but will also infuse in us greater zeal and assiduity in the fulfillment of our duties in all the different branches of the Railway Service.

22. In conclusion, we, on behalf of the Asian Staff of the Uganda Railway, whilst respectfully apologising for encroaching upon your valuable time with this memorial, trust that these our legitimate grievances will enlist your sympathies and that you will grant us our humble request.

We have the honour to be

sir,  
Your most obedient and humble servants,  
(signed) A. ALMEIDA,  
President  
(signed) S. M. PATEL,  
General Secretary.

The Rt. Honourable  
The Secretary of State,  
For the Colonies,  
Downing Street, London.  
Through, His Excellency the Governor,  
Colony and Protectorate of Kenya,  
Nairobi.  
Through, Hon. The General Manager,  
Uganda Railway,  
Nairobi.

APPENDICES A and B.  
LEAVE RULES OF 1909.  
REVISED NEW LEAVE RULES.

APPENDIX "C"

Nairobi, 16th July 1919.

His Excellency the Governor,  
East Africa Protectorate,  
Nairobi.  
Through, The Hon'ble the General Manager,  
Uganda Railway,  
Nairobi.

Your Excellency,

*Civil Service of East Africa Protectorate.  
Permanent improvements for Asiatics.*

With reference to the Secretariat Circular No. 51 of 17th June 1919, we beg most respectfully to thank Your Excellency for the equitable terms offered to the Asiatic Staff in regard to the War Bonus in comparison to the Local Commission's recommendations, and request that an expression of our gratitude may be conveyed to Sir Alfred Lascelles and the Rt. Honourable Viscount Milner, Secretary of State for the Colonies.

We have also perused the report of the Civil Service Commission dealing with the permanent improvements in the service and beg to say that the same has caused universal disappointment. The improvements proposed are so trivial that, as far as the Asiatic Staff is concerned, they are, with the exception of a few cases, no improvements at all: in one case at least, that of the Permanent Way Inspectors they even go backward. An Indian Permanent Way Inspector is now drawing Rs. 290/- and the Commission recommends the maximum of his grade, under the improved scheme, to be fixed at Rs. 275/- only.

In order to keep this latter within reasonable limits we shall confine our representation to a few of the most important items.

**SALARIES.** The Local Commission remarks at the outset "we wish to make clear our position that the service was poorly paid as a whole before the War and that the condition of service will now be required to be improved materially to put East Africa in a position to compete in level terms with market for the most suitable men after the war."

It will be seen that the urgency of materially improving the conditions of service is admitted. But when coming down to the facts and figures, no effort has been made to put the principle into practice. Many grades have been left where they are at present, while the improvements suggested in others are of the most cheese-paring character. The fact has entirely been lost sight of that a man who makes the Railway service his profession must have something substantial to look forward to, and that sitting on the same desk and having the prospect of only bare pittance do not conduce to efficiency. Life under these circumstances becomes monotonous and stale and one loses all interest in ones work. Scale of salaries should be so revised as to make the present staff contented and happy, and to ensure the recruitment of competent new hands. In India every signaller and clerk looks forward to reaching such posts as District Traffic Superintendent, Executive Engineer, Examiner of Accounts, etc. at very high salaries. Not all attain these posts but the possibility of getting them keeps the men in good spirits. We contend that the maximum of Rs. 400/- asked in our original report was a very modest request and should be acceded to. We may mention that an Indian has already been in the grade of Rs. 400/- while the maximum salary now recommended by the Commission is only Rs. 300/- per mensem. Also that such posts as Traffic Inspector, District Station Master, Inspector of Works, Overseer, etc., etc. may be made accessible to the deserving members of the Asiatic Staff. Too much stress cannot be laid on this point. A man must have something to look forward to at the close of his long and faithful service.

**DRAFTSMEN.** The view taken of the qualification of the Indian Draftsmen is capable of quite another more correct interpretation. The standard of qualifications is low because the salaries offered are so wretchedly low that no competent man will look at it. If better conditions are offered, men will be coming forward whose qualifications will compare well with any member of their profession.

**LEAVE.** The improvement suggested here is also very small. While the European suffers in this country more than the Asiatic from such diseases as malaria and sun-stroke, the latter is more susceptible to lung troubles and diabetes, etc. Owing to the very considerable difference in the altitude between his native place and this country, the Medical Registers bear ample testi-

mony to this contention. If leave is granted on more liberal scale the percentage of absentees owing to illness will drop and the Railway Administration will materially gain from the more efficient services rendered by healthy servants.

UGANDA RAILWAY PRESS. A very grave dissatisfaction exists amongst the Railway Press Staff as no proposal has been put forward for the betterment of their conditions of service: When the Government Press men are classed as Clerks and enjoy all the privileges of subordinates, the Railway Press hands are classed as artisans. It is requested that this invidious anomaly may be removed with retrospective effect.

In conclusion we beg leave to observe that the need for improvements is very urgent, and that early action will enhance their value. It has been recognised all over the world that better pay and generous treatment of the employees actually repays the employer in better output and more efficient service. A contented employee is more loyal, and sticks to his job, thus giving the advantage of his experience to his employer: while an ill paid servant neglects his work and is always on the look out for a better paid job elsewhere, as has often happened in this country.

We trust, therefore, that Your Excellency will give this matter an early and favourable consideration. We on our part assure Your Excellency of our most devoted and loyal service.

We beg to remain,  
Your Excellency's  
Most obedient and humble servants,  
(signed) A. Almeida. *President.*  
(signed) Tulsī Ram Dosaj.  
*Ag. Hon. Secretary*  
Railway Asiatic Union.

M.6366/8510.

Direction Department,  
5th August, 1919

The President Railway Asiatic Union,  
Nairobi.

Sir,

Your petition dated the 16th July submitted to His Excellency the Governor who desires me to inform you that the generous War Bonus lately granted it would appear that your interests are being well looked after and that the Home Government can be relied upon to give your claims every consideration.

I have the honour to be,

sir,

Your obedient servant  
(signed) S. COUPER  
*General Manager,*  
Uganda Railway.

WEEKLY TRAFFIC NOTICE No. 562 DATED 9-4-21.

Appendix D.

The following is the reply given by the Union to the above letter.

Nairobi, 7th August, 1919.

The Hon. The General Manager,  
Uganda Railway,  
Nairobi.

Sir,

I beg to acknowledge receipt of your letter No. M.6366/8510 of the 5th instant and to inform you that my Committee feel very much indebted to you for your liberal support and request you to kindly convey to His Excellency the Governor their feeling of heartfelt gratitude for his kind assurance and sympathetic consideration.

Yours obediently,  
(signed) Tulsī Ram Dosaj  
*Ag. Hon. Secretary.*

Railway Asiatic Union. Appendix E.  
Nairobi, 28th April, 1921.

The Hon'ble the General Manager,  
Uganda Railway,  
Nairobi.

Sir,

Ref: W. T. Notice No. 562 of 9th April, 1921.

Referring to the above, I am directed by my committee to request you to let me know, if the improvements in the Leave and Passage Rules, published in the above, are final or if there is any likelihood of further improvement in these items, if the latter, my Committee would be grateful if you will please be so good as to send me a copy of the Draft Leave Rules and passage, before the same are sanctioned finally by the Government as it would avoid a great deal of unnecessary correspondence and thus help both the employer and the employee to a great extent.

An early reply to this will be greatly appreciated.

Yours obediently  
(Signed) C. J. PATEL,  
General Secretary. Rly. A. U.

M.6366/III/7072.

Direction Department.  
30th April, 1921.

The Honorary General Secretary,  
Railway Asiatic Union, Nairobi.

Sir,

*Re : Revised Leave and Passage Rules.*

With reference to your letter dated the 28th instant, regarding the above noted subject I have to inform you that there is no likelihood of alteration to the Leave and Passage Rules.

Yours faithfully,  
(signed) R. LANE,  
For General Manager.  
Uganda Railway.

Railway Asiatic Union.  
Headquarters  
Nairobi, 8th. Oct. 1921.

The Honourable the General Manager,  
Uganda Railway,  
Nairobi.

Sir,

As my Committee understand that the Leave Rules for the Railway Asiatic Staff are being revised, they have instructed me to request you to be so good as to send me a draft copy of these for their comments before they are actually brought into force.

(signed) N. A. KHAN,  
Hon. General Secretary,  
Rly. Asiatic Union.

No. M.5074/II/13007

General Manager's Office.  
Nairobi, 10th Oct, 1921.

Dear Sir,

Your letter of the 8th instant in reference to Revised Leave Rules for Railway Asiatic Staff has been received and the matter shall receive attention.

Yours faithfully,  
(signed) R. LANE.  
For General Manager.

The Hon. General Secretary,  
Railway Asiatic Union, Nairobi.

Appendix E. *Agreement Form No.—U. R. Form No. 171A. Revised 1917 Para No. 13.*

Appendix G. M.5074/II/7156.  
The Hon. General Secretary,  
Railway Asiatic Union, Nairobi.

Nairobi, 10th July, 1922

Sir,

*New Leave Rules.*

With reference to your letter of the 2nd instant, forwarding cable for transmission to the Secretary of State for the Colonies on the above noted subject, I am directed to inform you, as regards the latter part of your message regarding leave pay and long service gratuity paid on rupee basis, that your cable of the 16th February last was acknowledged by the Secretary of State in a despatch dated 22nd February, in which he stated that he would await the report of the Local Committee appointed to consider this question and to enquire if, under the circumstances, you wish to amend the present cable. The report referred to was forwarded to the Colonial Office on the 23rd Ultimo.

The Colonial Secretary also notes that your Union does not state on what grounds they object to the Revised Leave Rules.

Yours faithfully,  
(signed) S. COUPER,  
General Manager  
Uganda Railway.

Railway Asiatic Union,  
Nairobi, 11th July, 1922.

The Honourable the General Manager,  
Uganda Railway, Nairobi.

Sir,

*New Leave Rules*

With reference to your letters Nos. 5074/II/6960 and M.5074/II/7156 dated 4th and 10th instant respectively, I am directed by the Central Council of my Union to reply as follows :—

2. My Committee is unanimously of the opinion that the draft cablegram submitted to you under my letter dated 2nd instant should be forwarded to the Right Hon. the Secretary of State without any further delay.

3. We note that the Right Hon. the Secretary of State had acknowledged our cable dated 16th February regarding leave pay and long service gratuity paid on rupee basis in his despatch dated 22nd February last, in which he stated he would await the report of the Local Committee appointed for the purpose, which we understand from your letter dated 10th instant, was forwarded to the Colonial Office on 23rd ultimo. A mention will be made to this effect in our memorial, which is being prepared and will be submitted to you in due course. Under these circumstances, my Committee does not see any reason, why the latter part of our cablegram should be amended so long we have not received any definite reply.

4. In reply to last paras. of your letters I am further directed to inform you that our objections to some of the Clauses in the Revised Rules and reasons therefore will be embodied in our memorial in question.

I have the honour to be

Sir,

Your obedient servant,  
(signed) S. M. PATEL,  
Hon. General Secretary,  
Railway Asiatic Union.

*Para. 13 of the Agreement. 171A. Revised 1917*

"I also agree that I should be granted leave to India in respect of service under this or any previous agreement with a free passage to India and also to British East Africa I shall refund to the Uganda Railway Administration the cost of such passage to and from India should I by reasons of resignation or dismissal fail to serve the Administration for a period of three years calculated from the date of my arrival in British East Africa on return from such leave."



## RAILWAY ASIATIC UNION.

Nairobi, 26th November, 1923.

Your Grace,

Re: LONG SERVICE GRATUITY FOR THE RETRENCHED STAFF  
OF THE UGANDA RAILWAY

I most humbly and respectfully beg to state that the decision of Your Grace as conveyed to His Excellency the Governor in the despatch Kenya No. 341 of the 5th March has been communicated to the Railway Asiatic Union, a society which represents the entire Asian (British Indians and Goans etc.) Subordinate service of the Uganda Railway including the Mechanical staff. The communication was received with a great regret and a keen sense of disappointment as coming from one of His Majesty's Principal Secretaries renowned for the soundness of his decision as based on the principle of justice tempered with clemency for the high and low and independent of any consideration for one's station in life, his race or creed. The disappointment of this Union is more intensified by the realisation of the fact that the decision which affects a very large number of employees, their families and dependents comes from what is their final court of appeal and beyond which any recourse is an impossibility.

The decision of your Grace comes as an unusual surprise as it turns down the unanimous recommendations of practically all the Authorities in the Colony including the Railway Administration, the Executive Council and His Excellency the Governor all of whom, taking into consideration the straightened financial position of the Colony are by no means in a generous mood at the present juncture and none of whom would ever become a party to recommending a measure of this nature, unless they were thoroughly satisfied that a great hardship and serious injustice would be inflicted in the absence of the relief being granted on the lines conveyed in His Excellency the Governor's despatch No. 19 of the 2nd January 1923.

The members of this Union have, however after a very prolonged and careful deliberation, come to the conclusion that the decision of Your Grace is due to the absence of full facts being efficiently placed before Your Grace as is manifest from the main arguments contained in Your Grace's despatch mentioned above which is obviously based on a misapprehension of the real facts and this Union have absolute confidence that on reviewing the true situation Your Grace is sure to come to a different conclusion to that contained in the despatch under reference.

I have been directed by my Union to place two different aspects of the matter before Your Grace namely (1) generally from the point of view of the employer and his moral and statutory obligations to his employee and vice versa and (2) by drawing a comparison of the relief granted to employees in the Colony other than those employed on the Uganda Railway and I most humbly beg leave of Your Grace to make an effort to carry out my instructions.

I am directed to state that two conditions invariably prevail at the commencement of an employee's career with any private or official employer. One condition is that the employee understands definitely that his occupation is temporary one liable to be brought to a termination at any period without any prospects of an improvement, concession, compensation or reward and is constantly on the look out for a better and more permanent employment elsewhere. The employer also understands and anticipates that the employee may at any period cease to work without any regard for the interest of his employer which may suffer for want of continuity of his service. The termination of the relationship of the both at any moment therefore does not constitute a grievance or complaint for either.

The second condition is when the employee enters the employment with a definite goal in life according to the prospects promised to him by his employer which are generally in the shape of promotions for meritorious and efficient service. He moulds all his future plans of life accordingly and concentrates the whole of his mind, physical and mental energies on the carrying out of his duties efficiently, faithfully and continuously. He looks no more to the outside world for a change of position and on the other hand he firmly believes that every year of approved service that passes by consolidates his position and draws him nearer to the reward promised to him by his employer. His devotion to the duty and the interest of his employer increases with the length of his service.

The employer also in consideration of the reward promised by him to the employee expects continuity, increased efficiency and loyalty and enjoys a sense of security against constant changes in his establishment attended with the inconvenience and loss of time in having to train repeatedly a train of new staff at short intervals and naturally organises his plans accordingly.

This mutual understanding, I most humbly submit, is the essential condition for the smooth working of all the small and large, private and official concerns in the world and no matter what the conditions may be a repudiation of the understanding on either side, is not permissible even in individual cases much

less on such a large scale as is under the contemplation of the State in respect of employees of the Uganda Railway. A premature termination of services even accompanied with the expected compensation is as unpleasant for the employees as the abrupt leaving of the servant would be for the master who has been led to believe that the servant will put in a long and continuous service and the inconvenience caused to the employer in recruiting a substitute for the servant who forfeits all his privileges by leaving prematurely is nothing compared to the plight of the employee who even though compensated to a degree has to search for a fresh start in life especially in these days of universal unemployment.

The case of wholesale retrenchments without any compensation being paid to employees, who were promised permanent and long services and the consequent rewards therefore is as bad as if a similarly large number of employees on permanent staff had, for example, by reason of increased cost of living or better prospects elsewhere or some other reason, decided suddenly to leave the Railway service "enblock" and had then refused to forfeit to the Railway any privileges to which they would become disentitled by leaving prematurely.

According to the local regulation for pension based on the Super Annuation Act of 1887 which requires 7 years service before any gratuity could be granted to non-pensionable staff. I submit that the length of service (of 7 years) as recommended by the Local Government can be the ground for an ex-gratia concession.

It is precisely on this sound principle that the case of the Uganda Railway employees hinges, the same as the Colonial Regulations are based on the English Super Annuation Act of 1887. It is perfectly clear that the Provident Fund and Gratuity Rules in force on the Uganda Railway are borrowed almost verbatim from the "State Railway Provident Fund and Gratuity Rules" in force in India by the sanction of the Imperial Government and are no doubt based on other Imperial enactments in force in the United Kingdom. The root of the whole trouble is that while the Colonial Regulations have been revised from time to time in order to keep in line with the modification introduced in the United Kingdom, that the Uganda Railway Rules having been introduced in 1909 have become more or less obsolete owing to lack of revision and the re-examination of the grounds which led the Government of India to revise their rules.

In the latest copy of the Provident Fund and Gratuity Rules by the Government of India as corrected up to 31st December 1921 the point at issue has been fully dealt with under the following sections. I beg to append herewith an authenticated copy of the said rules which are as stated above the root and the original source of the Rules in force on the Uganda Railway.

## PART II. GRATUITY RULES. RETIRING GRATUITIES. QUALIFYING SERVICE

Section 3 (II) In case of subordinates :—

- (a) Completion of 30 years service : or
- (b) Attainment of the age of 55 years, provided not less than 15 years service has been completed : or
- (c) Retirement or resignation after 15 years service, on grounds admitted by the Authority competent to sanction the gratuity as good and sufficient from the point of view of the administration or
- (d) Retirement with less than 15 years service due to (1) Permanent physical or mental incapacity, or (II) abolition of appointment if other suitable employment cannot be found for the subordinate.

### AMOUNT OF GRATUITY.

Rule No. 19 (a) The amount of Gratuity admissible to a subordinate is as follows :—

- (a) In cases falling under Rule 3 (II) (a), (b) or (c) half a month's pay for each year of qualifying service, subject to a maximum of 15 months' pay.
- (b) In cases of less than 15 years' qualifying service falling under Rule 3 II (d) a gratuity limited ordinarily to half a month's pay, and in special cases, where circumstances warrant, to one month's pay for each year of qualifying service subject to a maximum of 6 months' pay in all.

It would thus appear amply clear that had the Uganda Railway Rules been brought up to date in order to deal with the case under reference, all retrenched subordinates of less than 15 years' service would be entitled to a gratuity even without the 7 years' limit recommended and would accordingly to the discretion of the Authorities receive gratuities at the rate of one month's pay for every year's service instead of half month's pay now recommended.

I therefore submit that no departure of any principle would be made by sanctioning the gratuity asked for. In the case of relief recommended for the non-pensionable officials in the service of the Colony an alteration of the Regulations entirely repugnant to the provision of the Super Annuation Act (the source of regulations) would become necessary whereas in the case under reference the necessary alterations in the Uganda Railway Provident Fund Rules would only bring the Regulations up to date and in conformity with the main rules, from which the Uganda Railway Rules were originally derived.

There now remains only the 2nd and the last aspect of the case namely the comparison of the relief granted to Railway employees with that of the officials in the Colony..

The Provident Fund and Gratuity are the substitute for pension and the aim therefore is to provide for the Railway employees as nearly as possible as in the case of pensionable staff some means of subsistence, after leaving of the service. One outstanding difference being that the pensions earned by the Government are for certainty whereas the Railway being a commercial concern the bonus earned is influenced and may fluctuate according to the earnings of the Railway.

The comparative statement annexed hereto, will show the difference in compensation granted to the various grades of subordinates employed in the Railway and the Colony respectively in the case of a retrenched official.

I most humbly submit that the comparison between the non-pensionable staff of the Colony and the permanent staff of the Railway as drawn by Your Grace in your despatch is erroneous and misleading one as the non-pensionable staff of the Colony who are not promised pensions reward or gratuity of any kind know perfectly well that until such time as they reach the pensionable grade, they have no expectation of a gratuity of any kind for less than 7 years service. They in fact come in the same category as employees on the Uganda Railway who are not entitled to subscribe to the Provident Fund and there must be a very small number of such employees in the Colony, who having remained in the service of the Colony for 7 years do not reach the pensionable grade, whereas the Uganda Railway employees are from the date they become entitled to subscribe to the Provident Fund, promised that in lieu of the pension they will be granted gratuity for long service if they work continuously for 15 years and it is only fair that an employee who has continued to work under this belief for 7 years or over should be compensated for the breach or interruption in his career which has been caused through no fault of his. The Railway cannot obviously save money by causing loss to its old employees by reason of forfeiting half of what they would have earned had their career not been interrupted on the grounds of economy.

The Provident Fund is the right or privilege of a Railway employee under any circumstances even if he leaves of his own free will after a single year. The gratuity is the only reward which is promised to him for a long service and it naturally follows that he is entitled to the proportionate amount for a shorter period if his services are dispensed with owing to his post being abolished for reason of economy.

The only correct method of comparing the relief granted to the retrenched Railway employees and the Officials in the Colony is to compare the pensionable staff of the Colony with the non-pensionable staff of the Railway who are allowed to subscribe to the Provident Fund and it will be readily seen that a pensionable official in the Colony with a single year's service gets the proportionate pension for his whole life whereas the Railway employee with 14 years' service gets nothing but his own earnings contributed towards the Provident Fund plus a bonus according to the earnings of the Railway to which he would be entitled in any case.

In conclusion I most profoundly apologise for this lengthy communication, but the interest of the retrenched staff which is at stake would not permit of a single point being left untouched for the sake of brevity.

I hope that I have succeeded in making the case quite clear which will no doubt receive the careful attention and consideration of Your Grace and will be dealt with favourably at an early date.

I have the honour to be,  
Your Grace's most obedient and humble servant,  
ALLA BAKHSH,  
*President*  
Railway Asiatic Union,

His Grace,  
The Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O.  
Secretary of State for the Colonies,  
Downing Street,  
London, S. W.

## COMPARATIVE STATEMENT.

## COLONY'S STAFF.

Pensionable Staff retrenched after less than ten years' service (even say a year's service) vide Nairobi Government Circular No. 58 dated 16-8-22 "Conditions governing the grant of leave, passages, gratuities and pensions to clerks retrenched from the service."

OR

If he likes according to Section 334 (Section 290 old edition) of the Colonial Office Regulations.

Non-Pensionable Staff subject to specific contract for a fixed period and who are ordinarily entitled to nothing.

On being retrenched after seven years service according to Section 335 (Old Edition Section 291) of the Code of regulations.

Gets as a Compensation  
for retrenchment.

Proportionate pension for whole life

OR

Gratuity equal to one month's pay for each year.

Gratuity of pound one or one week's pay for every year's service.

## RAILWAY STAFF.

Non-pensionable staff of the Railway entitled to subscribe to the Provident Fund retrenched after 14 years and 11 months service.

Non-pensionable staff of the Railway who are not entitled to contribute towards Provident Fund.

Gets as compensation  
for retrenchment.

Nothing beyond the Provident Fund which is his right at any time when he retires and a bonus subject to the earnings of the Railway.

Nothing.

Nothing.

RAILWAY ASIATIC UNION.  
(KENYA COLONY & UGANDA).

Nairobi, 23rd January, 1924.

To

His Grace,  
The Duke of Devonshire, K.G.; P.C.; G.C.M.G.; G.C.V.O.  
His Majesty's Principal Secretary of State for the Colonies,  
Downing Street, LONDON.

Through

His Excellency,  
Sir Robert Thorne Coryndon, K.C.M.G.,  
Governor and Commander-in-Chief,  
The Colony and Protectorate of Kenya,  
NAIROBI.

and

Through The Honourable The General Manager,  
Uganda Railway,  
NAIROBI.

May it please Your Grace,

1. We, the undersigned, on behalf of the Railway Asiatic Union, representing the entire Asian (British Indians, Goans, &c.) subordinate staff, most humbly and respectfully beg your permission to address you on the subject of new scales of salaries and the regrading scheme of the Asian staff, announced locally by the Honourable the General Manager of the Railways in a special notice numbered 698 and dated the 20th of October 1923, a copy of which is appended hereto and marked Appendix "A".

2. You are doubtless aware that in the middle of the year 1922, the Economic and Finance Committee, commonly known as the "Bowring Committee", passed a resolution by majority, recommending that one sixth of the substantive salaries paid to the Asian Civil servants and the Railway employees should be reverted to the basis as it stood before the fixation of the currency of the country. The main argument for the justification of the proposed change was based on the recommendation of the same Committee to take away from the European staff the fifty per cent. of the local allowance which was then being paid to them. The Local Government, acting on the said recommendation, decided to take away 25 per cent. of the allowance paid to Europeans and in order to bring about a corresponding decrease in the amount of salaries paid to the Asian staff, decided to cut one sixth of the substantive salaries of the whole of Asian Civil Service and the Estimates for 1923 were, accordingly, prepared on the said basis in anticipation of sanction from Your Grace.

3. In an elaborate Memorial dated the 28th June 1923 presented jointly by the Asian Civil Servants of the Colony and the Employees of the Uganda Railway to the then Secretary of State for the Colonies, the injustice, the inadvisability and the anomaly of the proposed scheme, as regards the Asians, was pointed out to the predecessor of Your Grace.

4. We may mention that a sense of extreme perturbation, despair and uncertainty reigned among the Asian staff throughout the Colony on the announcement of the intention of the Government to enforce the said scheme in the year 1922. This feeling was, however, relieved on the receipt of the news that the predecessor of Your Grace, having realised the grave injustice to the Asian Staff, declined to approve of the recommended scheme. This announcement of the wise and just decision came as fresh proof of the proverbial justice and fairplay of the British Raj and the whole service, thereafter, resumed their duties and functions with a renewed and reassured sense of devotion, energy and peace of mind which were previously scattered and completely shattered at the announcement of the extraordinary step under contemplation.

5. Little was it realised by the Service at the time that they were not yet out of danger and that they would be confronted with the same disastrous proposition in a circumvented form in about a year's time. The latest announcement that the renewed scheme of one sixth out of the salaries of all the old and new servants was already approved by Your Grace without any chance having been given to the Railway servants to submit their side of the case to you, came as a fresh crushing blow to the whole staff.

6. It was in the midst of the atmosphere described above that a general meeting of the whole Asian Railway staff was convened on the 24th of October 1923 and after a prolonged and very careful deliberation a resolution was passed unanimously and sent to the Honourable The General Manager. A copy of the said resolution, the covering letter to the Honourable the General Manager and his reply thereto are embodied in the Appendix "B" which is annexed hereto.

7. There is hardly any change in the new scheme which would call for any fresh arguments to prove its inequity, than those contained in the Memorial dated the 28th June 1922, which document, we pray, will have your careful perusal and consideration.

8. The principle that underlies the whole scheme, is the same which actuated the recommendation of the Economic and Finance Committee and is reported in paragraphs 86-89, 91 and 98 (pages 12 and 13) of the first of the said Committee, published in the Colony on the 21st day of October 1922. These recommendations, we venture to presume, are the root of the whole of our misfortune. The erroneous arguments of the Committee are in fact almost entirely refuted in the minority report of a member of the same Committee as reported on pages 42-46, Appendix B (2) of the 3rd Report published in the Colony on or about the 5th March 1923.

9. The only change in the present scheme is, that instead of a wholesale cut of one sixth salaries being made at once by a stroke of the pen, it will be introduced as and when the present three years contracts entered into with the individual employee expire.

10. These contracts which have hitherto been renewed, after every three years, as a matter of course and form, constitute only a minimum fraction of the total service of an employee on the Railway and are entered into, firstly, in pursuance to the General Rules and Regulations in force on the Railway, which Rules and Regulations represent the real terms of the service on the Railway and form the implied contract for the continuous and approved service and secondly these contracts afford the Railway Administration an additional security and assurance to the effect that the employee, in consideration of the costs of his passage defrayed by the Railway in bringing him out from his home either on the first appointment or on the expiration of long leave, will complete a term of three years at least, after which he becomes entitled to further period of leave and a passage to his home and the procedure is again repeated until the employee finally retires from service after the completion of 15 years or more when he earns his gratuity.

11. Should the Employee, however, not complete the minimum term of three years service according to the contract, he is liable to refund the passage money paid by the Railway in bringing him out.

12. These contracts certainly do not constitute the entire and complete terms of a man's service on the Railway but merely insure the service for a minimum period. The real attraction, inducement or the implied contract and undertaking by the Railway Administration is contained in the prospects which the Administration holds out to its employees in the shape of various Rules and Regulations, the essential one of which is the very gradation of the scale of salaries which is now sought to be altered arbitrarily without any previous warning or notice having been given to the old employees most of whom are on the eve or in the middle of completing their term of 15 years' service which would entitle them to the Bonus or gratuity so solemnly promised and assured in the Rules which have remained in force for many years as permanent Rules.

13. Should the alteration in the scale of salaries be enforced and made applicable to the detriment of the old employees, at this juncture, it is obvious that all faith and sense of security as to the future stability of these Rules as well as other assurances and intentions of the Railway, will, for ever be shattered to pieces; for how can any one rely or be assured that all or any of the Rules including the newly revised salaries will not again be altered at any moment when it suits the convenience of the Railway Administration to do so? For example there is no guarantee that the Gratuity Rules, by which an amount equivalent to  $\frac{1}{2}$  month's salary for every year's approved service after a continuous period of 15 years is promised, will not be altered at any time, reduced arbitrarily and made retrospective and applicable to all old and new servants. In effect the proposed reduction of salaries goes much farther than the mere reduction of future emoluments, for it upsets the ratio of the gratuity already earned by the old employees who have been, for so many years, led to believe that the Rules they were working under were permanent. If we may be permitted to illustrate, we would mention the case of an employee who has completed 10 years service and who has reached the maximum of his grade. He was led to believe that he would, on completion of 15 years service, be entitled to  $7\frac{1}{2}$  months' pay at the rate of the maximum of his pay drawn by him. He is told that not only will his future pay be reduced by one sixth but the amount of gratuity, which he believed that he had earned during the last 10 years, will also be reduced. He is suddenly driven to choose one of the two disastrous alternatives, namely, either to accept the reduced salary and also to consent to a reduction in the proportionate amount of gratuity already earned by him, or to retire from the service and lose all the rights and privileges to which he thought he had become entitled according to the general Rules and Regulations.

14. In plain words the feeling of the employee is that not only the Railway but also the Government, for it is a State Railway, have broken faith, have treated all their previous rules and Regulations and the undertakings as mere scraps of paper and have kept all the old employees, for so many years under a great deception.

15. When the scale of salaries was revised in 1920 and the substantive salaries of the European staff were, apart from the 50 per cent. local allowance,

increased to the extent of 25 to 66 per cent. and those of the Asian staff were reduced from 5 to 13 per cent. (vide Appendices XIV, pages 34 to 35 of our memorial dated the 28th June 1922) the Asian staff acquiesced in the change relying on the assurance that a stage of finality and absolute permanency had been reached and they consequently adjusted all their commitments such as family remittances or expenses, the education of their children and the policies of Insurance, etc., accordingly.

16. To revert to the real cause that has necessitated the drastic change, namely, the desire of the Administration to mete out "equal treatment" to the European and Asian staff as regards the reduction of salaries, we beg to take the liberty to reiterate that there is absolutely no analogy or anything in common between the two branches of the service, except that the duties performed by both are identical. The prospects, rights and privileges of both the branches are fundamentally different. One has an unlimited scope for improvement and betterment of the prospects before it, while the other is confined to an inferior and subordinate position in perpetuity. The disparity in the rates of pay and privileges offered to the two branches respectively at the very outset, is so great that a comparison between the two would be ludicrous.

17. In one case it is contemplated to take away the temporary allowance, while in the other it is proposed to cut the substantive salaries. The ironical suggestion that "equal treatment" should be meted out to both the branches as regards the disabilities, could only be treated with seriousness if those responsible for the scheme, also advocated equality of treatment as regards the rights and privileges granted to both.

18. In fact, Sir, the true test and the solution of the whole question lies in the answer of one simple question, namely, if for any supposed circumstances the tables were turned and the Administration attempted to cut a portion of the substantive salaries of the old servants of the European staff, because a temporary allowance given to Asians was taken away, would such a proposal be countenanced by the old European servants or *would the reduction of any portion of their substantive salaries under any circumstances be tolerated by any European servant who had put in service for an appreciable period relying on the old scale of salaries?*

19. Had the Asian staff been paid an allowance to compensate them for the adverse exchange the effects of which they suffered in 1920, and had their substantive salaries been increased by 66 per cent. as in the case of Europeans they could have seen some grounds for the retrograde readjustment now sought to be made. The Government never took into consideration the losses suffered by the Asian staff in 1920 and now that the rate of exchange appears to be favourable temporarily it is proposed to cut their substantive salaries permanently!

20. The advantage of the exchange as derived by the Asian staff is very negligible and is limited to the remittances to India by such persons who have their families in India, otherwise their salaries are spent in the country wherein the Government have definitely pledged themselves not to alter the currency and not to associate themselves with the fluctuations of the exchange market. The value of the Indian Rupee is already showing a tendency of considerable increase and in the event of its going still higher, may we respectfully ask if it is proposed to keep adjusting the scale of salaries in accordance with such fluctuations?

21. The other ground on which the drastic action under contemplation can be justified is the economic pressure and the financial stress which has hitherto prevailed in the country. The crisis we venture to say was a temporary one and not such as would justify the Railway Administration in breaking faith with respect to its undertakings given continuously for years past, *especially in view of the fact that the earnings of the Railway show a substantial profit.*

22. Should the proposed reorganisation be necessitated to put the Railway Administration on a sound financial basis, the Union utterly fails to see why it should result in the reduction of substantial salaries of the Asian Staff only.

The salaries of the European staff, performing identical duties, have not been touched although the amount of their emoluments and the general costs of each member of the European staff is almost double that of the Asian performing the same duties.

23. Our Union does not venture to interfere in any manner with the freedom of the Administration to introduce such terms and conditions as may seem right and proper to them with a view to future economy but we most respectfully submit that such terms can only be made applicable to the staff which may be engaged henceforth and not to the staff which joined the service at an historical and critical period of this country when no native clerical or mechanical staff—indeed not even the raw labour—was even dreamt of or obtainable, and when even the European staff could not be induced to join the service on most liberal wages and terms. We refer to the period when the construction of the Uganda Railway was commencing in 1895.

24. It would be perfectly reasonable and justifiable for the Railway Administration to issue a notice to the effect that in view of the future economy

it has decided to revise the present scale of salaries as it cannot see its way to continue to pay the same salaries as paid hitherto to the staff engaged years ago and therefore all newly engaged staff will be paid according to the revised scale, and that their prospects, instead of what was offered to the old servants before the operation of the revised rules, will hereafter be changed accordingly.

One would have anything to say against such a step. Any one entering the service with his eyes open after studying the revised prospects would naturally have to abide by the revised rules, but to apply such changed conditions to old servants, would, we venture to submit, be grossly unjust and would impair the efficiency of the service to such an extent that it would be economically unwise and unsound to keep such discontented staff in service at any salary.

25. As a universal Rule the longer service an employee puts in he considers his position to be more consolidated and the employer naturally considers how best to improve his (the employee's) prospects according to his value which increases by reason of the experience he has gained but the retrograde step now proposed to be taken, is such as would make the most loyal servant lose all interest in the future life and also to lose faith in the honesty of all dealings of the world.

26. We further humbly beg to submit that if the scales of the salaries were to be revised with every change of the control of the Railway or with the advent of every appointment of various Committees and Commissions, the sense of security would be completely destroyed and the efficiency of the staff would be undermined and would naturally interfere with the smooth working of the Railway machinery. The staff would in fact be reduced to a purely temporary establishment always on the look out to leave the service at the earliest opportunity whenever the prospects of an employment of permanent nature, outside the Railway, appears to be visible.

27. The proposed action of the Government is, in effect, as bad and unreasonable as would be the concerted action on the part of the whole staff who, on the plea of increased cost of living, suddenly decided to demand a revision of the scale of salaries with increased salaries and improved prospects, and threatened to leave the service if the same was not immediately or gradually granted to all the old and new employees, and specially if such a proposition was to be put forward when it was extremely difficult for the Railway to obtain the necessary staff elsewhere in the country. This is what the action of the Government amounts to, when looked at from the opposite view. The plight of the staff becomes an extremely embarrassing one when the factor of the universal unemployment is taken into consideration and also as the employee realises that having spent the best part of his life in the service of the Railway, he is of little use to the world outside. We can hardly believe that His Majesty's Government would, at this juncture, take such undue advantage of the distressed position of old and faithful servants.

28. We further beg to state that the proposed scheme would be exceedingly anomalous in a large number of cases. In order to illustrate this, we would state the case of senior official who draws a salary of say shillings 380/- per month. His three years agreement expires, say, a month after the introduction of the new rules and he is reduced to a monthly salary of shillings 320/-. He has a junior working under him drawing, say, shillings 360/- per month and has signed a three years contract a month prior to the surprise of the new rules being sprung upon the general staff. The Junior would for the next three years draw shillings 40/- more than his senior. A further anomaly as to the remuneration of the higher and lower grade officials will occur frequently in the case of the leave allowance according to the coincidence or the chance as to the date when one's leave falls due. Higher grade officials who are less fortunate as to the date of their leave becoming due, will get lesser rate of leave allowance than their juniors whose leave happens to become due, on a favourable date.

29. We also respectfully beg to submit that the least that could be expected of any employer who has any respect for fair dealing, would be, that in case of extreme financial embarrassment, if he could not continue to pay his staff at the rate of wages paid by him in the past years, he would give the old servants the option of either accepting reduced salaries without prejudicing their privileges which they have already earned; or of retiring from the service by getting such proportionate privileges and gratuities which they have already earned, as the retirement is practically forced upon the employee for no fault of his. But of course we submit that no such grounds of financial crisis exist as far as the Uganda Railway is concerned, as very heavy retrenchments, particularly in the Asian staff, have already been made and most of the unfortunate employees have been turned away without being paid anything in the form of compensation in consideration of the privileges earned by them for the proportionate period of service put in by them.

30. It is obvious that the discontinuance of the 25 per cent. of the European allowance is the cause of the present reduction and the popular belief throughout the service is that the proposed action of the Railway is an ingenious method of repudiating their deferred liabilities by threatening the staff with the reduced



pay which would inevitably result in the retirement of the numerous officials who are about to become entitled to their gratuity.

31. The Memorialists of Your Grace beg to submit that the Railway Administration cannot be placed on a sounder financial basis than by the employment of efficient and properly paid Asian staff with a security of the tenure of their office assured to them permanently as until such time as the indigenous natives of the country are trained to take their place it is impossible to get the staff to perform the duties efficiently at almost double the cost paid to Asian servants.

#### PRAYER.

32. In conclusion, your Memorialists most humbly and respectfully pray that Your Grace will decide that no grounds of economy of financial consideration exist for making any reduction in the emoluments of the Asian staff who are in receipt of very small salaries as compared with the European staff discharging the same functions or should you unfortunately decide that a revision and reduction of the salaries of the Asian Staff is imperative, Your Grace will be graciously pleased to order that any new Rules that may be enforced, will not be made applicable to the employees who have joined the Railway service prior to the year 1923.

That in the case of employees who have joined the service after the year 1923 but before the introduction of the new Rules, they may be given the option of either accepting the reduced salary or of retiring on payment of the proportionate amount of the gratuity and Provident Fund earned by them.

33. Lastly the Memorialists of Your Grace beg permission to state that the prayer as made above if granted will bring the Uganda Railway Asian Staff in line with the Asian staff employed in the Government service other than the Railway. In the case of the Asian Civil Servants employed by the Government the revision of the scale of their salaries has been so arranged that the change does not affect the rates of pay of old servants. Although we do not in any manner wish to be understood to say that the scale affecting the future salaries of the newly engaged staff of the Government Civil Service is a just and proper one ; for it would be expressing an opinion on the conditions of service of a branch for which we hold no brief, we beg to submit that the general principle of the change being made in such a way as not to affect the old servants has been fully recognised in the case of Asian Government Servants. The Railway being administered or being at least under the control of Your Grace, we really fail to understand why two principles so diametrically opposed to each other, should be applied to two sister branches of the service in one and the same Colony. The only difference between the branches (of the Asian Civil Service of the Government and the Railway) is that one is pensionable and in the case of other, a bonus in the shape of Provident Fund and Gratuity is given in lieu of pension. The members of both branches of service, perform almost identical duties ; both are on a permanent scale as entirely distinct from the temporary staff which also exists in both the branches and we beg to say that as far as the principle of any alteration in the future salaries is concerned, it should be applied uniformly (not as regards the actual rates of salaries but as regards the effect of present and future salaries) to both the branches.

Thanking Your Grace, in anticipation, for your favourable and sympathetic consideration.

We beg to remain,  
Your Grace,  
Your Most Obedient and humble Servants,  
Alla Bakhsh  
*President*  
Anant Ram  
*General Secretary*

FOR INFORMATION AND GUIDANCE OF  
THE SERVANTS OF THE ADMINISTRATION.

## UGANDA RAILWAY

**Special Notice No. 698.**

Special notices are sent out as occasion demands, in addition to the Weekly notices, and are numbered consecutively with the Weekly notices.

The same arrangement as to the acknowledgment of the Weekly notices applies.

GENERAL MANAGER'S OFFICE :  
Nairobi, 20th October, 1923.

C. L. N. FELLING,  
General Manager.

## REVISED CONDITIONS OF SERVICE

FOR

## ASIATIC STAFF.

1. The following revised scales of salaries and wages have been approved by the Secretary of State for the Colonies and come into force as from November 1st, 1923, subject to the conditions in paragraph 3 :—

2.	GRADE.	Minimum and Maximum rates of pay. SHILLINGS PER MENSEM.
Permanent Way Inspectors	...	400 by 25—600
Sub-Permanent Way Inspectors	...	150 by 15—350
Overseers	...	350 by 25—550
Sub-Overseers	...	150 by 15—330
Draughtsmen	...	{ 350 by 25—500 150 by 15—340
Station Masters "C"	...	350 by 25—450
Station Masters "D"	...	250 by 15—330
Assistant Station Masters	...	150 by 15—240
Clerks : Goods, Booking, Luggage and Parcels	...	{ 350 by 25—425 250 by 15—330
Assistant Clerks : Goods, Booking, Luggage and Parcels	...	150 by 15—240
Pier Clerks	...	{ 350 by 25—450 250 by 15—330
Assistant Pier Clerks	...	150 by 15—240
Signallers-in-Charge	...	250 by 15—320
Signallers, Telephone Operators, Train Clerks and Ticket Collectors	...	120 by 15—240
Yard Foremen	...	{ 350 by 25—450 250 by 15—330
Assistant Yard Foremen	...	150 by 15—240
Tally Clerks	...	150 by 15—240
Weighing Machine Fitters	...	{ 250 by 15—350 150 by 15—230
Guards	...	150 by 15—340
Drivers "A" Class	...	{ 365 by 25—450 250 by 15—350
Drivers "B" Class	...	150 by 15—230
Fireman "A" Class (passed shunter)	...	100 by 10—145
Firemen "B" Class	...	60 by 10—90
Artizan "A" Class	...	450 by 25—600
Artizan "B" Class (Supervisors and Chargehands)	...	{ 350 by 25—440 230 by 15—340
Artizan "C" Class	...	100 by 10—200
Assistant Artizans	...	50 by 10—90
Cooks & Stewards, Chief, "A" Grade	...	210 by 15—250
Cooks & Stewards, Chief, "B" Grade	...	150 by 10—200
Assistant Cooks & Stewards, "A" Grade	...	110 by 10—140
Assistant Cooks & Stewards, "B" Grade	...	80 by 10—100
Pressmen	...	120 by 15—240
Pressmen (Senior)	...	250 by 15—330
Tug Masters (Marine)	...	{ 350 by 25—500 250 by 15—330
Mates (Marine)	...	150 by 15—250
3rd Engineers (Marine)	...	{ 320 by 25—450 150 by 15—300

## Clerks, including Cashiers and Steamer Clerks :—

Special Grade	...	...	...	440 upwards.
"A" Grade	...	...	...	320 by 25—425
"B" Grade	...	...	...	210 by 15—300
"C" Grade	...	...	...	by 10—200
Chowkidars	...	...	...	20 by 5—40
Sweepers	...	...	...	20 by 5—40
Jemadars	...	...	...	40 by 5—80

## CONDITIONS AND METHODS OF ADJUSTMENT.

3. (a) The above scales will be applied forthwith in the case of all new appointments.
- (b) Staff who are at present serving on ordinary agreements will continue to draw their present emoluments until the expiry of their agreements after which they will be regraded under the new scales.
- (c) Staff serving on indefinite agreements will continue to draw their present emoluments for a period of 33 months from the date on which these revised scales come into operation, after which they will be regraded and sign new agreements.
- (d) Staff serving on provisional agreements will be regraded forthwith and will sign ordinary agreements, entering the new scale at the minimum of their grade. Service on the provisional agreement will count for leave.
- (e) Staff whose agreements have expired and have not been renewed will continue to draw their present emoluments for a period of 33 months from the date of the expiry of their old agreements after which they will be regraded under the new scales.
- (f) Staff promoted to a higher grade will come under the new scale of the grade to which they are promoted but will continue to draw not less than their present emoluments until the expiry of their existing agreements after which they will be regraded on the new scales.
- (g) No increments will be granted to staff who retain their present emoluments under the foregoing clauses, which would bring their emoluments in excess of the maximum of the new scale for their grade.

## GRATUITIES.

For those members of the staff who will have completed fifteen years' service prior to reduction in pay under this circular, gratuities on ultimate retirement will be calculated on the rate of pay operative prior to the reduction.

## ALLOWANCES.

5. The following revised scales of allowances will take effect from November 1st, 1923, and will apply to all Asiatic members of the staff without exception.

(a) HOUSE ALLOWANCES.—Staff not provided with quarters will be granted house allowance at the rate of 15 per cent. of the initial salary of their new grade with a minimum of shs. 35 per mensem.

(b) TRAVELLING ALLOWANCES.—Staff not in receipt of rations or ration allowance while travelling on duty will be granted travelling allowance for every night absent from their headquarters as follows :—50 cents for every sh. 50 of salary, subject to a maximum of sh. 6 per night.

The full allowance may be drawn up to seven days stay in any one place, half the full allowance may be drawn for another fourteen days stay in that place. On the expiry of 21 days consecutive stay in the same place the allowance will cease entirely.

(c) RELIEVING ALLOWANCE.—Transportation station staff and marine steamer clerks when relieving at stations other than their headquarters or on steamers to which they are not attached are paid relieving allowance at the same rate as travelling allowance.

When relieving at their headquarters or on a steamer to which they are attached, they are paid half the above.

This allowance can be drawn in full up to a maximum of 30 days.

(d) OVERTIME :

(1) TRANSPORTATION RUNNING STAFF.—Staff on duty in excess of thirteen hours are granted overtime up to a maximum of 3 hours at ordinary rates of pay on the basis of a 9 hour day and a 30 day month i.e., 1/270 of the monthly rate of pay per hour.

(2) TRANSPORTATION KILINDINI PIER STAFF.—Staff working between 12 to 14 hours are paid overtime at the rate of 1/240 of the monthly rate of pay per hour. Staff working between 17 and 7 hours are paid the above overtime plus one quarter.

(3) MECHANICAL AND MARINE WORKSHOP STAFF, TRANSPORTATION SHED STAFF AND ENGINEERING STAFF.—Artizans and labourers are paid overtime at ordinary rates of pay based on an 8 hour day and a 30 day month, i.e., 1/210 of the monthly rate of pay per hour.

(4) PRESSMEN.—Senior Pressmen, Pressmen and labourers on duty in excess of Press working hours are paid overtime at ordinary rates of pay on the basis of a 7 hour day and a 30 day month, i.e., 1/210 of the monthly rate of pay per hour.

(Note.—Work on gazetted Public Holidays, Sundays and Saturday afternoons counts as overtime).

(c) RUNNING, &c., ALLOWANCES TRANSPORTATION RUNNING STAFF.—The following allowances apply to Transportation Running Staff only :—

(1) MILEAGE ALLOWANCES.—Allowances as under for every 100 miles run will be paid to Transportation Running Staff, i.e., Drivers, Firemen, Guards and Ticket Examiners.

	Ordinary engines.	Mallet engines.
	Sh. C.	Sh. C.
Drivers "A" Class	10 00	12 00
Drivers "B" Class	6 00	8 00
Firemen "A" (when driving)	6 00	8 00
Firemen "A" (when firing)	3 00	4 00
Firemen "B" (when firing)	2 00	3 00
Firemen "A" or "B" (when shunting)	4 00	...

Sh. C.

Guards and Ticket Examiners ... 3 00

Staff working ballast, fuel, material and construction trains will be paid the above allowances at the rate of 10 miles per hour if their actual mileage does not amount to 100 miles. For mileages of 100 and over the above rates will be paid on actual mileage run.

Shunting mileage is reckoned at 5 miles per hour.

(2) STABLING ALLOWANCE.—Stabling allowance at the following rates will be paid to all running staff stabling out at a wayside station :—

	Sh. C.
	per night.
Drivers	3 00
Firemen	1 00
Guards	1 00

(3) UNDER REST ALLOWANCE.—Staff called out for duty under rest, i.e., with less than 10 hours clear rest at a home station or 8 hours clear rest at an outstation are allowed to add to their mileage, vide (1), 10 miles for every hour or part thereof of rest foregone.

(4) HOLIDAY ALLOWANCE.—Staff working on Sundays and gazetted Public Holidays are granted one day's pay over and above whatever they may otherwise earn on such days.

#### TRANSPORTATION DEPARTMENT.

##### EUROPEAN RUNNING STAFF.

##### RUNNING &c., ALLOWANCES.

Previous Circulars regarding the above are cancelled and the following allowances will be granted as from the 1st November, 1923 :—

MILEAGE ALLOWANCE.—Allowances as under for every 100 miles run will be paid to Drivers, Firemen, Guards and Ticket Examiners.

	Ordinary engines.	Mallet engines.
	S. C.	S. C.
Drivers	12 00	15 00
Firemen (when driving)	12 00	15 00
" (when shunting)	8 00	...
" (when firing)	4 00	6 00

S. C.

Guards and Ticket Examiners ... 5 00

Staff working ballast, fuel, material and construction trains will be paid the above allowances at the rate of 10 miles per hour if their actual mileage does not amount to 100 miles. For mileages of 100 and over the above rates will be paid on actual mileage run.

Shunting mileage is reckoned at 5 miles per hour.

STABLING ALLOWANCE.—Stabling allowance at the following rates will be paid to all running staff stabling out at a wayside station :—

	Shillings per night.
Drivers	5 00
Firemen	3 00
Guards	3 00

**UNDER REST ALLOWANCE.**—Staff called out for duty under rest, *i.e.*, with less than 10 hours clear rest at a home station or 8 hours clear rest at an outstation are allowed to add to their mileage 10 miles for every hour or part thereof of rest foregone.

**HOLIDAY ALLOWANCE.**—Staff working on Sundays and Gazetted Public Holidays are granted one day's pay over and above whatever they may otherwise earn on such days.

## APPENDIX "B"

### UGANDA RAILWAY ASIATIC UNION.

Nairobi,  
25th October, 1923.

The Honourable,  
The General Manager,  
Uganda Railway,  
Nairobi.

Sir,

*Revised conditions of Service for Asiatic Staff.*

Weekly Traffic Notice No. 698 dated 20th October 1923.

At a Mass Meeting of the Railway Asiatic Staff representing all classes including the Artizans, held on the 24th instant with a view to ascertaining the opinion and the feelings of the staff relative to the new terms of service a resolution was unanimously passed, an extract of which is appended hereto, as directed, for transmission to the Secretary of State for the Colonies by cable at the cost of the Railway Asiatic Union.

Another resolution has been also unanimously carried to the effect that you may be approached with the request that you will be good enough not to enforce the new terms until a decision has been received from the Secretary of State on the Memorial to be submitted and to request you the favour of a reply by the end of this week.

We attach very great importance to the cable going forward to-day and shall be grateful if you will accede to our request. On receipt of your advice as to the cost of the cablegram we shall be pleased to send you a cheque immediately.

We beg to remain,

Sir,

Your Obedient servants,

ALLA BAKHSH,

President,

D. L. de COSTA.

For Hony. General Secretary

## APPENDIX "B"

### CABLE TO BE TRANSMITTED TO THE SECRETARY OF STATE FOR THE COLONIES.

Railway Asian Staff painfully surprised and disheartened Managers announcement new scales and regrading scheme involving one sixth salary cut entire existing Asian staff on termination present agreements or 33 months hence latest.

Apart from breach of pledge that emoluments existing staff would not be reduced new scheme unwarrantably reduces 1920 scales and prospects accepted by staff as permanent assuming responsibilities basing commitments thereon thus any disadvantageous alteration thereof involving serious distress and hardships. It reduces emoluments long service staff below those shorter service and seriously affects gratuity of those between 8 and 15 years service. Scheme more disadvantageous than that applied to Colonys staff who do not suffer any reduction present emoluments. Respectfully submit it most unfair take advantage agreements up to now considered by staff as mere formalities stop Detailed Memorial follows pending which humbly appeal new scheme be suspended as intense dissatisfaction distress prevail among staff.

26th October, 1923.

S.P. /6.1

The President,  
The Uganda Railway Asiatic Union,  
Nairobi.

Dear Sir,

I am in receipt of your letter of the 25th instant, and have transmitted a copy thereof, together with the enclosures, to the Government.

2. I regret I am unable to give effect to the request contained in your second paragraph. Asiatic rates of pay have been under consideration for a very

long time and now that the Colonial Office has given a definite decision there is **no justification** for postponing carrying out that decision pending further consideration.

decisions given, retrospective adjustments from the date of operation of the Circular would, of course also be considered. ••

Yours faithfully,

(Signed) C. L. N. FELLING.

General Manager,

Uganda Railway.

For Members Only.

Private & Confidential.

5

# MEMORIAL

ON

## REDUCTION OF SALARIES

BY

**THE KENYA ASIAN CIVIL SERVICE ASSOCIATION**

AND

**THE RAILWAY ASIATIC UNION.**

SWIFT PRESS, NAIROBI.

V687,8:58:52

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NAIROBI,  
28th June, 1922.

Sir,

On behalf of the Kenya Asian Civil Service Association and the Railway Asiatic Union, representing the Asian Staff of the Kenya Government and the Uganda Railway, we have the honour humbly and respectfully to address you on the subject of the proposed re-adjustment of the present *substantive* salaries of the Asian Staff thereby reducing them by one-third.

2. The first news of this astounding proposal appeared in the Local Press and came as a sudden rude shock to the staff already dissatisfied with the inadequacy of the last revision of their salaries and terms of service as represented in the Association memorial of 6th October, 1921. This feeling slowly developed into a critical situation, and in order to allay the anxiety and ascertain the views of the staff, a Joint Mass Meeting of both the Branches of the Asian Service was hurriedly convened on the 16th May, 1922, and was attended by almost every member of both the Services present in Nairobi, the attached Resolution, intended for transmission to you through His Excellency the Governor, being carried unanimously.

Appendix  
I.

3. We attach for your information copies of correspondence with the Government on this subject which will reflect the trying times we have had to keep the naturally intense anxiety of the staff within proper bounds.

Appendix  
II-IX.

4. In reply to the Resolution of the first Joint Mass Meeting, His Excellency the Governor informed us that no proposal on the subject had been received by the Government. Eventually, however, on receipt of the Resolution from the Bowring Committee, His Excellency was good enough to furnish us with a copy of it which was placed before another equally crowded Joint Mass Meeting held on the 13th inst. which unanimously passed the Resolution forming enclosure to Appendix IX.

5. On receipt of this Mass Meeting Resolution, His Excellency was pleased to invite us to an interview during which we were kindly assured that no reference had been made to you previously on this subject, and that whilst doing so any views submitted by us would be forwarded to you along with it. His Excellency was also kind enough to advise us strongly, on the score of unnecessary expenses, to withdraw our request for cabling the Resolution to you in case the Government should decide to send its recommendations by despatch.

6. We gratefully accepted this assurance and advice of His Excellency, and now beg leave to amplify the Resolution by the following Memorandum.

7. The genesis of this proposal was the announcement made by His Excellency the Governor in the last October Session of the Legislative Council on the subject of reduction of European Local Allowance. Repeated efforts were made at the time in the Legislative Council, apparently on the very same illusory grounds as are now put forward, to refer the question of reduction in the salaries of the existing Asian Staff for consideration by the Special Committee on Reduction of Local Allowance, but all these prejudiced moves were ruled out by His Excellency the Governor supported by almost all the Official Members, who exposed the hollowness and iniquity of the proposal.

Appendix  
X.

The Rt. Hon. Winston Spencer Churchill, P.C., M.P.,  
Principal Secretary of State for the Colonies,  
Downing Street, London, S. W. 1.

Through

His Excellency,

Major General Sir Edward Northey, K.C.M.G., C.B.,  
Governor and Commander-in-Chief,  
The Colony and Protectorate of Kenya.

8. The Special Committee, however, thought it fit to go out of their terms of reference to enquire into the question of salaries of the existing Asian Staff, but probably owing to the strength of the facts and figures furnished by the Staff found the proposal impracticable as no mention of the matter is made in their Interim Report.

9. At that time the European Civil Servants Association put up a scheme by which the salaries of the Asian Staff were to be reduced in order to afford relief to the European Staff for the loss of 25 per cent. Local Allowance.

10. In view of these apparently connected circumstances, we cannot resist the strong suggestion that the pretext of a fictitious or imaginary "original intention" has been invented after nearly three years of strange forgetfulness in order to secure the Local Allowance of the European Staff at the cost of Asian substantive salaries.

11. To have to make comparisons is always odious, for no one wishes to say anything that can be construed into detraction of the mutual good will and co-operation that should exist between the European and the Asian branches of the Civil Service. When, however, without due regard to the conditions of service or other hardships, under which the Asian Staff are labouring, the European Association drag us into their quarrel, human nature is bound to assert itself and act on the principle of self defence. In order, therefore, to safeguard our own interests and as there is no alternative, we are reluctantly compelled to compare the salaries and terms of service of the two branches, which you stated were distinct and separate, in reply to our Memorial dated 6th October, 1921. If the reduction of the Local Allowance was foreshadowed in the service terms of the Europeans, is it equitable and just to require the Asian Staff to share in the sacrifice, whereas benefits are to be enjoyed exclusively by Europeans?

12. In the first place the proposed re-adjustment of salaries is contrary to the Law of the Colony and constitutes a *breach of contract*. The Asian Staff were all on rupee salaries, which together with all other public rupee liabilities were converted into florins at one florin to the rupee and into shillings at two shillings to the rupee by the Orders-in-Council reproduced below for easy reference:—

The East Africa & Uganda Currency No. 2, Order 1920,  
Section 7 (1) & (2).

"7 (1). Where any sum due to be paid after the commencement of this Order is payable in pounds or pounds sterling whether the obligation to make the payment was incurred before or after the commencement of this Order, the payment may be made in florins at the rate of 10 florins to the pound or pound sterling.

" (2). Where any contract entered into or instrument made before the commencement of this Order provides for the making of payment in terms of rupees the contract or instrument shall have effect as if references to florins were substituted for reference to rupees."

13. When it was considered expedient to introduce the shilling currency the above Order-in-Council was substituted by the following:—

The Kenya & Uganda Currency Order 1921, Section 5 (1) & (2).

"5 (1). Where any sum due to be paid after the commencement of this Order is payable in pounds or pounds sterling whether the obligation to make the payment was incurred before or after the commencement of this Order, the payment may be made in shillings at the rate of twenty shillings to the pound or pound sterling.

“(2). Where any contract entered into or instrument made before the commencement of this Order provides for the making of any payment, in terms of rupees or florins the contract or instrument shall have effect as if for references to any number of rupees or florins there were substituted references to twice that number of shillings.”

14. It is, therefore, very clear that it has been the *original intention* of the framers of the Currency legislation that our rupee salaries should be converted into Florin equivalent and subsequently into shillings, the legal tender of the country, and that there was no misapprehension of any kind on this score. This fact is further corroborated by Secretariat Circular No. 48 of 1920 which amplifies our contract of service in unmistakable terms, in which our salaries and allowances are expressed in florins. There is no mention therein of Local Allowance or any re-adjustment as now proposed.

Appendix  
XI.

15. On the other hand, Secretariat Circular No. 46 of 1920 comprises the revised salaries and terms of service for the European Staff, in which a *temporary* Local Allowance is granted to the European Staff liable to reconsideration in 1922. Vide para. 12 which reads as follows:—

Appendix  
XIII.

“12. LOCAL ALLOWANCE. A special local allowance has been sanctioned on the understanding that it is recognised as liable to reconsideration in the event of a fall in Florin prices. It will disappear eventually if and when prices fall one-third below their present level, i.e., when the purchasing power of the Florin is raised to the point at which ten Florins will purchase what fifteen Florins purchase now.

“The amount of the allowance will therefore be reconsidered generally for all the East African Government appointments after two years, and thereafter at such intervals as may be decided.

“A record will be kept of local prices in order to furnish data for this reconsideration.

“For the present the allowance is fixed at 50 per cent. of salary and allowances quoted in sterling.”

16. The argument of the reduction of European Local Allowance is, therefore, irrelevant to the issue under consideration.

17. In addition to this, we would respectfully point out that the enforcement of the proposed reduction will virtually amount to going back on the pledge given by your predecessor to the Asian public in East Africa that the stabilisation of the currency was a definite compromise between the various interests involved and would not be reconsidered, as is further evidenced by the following Government Notice No. 114 of 29th March, 1920, page 283 of the Official Gazette of 31st March, 1920:—

Appendix  
XIII.

“With reference to a suggestion which has recently been made that the local exchange value of the rupee should be restored to 1sh. 4d. the Secretary of State for the Colonies has authorised an assurance being given that the 2sh. rate is fixed and permanent.”

18. Apart from its legal aspect, the proposal is morally indefensible and inequitable.

19. In view of these irrefutable facts, the Resolution No. 27 of the Bowring Committee is entirely fallacious and completely misguided, inasmuch as that body urges on the Government the restoration of the emoluments of the Asian Staff to the “original intention” of the contract viz. to 1sh. 4d.

20. The irresistible conclusion is that their decision is influenced by the present rate of exchange ruling in India. This is introducing irrelevant evidence in a case which must be judged on actual facts and the question of exchange has no bearing on the point at issue. The European members of the Service view the question as to what the Asian Staff salaries *are worth not in terms of the local currency but those of India*. This cannot be regarded as just or pertinent to the question of salaries in this Colony in view of the fact that the majority of the Asian Staff have their families in the country and nearly the whole of the emoluments go towards their maintenance and upkeep. Thus the money is spent in this country.

21. Further, it may be stated that the Indian exchange has swung between extremities, and, as stated by the Treasurer (late Mr. Kempe) in the October Session of the Legislative Council, there is no guarantee that it will not revert to its position as in 1917 to 1920. At that time the Asian Staff were paid in depreciated rupees which affected their family remittances adversely by over 33 p. c. no compensation having been paid to them although sanctioned by your predecessor, Lord Milner. On the other hand, when the pound sterling was worth about Rs. 7.50, the European Staff were still paid Rs. 15, in fact double salaries. Further concession in this respect was made to the European Staff inasmuch as they were allowed to draw a portion of their leave salaries in this country as local commitments.

22. It has been argued that the salaries of the Asian Staff have been put up by 50 per cent. in terms of pound sterling. This is the inevitable result of the fixation of the currency which was a definite compromise between the various interests involved when the pound sterling was stabilized at Rs. 10, but the Asian Staff never gained anything as they are paid the same number of Florins as they were getting Rupees prior to the change of currency. In effect, the florin has been substituted for the rupee and the prices of goods and other commodities, wages of domestic servants, Government and Municipal taxes, rents of houses and other rupee liabilities are paid by the florin. In other words, the "rupee" is called "florin" without any corresponding advantages to the Asian Staff. Viewed in this light, the contention that the Asian Staff have benefitted by 50 per cent. cannot be supported by facts and figures.

23. The salaries of the Asian Staff leave no margin for reduction, as the last revision has not improved their position in general.

24. The last revision of Government Asian salaries has been downward: the old IV Grade started on Fls. 90 the revised minimum is Fls. 75 and similarly the maximum salary of I Grade was Fls. 300 now it has been fixed at Fls. 260. If the position of the intermediate grades is considered, the increases granted on the minima and maxima of the various grades on the scale range from 11 to 19 per cent, which do not even permit of absorption of whole War Bonus in permanent salaries in the case of a senior official in any grade. In like manner, in the case of the Railway Asian Staff, the maximum of the Special Grade has been reduced by Fls. 40, while in the case of "A" Grade the minimum has been decreased by Fls. 10 and the maximum by Fls. 25 which represents a decrease from 5 to 13 per cent. True improvement in any scale of salary consists in increasing the levels of the starting salaries and the maximum attainable, and not by increasing the number of posts.

Appendix  
XIV.

25. On the other hand, the minimum of European clerks has been raised from £150 to £250 which represents 67 per cent. increase; and the maximum has been raised from £250 to £400 *i.e.*, 60 per cent. increase. In addition to these increases on the substantive scale, 50 per cent. local allowance was granted to them. The European clerks have suffered no loss of increments for two years, as in the case of Asian Staff, because their scales have been so constructed that even after the absorption of the entire War Bonus there is still a further margin for a few more increments.

26. Statements have been commonly made to the effect that owing to the reduction of local allowance, Europeans will be drawing less salaries *in florins or shillings* than Asians. To establish a fair comparison in this regard, relative years of service should be taken into consideration, and, if this is done, the statements are false as will be proved by the attached table. The European starts on a salary attained by the Asian after 15 to 20 years service.

Appendix  
XV.

27. The War Bonus granted to the Staff in 1917, and now incorporated in salaries, was a make-shift measure in order to tide over the exorbitant cost of living, and, as is generally the case with such palliatives, it was hardly adequate. The situation which made it necessary has not improved appreciably, if at all, and the recently increased Customs duties are bound to aggravate it. In fact, the classes which are hit the hardest by indirect taxation of this nature are those having fixed incomes like Civil Servants, as the incidence of such taxation is always shifted on to these classes.

28. It must also be borne in mind that the scale of War Bonus sanctioned for Europeans and Asians was in the ratio of 3 to 1 respectively.

Appendix  
XVI.

29. Owing to the fact that the salaries of the Asian Staff have been fixed on such a low level as at present, their standard of living has of necessity to be fixed at the lowest point below which any existence, compatible with their position and circumstances, is not possible. Statements in support of this form enclosures to Appendix IV.

30. It has been suggested that the particulars reflect extravagance. The statements are, of course, attempts to shew the general average minimum requirements of the various classes and grades of officials, and nobody has yet been able to suggest where a cut is possible consistent with ordinary decency. We would, however, respectfully submit that in fixing our revised scales of salaries the cost of living was not taken into consideration as they are on a much lower level than the old scales plus War Bonus, and in the case of minimum of IV and maximum of I Grade even lower than the old levels. Apart from this fact, the plea of disproportionate standard of living does not quite fit in with the pretext, "that the Asian standard of living is low," which is used by Government in fixing our salaries on a lower scale than that of the Europeans.

31. There are no privileges which the Asians enjoy and the Europeans do not, but there are several important concessions granted to Europeans and denied to Asians, or in some cases granted to them in a restricted form. It must be remembered that these concessions re-act on salaries and increase their value. In fact, as stated by Colonel Notley in the October Session of the Legislative Council, a European Clerk costs double in comparison with an Asian clerk, and this, we submit, is a somewhat conservative estimate.

Appendix  
XVII.

32. A European Clerk has one continuous grade and goes up to his maximum without a stop within ten years unless he is, in the meanwhile, promoted to a higher post in which case he, of course, draws much higher emoluments.

33. Indeed, for a European a clerical post would appear to be only a kind of stepping stone to the higher ranks of the service with hopes of rising to the highest position.

34. Asian Clerks, on the contrary, have four Grades, increments are small and the higher Grades being limited in number, promotions from Grade to Grade are painfully slow.

35. It is also discouragingly alarming to note that many higher subordinate posts so far occupied by Asians are being gradually abolished and filled by Europeans on the somewhat inconsistent plea that no Asians can be found to fill them, when other Asian Officials acting in those very posts have been highly recommended for acting allowances on the grounds of ability and efficiency. Another specious plea advanced is strangely enough "economy", while highly responsible officials have admitted that European Officials cost twice as much as Asians and difference in efficiency is not at all against Asians.

36. In view of the above circumstances therefore, it will be impossible for the Asians ever to draw their present salaries which some of them have attained after slow stages of long years hard work and patient waiting. Further, the Asian, however competent he may be, is always confined to subordinate rank of clerical or non-clerical appointment, while the European after four or five years' service generally gets promoted to the rank of Office Superintendent or other higher appointment. It is, therefore, patent that while the higher appointments of the Service are the exclusive rights of the Europeans the Asian is confined to mere subordinate appointments on low salaries.

Appendix XVIII. 37. We attach a table shewing the effect of the proposal on the scales of salaries of the Asian Staff which shews a downward tendency in their emoluments until the present proposal intends to reduce them to such a point that Asians cannot subsist on them. The seniors have attained their present salaries of Fls. 255 and 260 p.m., after a period ranging from 16 to 20 years' service, and can it be honestly contended that these salaries are high when it is considered that nearly all of them are married men with families to support? The idea behind it is either the total elimination of Asians from Government Service with which they have been honourably connected from the early pioneer days when few Europeans could be found to serve out here, or more probably, the proposal has not been closely examined in its financial bearing on the staff.

38. The attached random cases illustrate how a married European Clerk, even *without local allowance* and starting life in 1916, is actually getting more florins than he would have got rupees, had the grant of War Bonus, revision of salaries and the change in the currency, not taken place, whereas an Asian in the same circumstances will be getting less florins under the proposal.

Year.	Salary. £	EUROPEAN. War Bonus. £	TOTAL.	
			Sterling.	Rs. Cts.
1916	150	—	150	187—50
1917	160	120	280	350—00
1918	170	120	290	362—50
1919	180	120	300	375—00
		<i>Local Allowance.</i>		
1920	310	50 per cent.	465	387—50
1921	325	50 " "	487-10 Sh.	406—25
1922	340	25 " "	425	354—00
1923	355	Nil.	355	296—00

Without War Bonus and Revision of Salaries a European Clerk having joined the service at the minimum of the old scale would have been receiving £150 plus 7 increments at £10, total £220 i.e. Rs. 275.

INCREASE Rs. 21.

## ASIAN.

Year.	Salary Rs.	War Bonus Rs.	Total Rs.	Remarks.
1916	80	—	80	
1917	85	50	135	
1918	90	50	140	Promoted to IV Grade.
1919	96	50	146	
1920	102	49	151	
		<i>N. P. A.</i>		
1921	120	31	151	
1922	155	Less $\frac{1}{8}$	129	Promoted to III Grade as per Circular No. 23 of 15-3-22.
1923	165	Less $\frac{1}{8}$	110	

Without War Bonus and revision he would have been receiving:—

Two increments at Rs. 5	.. .. .	Rs. 10
Three increments at Rs. 6	.. .. .	Rs. 18
Increase on promotion from Rs. 108 to 125.	.. .. .	Rs. 17
Increment on III Grade.	.. .. .	Rs. 7.50
		Rs. 52.50

Rs. 80 plus 52.50—Rs. 132.50.

DECREASE Rs. 22.50.

39. In considering the above table it must be clearly borne in mind that whatever reduction has been undergone by the European Staff only holds good of their *florin emoluments*, whereas their substantive sterling salaries and therefore pensions and gratuities are intact, but the proposed reduction in the Asian *substantive salaries* will correspondingly reduce their pensions and Gratuities by one third. Even with the cut of Local Allowance of the European Staff, they will be drawing enhanced pensions and gratuities owing to the fact that the value of quarters in their case has been increased from 15 to 30 per cent, as from 1st January, 1922, apart from the fact that 50 per cent. Climatic Allowance is enjoyed by them and denied to the Asian Staff. Pensions, Provident Fund and Gratuities are the principal attractions of the Service and also some compensation for the low salaries offered. They are therefore in the nature of deferred pay rightfully earned, which, we need not remark, cannot be reduced without infringing the Superannuation Acts or other Ordinances governing pay, pensions and gratuities of Civil Servants; neither, we take it, can any amendments that may be hereinafter introduced be made to apply to the existing Staff.

40. Apart from these considerations any employer, however hard-hearted, is disposed to be generous towards an old and faithful servant at the time of his retirement. Can anyone, therefore, with any sense of equity and fairness, ever consider a treatment of the nature as is outlined in the present proposal of the Bowring Committee, a just one to the Asian Officials who have devoted the best portion of their lives, with all diligence, loyalty and fidelity to the service of this Colony? Never for a moment did they expect that such would be their final reward! Is the Government of this country to be the bye-word for the perpetration of injustice to its old servants?

41. In order to illustrate the hardships which the adoption of the proposal will impose on the pensioners, we append below 3 typical cases in the 3 pensionable grades, the official in each case drawing the maximum salary and completing the average number of years he had to put in in order to attain that level. The circumstances are, therefore, the most favourable.

## I Grade—Service 20 years.

	Present.	Proposed.
Salary, per month ..	Fls. 260.00 less $\frac{1}{3}$	Fls. 173.33
House Allowance, per month	Fls. 39.00 „	Fls. 26.00
	<hr/>	<hr/>
	Fls. 299.00	Fls. 199.33
	<hr/>	<hr/>
Pension per month. ..	Fls. 99.67	Fls. 66.44

## II Grade—Service 20 years.

	Present.	Proposed.
Salary, per month. ..	Fls. 255.00 less $\frac{1}{3}$	Fls. 170.00
House Allowance, per month.	Fls. 28.50 „	Fls. 19.00
	<hr/>	<hr/>
	Fls. 283.50	Fls. 189.00
	<hr/>	<hr/>
Pension, per month. ..	Fls. 94.50	Fls. 63.00

## III Grade—Service 15 years.

	Present.	Proposed.
Salary, per month. ..	Fls. 180.00 less $\frac{1}{3}$	Fls. 120.00
House Allowance, per month.	Fls. 20.00 „	Fls. 14.33
	<hr/>	<hr/>
	Fls. 200.00	Fls. 134.33
	<hr/>	<hr/>
Pension, per month. ..	Fls. 50.00	Fls. 33.00

A comparative statement of the Railway Asian Staff affecting their Provident Fund and Gratuities is attached as Appendix XIX.

42. Considering the years of service and the cost of living, pensions under the proposed cut will be far below the subsistence margin.

43. Pensions in India will fluctuate with the exchange and a pensioner will have no assurance that at the end of the month he will get the same number of rupees on which he has based his already complex and unenviable budget.

44. We would respectfully venture to invite your attention to your reply to the Association memorial dated 6th October last in which we were informed that in revising our salaries “financial and other considerations” had already been taken into account, and we only assume that the “other considerations” also included the theoretically high value of our florin salaries as these were fixed at the time of stabilising the currency.

Appendix  
XX.

45. While the Asian Staff are fully alive to the present financial position of the Colony and appreciate any efforts towards putting the country on a sound basis with a view to its early recovery from the critical situation, yet they cannot refrain from stating that the salvation of this Colony cannot be achieved by reduction of the permanent and pensionable emoluments of the Asian Staff and that retrenchment and abolition of supernumerary posts and services are the only fairer and practicable alternatives. As citizens of this Colony the Asian Staff are deeply interested in the future prosperity of the country and it would be the keenest disappointment of their lives, to see this Colony, which they have so loyally and faithfully served, laid low by continued series of wrong ideas. For these reasons, we humbly submit that any reduction in the Asian “permanent and pensionable emoluments” rightfully earned, is neither just nor



practicable. Indeed, it is morally unsound. If the salaries of the Asian Staff which, it has been found by sad experience, are hardly sufficient to keep their bodies and souls together, are considered by the Government to be too high, it is within the rights of the Government to retrench the staff, and although this action is bound to interrupt the careers of many and involve hardships on all affected, in the present circumstances of the country, this would not constitute a legitimate grievance.

46. It must, however, be admitted that from the point of view of Government, there is a limit to retrenchment beyond which it cannot be pushed without impairing the public services, but we would at the same time respectfully submit that it is not fair to impose upon public servants, who are paying the same taxation as the general public, any additional sacrifices, which virtually means that the general public is to be benefitted at the cost of its already insufficiently paid servants. We attach for your information a list of the sacrifices the Asian Service is already compelled to make on account of the financial condition of the country.

Appendix  
XXI.

47. Finally, with due respect to the Local Government, we would humbly venture to bring to your notice the fact that it has been our painful experience that either the local officials fail to realise the hardships of the unenviable situation of the Asian Staff or their attitude towards questions affecting them is governed by considerations other than those of equity and justice. In almost all important matters involving the interests of the Asian Staff in the past, it has been found necessary to appeal from the unsympathetic attitude of the Local Government to the Secretary of State for the Colonies, and the sympathy and justice the Staff have invariably found there, have been the mainstay which has enabled the Staff to do their duty patiently and loyally under frequent and ever recurring discouragements, although, having regard to human nature, it should not be surprising that such constant discouragements tend to militate against the work of the Staff.

48. These conditions are not at all conducive to efficiency, and, if for nothing else, the interest of the Government Service demands that the necessary confidence and peace of mind should be restored immediately.

49. In conclusion, we most humbly and respectfully beg to repeat our firm conviction that no greater injustice could possibly be perpetrated upon the Asian Staff than that advocated by the Bowring Committee and, to our deep regret and keen disappointment, supported by the Local Government. Further, we can only suppose that the moral and legal side of the question must have been thrust aside on some false pretext, otherwise one could hardly fail to see that the proposal is one which no honest man could possibly entertain. We are, therefore, firmly convinced that our cause, which is a just and righteous one, will be upheld by you with the proverbial British justice and fairplay; we are, also, fully confident that the other anomalies pointed out in the course of this memorial will be rectified as early as practicable.

50. As intense feeling and deep anxiety prevail on this question we would be extremely grateful if your final decision could be communicated to us at the earliest possible date, and in such a manner as you may deem advisable.

We have the honour to be,

Sir,

Your Most Obedient Servants,

L. D'MELLO,

*President,*

Kenya Asian Civil Service Association.

ALLA BAKHSH,

*President,*

*Railway Asiatic Union.*

## APPENDIX I.

*Resolution Passed at a Joint Mass Meeting of Members of the Kenya Asian Civil Service Association and the Railway Asiatic Union, held in the Goan Institute on Tuesday, 16th May, 1922.*

Mass Meeting Kenya Asian Civil Service Association and Railway Asiatic Union learnt consternation proposal reduction Asian salaries. Fearing prejudicial decision hasten acquaint you views feelings staff. Reduction substantive salaries apart from fact pensions gratuities affected totally unjust morally unsound constitutes breach contract. Present salaries hardly living wage not adequately improved recent revision warranting reduction. Please see Association memorial 6th October. Reduction European local allowance foreshadowed relative service terms comparison irrelevant, Asians definitely rupee salaries converted florins and shillings by Law no local allowance. Prices, rents, Government taxes, other liabilities based parity rupee florin. Argument Indian exchange only affects family remittances average less than one-fifth salary. Most families in country. No assurance exchange won't go over two shillings as 1918 to 1920 when Asians paid depreciated rupees affecting expenses and remittances adversely over 33 per cent. without compensation although sanctioned by your predecessor. Europeans paid almost double salaries in rupees for same period. Presently Asian leave pay, gratuities and pensions in India unjustly unlawfully paid basis parity rupee florin. Government maximum first grade minimum fourth grade lowered by florins forty and fifteen respectively. Bulk Asian staff received no promotions and increments since April 1920. Uganda paying Asians promoted first grade April 1920 florins 300 monthly besides special grade regular increments florins 400. Corresponding Kenya staff florins 282. Meeting considers it most unfair staff bearing same taxation as public forced make these additional sacrifices. Europeans start above maximum salary attained corresponding Asians after fifteen to twenty years service. Former have unlimited field promotion Asians confined subordinate ranks. No privileges enjoyed Asians not granted Europeans many important privileges granted Europeans not conceded Asians. Your reply Association October memorial states service terms Europeans and Asians separate what one gets other cannot claim. Meeting respectfully submits disadvantages should follow same principle. Question reduction present Asian salaries definitely ruled out Governor October Legislative session. Local Allowance Reduction Committee again raised question facts and figures furnished by staff but no mention made interim report. This constant anxiety discouragement re-acting efficiency staff. Staff fully realise present situation Colony but respectfully submit economy may be effected by retrenchment and not reduction permanent emoluments rightfully earned. Meeting humbly prays immediate telegraphic assurance Asian salaries will not be reduced.

## APPENDIX II.

18th May, 1922.

Sir,

We have the honour to request you to be good enough to place the following matter before His Excellency the Governor for favour of his sympathetic consideration:—

2. In consequence of an announcement which recently appeared in the daily papers to the effect that the Finance and Economic Committee have had under their serious consideration the question of reducing Asian Staff salaries, the Asian officials have been in a state of restlessness and anxious suspense which is seriously re-acting on their efficiency.

3. In order to ascertain the views and feelings of the staff on the subject a Mass meeting of the Government and the Railway Asian branches of the service was held at the Goan Institute on Tuesday, the 16th instant, at which almost every member of both the branches of the service was present, and the attached resolution, intended for transmission by cable to the Secretary of State for the Colonies, was carried unanimously.

4. The resolution is quite comprehensive and self-explanatory and no further comments are called for on the subject from us.

5. The object in submitting it to His Excellency in the first instance is to ascertain if His Excellency would be pleased to give the assurance sought for therein.

6. The Asian staff recall with deep gratitude the kind words of appreciation of their work which His Excellency was pleased to express in the last October Session of the Legislative Council when ruling out the repeated and prejudiced moves to cut down the salaries of the Asian Staff. The kind solicitude shown by His Excellency on that and other occasions should have been a sufficient guarantee that no such injustice was now contemplated by the Government. But the announcement in the Press in conjunction with certain other circumstances would appear to lend colour to the rumours circulating in the Town that reduction in Asian staff salaries is being resorted to owing to the financial condition of the Colony.

7. The staff are fully alive to the critical position in which the country finds itself at the present moment, but they also feel that if the country wishes to retain their services, it is nothing but just and fair that they should be given a living wage. The present salaries they are drawing are hardly sufficient to enable them to make ends meet and there is absolutely no margin whatever for any reduction. Indeed it is impossible for us to convey to His Excellency the feelings of the staff when it is suggested that Asian officials are drawing high salaries and comparisons are drawn with the salaries of the European officials without regard to the relative years of service put in and also the hardships many of the senior Asian officials had to undergo when the country was young and few Europeans were coming out to serve under conditions incidental to the opening up of a new country.

8. The situation engendered among the staff by the disconcerting news of reduction of permanent salaries, involving as it does a breach of contract, is so critical that the assurance solicited is most urgently required in order to restore that measure of confidence and peace of mind which is absolutely necessary for the staff to be able to carry out their duties with that traditional zeal and efficiency which have earned the appreciation of His Excellency.

9. Should His Excellency be unable to give us the assurance prayed for, we shall be very grateful if instructions are issued for the cable to be transmitted to the Secretary of State immediately. In order to save time we would request that the resolution may be cabled "en clair" and to cover the estimated cost of it we enclose herewith our cheque for Shgs. 1,100. Should the cost exceed the amount we will remit you the balance on hearing from you, but should there be any balance in our favour you will no doubt be good enough to return it to us.

We trust that His Excellency will kindly treat the matter as most urgent as the situation demands an early and definite reply.

Thanking you in anticipation.

We have the honour to be,

Sir,

Your Most Obedient Servants,

L. D'MELLO,

*President,*

Kenya Asian Civil Service Association.

ALLA BAKHSH,

*President,*

*Railway Asiatic Union.*

The Private Secretary,  
to H. E. the Governor,  
Nairobi.

APPENDIX III.

COLONY AND PROTECTORATE OF KENYA.

*Government House,  
Nairobi,  
Kenya, East Africa.*

19th May, 1922.

No. M. 1142.

Sir,

I have the honour to acknowledge the receipt of your letter of the 18th May, which in accordance with Section 2 11 of the Regulations for His Majesty's Colonial Service should have been transmitted to the Governor through the Colonial Secretary.

2. I am directed to inform you that His Excellency considers your representations premature as no recommendation has yet been made to the Government from the Economic and Financial Committee on the subject of the emoluments of the Asiatic Members of the Civil Service.

3. As His Excellency does not wish you to spend such a considerable sum of money in making representations of this nature until there is a more definite justification for them, he directs me to suggest that your telegram should not go forward at present and he undertakes to inform you at once in the event of any recommendation being made to the Government on this matter by the Economic and Financial Committee.

4. Your letter has been forwarded to the Colonial Secretary for disposal in the usual way and His Excellency trusts that any further communication on this subject you may have to make to him may be forwarded to the Colonial Secretary in accordance with the regulations.

I have the honour to be,

Sir,

Your Most Obedient Servant,

(Sd.) G. R. SANDFORD,  
*Private Secretary.*

*The President,  
Kenya Asian C. S. Association,  
Box 441, Nairobi.*

APPENDIX IV.

1st June, 1922.

Sir,

With reference to the letter dated the 19th ultimo from the Private Secretary to His Excellency the Governor in regard to the resolution of the joint Mass Meeting of the Government and the Uganda Railway Asian Staff on the subject of the proposed reduction of the Asian Staff salaries, which resolution we understand has been passed to you for disposal, we have the honour to request you to be good enough to convey to His Excellency the grateful thanks of both the branches of the Asian Service for His Excellency's prompt assurance that we would be communicated with as soon as any such proposal is received by the Government.

2. This announcement gave us some temporary relief from a situation which is surcharged with the gravest possibilities.

3. We do not wish to conceal from His Excellency the fact that the assurance is unfortunately not of that definite nature demanded by the extreme gravity of the situation and prayed for in the resolution. It has not succeeded in restoring the necessary confidence and peace of mind, the absence of which has taken away all the heart from the work of the staff. Therefore, apart from any other considerations the interests of the Government suffer.

4. The situation has been further aggravated by the following circumstances which we shall be grateful if you will kindly bring to the notice of His Excellency:—

On a sudden invitation from the Financial and Economic Committee we had an interview with them yesterday on the subject of the local cost of living in support of which certain facts and figures were furnished by us. We attach copies of the statements for His Excellency's information. We think it necessary to add that these are only tentative average particulars of Asian living costs as owing to the different diets and modes of life of the various classes of the Asian Staff it is impossible to compile more representative or comprehensive statistics. But we would like to assure His Excellency that the various items and figures are the general average minimum requirements. However, to make the figures more accurate proportionate increased customs duties should be added as the statements were compiled before the new Customs Tariff came into force.

The general attitude of the majority of the members of the Committee on the question of the living costs of the Asian Staff, as revealed by discussions during the interview, would appear to indicate that they are prejudiced against the Asian Staff and an impression was slowly borne in upon us that they probably believed that the Asians could live "on the smell of an oil rag" as was recently suggested in the Press.

5. We wish to bring these facts to the notice of His Excellency lest it might be thought that we had a sufficient opportunity to prove our case to the Government through this Committee, from whom we do not expect any fairness or justice.

6. Our only hope lies in the high sense of justice, the open mind and the abounding sympathy of His Excellency.

We have the honour to be,

Sir,

Your Most Obedient Servants,

L. D'MELLO,

*President,*

Kenya Asian Civil Service Association.

ALLA BAKHSH,

*President,*

*Railway Asiatic Union.*

*The Hon. Colonial Secretary,  
Nairobi.*

Copy forwarded to the Private Secretary to His Excellency the Governor, for his information.

**STATEMENT OF APPROXIMATE MONTHLY EXPENSES INCURRED AT PRESENT BY MEMBERS OF THE  
NON-EUROPEAN CLERICAL STAFF.**

DETAILS.	AVERAGE, Clerk, Bachelor :		Married man with wife.		Married man with wife and two children.		Married man with wife and four children. (2 of school age in India).	
	Salary :	Fls. 120-00. House Allowance, ,, 20-00.	Salary :	Fls. 155-00. House Allowance, ,, 20-00.	Salary :	Fls. 220-00. H. Allow., Fls. 28-00.	Salary :	Fls. 282-00. H. Allow., Fls. 39-00.
	Total.	Fls. 140 00	Total.	Fls. 175-00	Total.	Fls. 248-00.	Total.	Fls. 321-00.
	(1)		(2)		(3)		(4)	
Smoke, ... ..	Fls. 3-00	...	Fls. 3-00	...	Fls. 5-00	...	Fls. 5-00	...
Barber, ... ..	" 1-00	...	" 1-00	...	" 1-00	...	" 1-00	...
Dhoby, ... ..	" 5-00	...	" 8-00	...	" 10-00	...	" 10-00	...
Clubs, etc., ... ..	" 4-00	...	" 4-00	...	" 4-00	...	" 4-00	...
Family Remittances, ... ..	" 15-00	...	" 15-00	...	" 10-00	...	" 10-00	...
Clothing, etc., (see Appendix "A"), ... ..	" 20-00	...	" 30-00	...	" 40-00	...	" 40-00	...
Sundries (Poll Tax, Conservancy Fees, Water rate, Sweeper, etc.) ... ..	" 7-50	...	" 10-00	...	" 10-00	...	" 10-00	...
House Rent, ... ..	" 25-00 (one room.)	...	" 45-00 (2 rooms).	...	" 60-00	...	" 60-00	...
Cook, Native, ... ..	Fls. 3-00 (At Fls. 18 shared among six.)	...	Fls. 15-00	...	" 15-00	...	" 15-00	...
Boy, ... ..	Fls. 5-00 (3 boys at Fls. 10 each shared by six.)	...	" 8-00	...	" 8-00	...	" 8-00	...
Food expenses. (Particulars for various classes and grades attached.) ... ..	Fls. 50-00	...	" 85-00	...	" 120-00	...	" 120-00	...
Insurance, ... ..	—	...	" 10-00	...	" 10-00	...	" 15-00	...
Maintenance and Education of two children in India. At Fls. 25/ per mensem., ... ..	—	...	—	...	—	...	" 50-00	...
Clothing Equipment ditto ... ..	—	...	—	...	—	...	" 15-00	...
<b>TOTAL.</b> ... ..	<b>Fls. 138-00</b>	...	<b>Fls. 234-00</b>	...	<b>Fls. 293-00</b>	...	<b>Fls. 363-00</b>	...
Salary including House Allowance. ... ..	Fls. 140-00	...	Fls. 175-00	...	Fls. 248-50	...	Fls. 321-00	...
<b>SAVINGS.</b> ... ..	Fls. 2-00	...	—	...	—	...	—	...
Draws on savings or borrows : ... ..	—	...	Fls. 59-00	...	Fls. 44-50	...	Fls. 42-00	...

*Note:—*(2), (3) and (4) whatever little these Clerks were able to save during their bachelorhood or when their wives and families were in India, is being used up when their families join them and when such savings are insufficient the credit system in vogue here helps them much to tide over immediate difficulties. For other expenses also see Appendix "B" and "C"

*Average proportionate daily food Expense of a young man (Bachelor) Living in a Mess using Meat Diet. Salary Fls. 120 plus Fls. 20.*

Meat $\frac{3}{4}$ lb. approx.,	...	...	...	...	Fls. -/16
Soup,	...	...	...	...	" -/3
Bread, one loaf,	...	...	...	...	" -/24
Milk one pint,	...	...	...	...	" -/18
Butter 2 ozs.,	...	...	...	...	" -/12
Tea, Coffee and Sugar,	...	...	...	...	" -/12
Vegetable 1 lb.,	...	...	...	...	" -/12
Rice 1 lb. wholesale,	...	...	...	...	" -/20
Firewood,	...	...	...	...	" -/12
Ingredients for cooking such as Ghee, spices, etc.,	...	...	...	...	" -/24
Dessert such as Fruit, etc.,	...	...	...	...	" -/12
					<hr/>
					Fls. 1 :65 per diem.

Fls. 49/50 p.m. of 30 days.

*Note :—It is to be borne in mind that youth requires more food and the above particulars do not include small delicacies and varieties.*

*Average daily food Expenses of an Asian clerk (Bachelor) using vegetable diet.*

Salary Fls. 120/- plus Fls. 20/- p.m.

Milk one bottle per day,	...	...	...	...	" 0.31
Firewood,	...	...	...	...	" 0.10
Atta Ration No. 4 at 6.50 per frasila,	...	...	...	...	" 0.20
Vegetable,	...	...	...	...	" 0.20
Ghee,	...	...	...	...	" 0.35
Rice Pishori Fls. 14/- per frasila,	...	...	...	...	" 0.15
Tea,	...	...	...	...	" 0.10
Sugar,	...	...	...	...	" 0.10
Spices, etc.,	...	...	...	...	" 0.12
Pickles,	...	...	...	...	" 0.06
					<hr/>
					Fls. 1 :69 per diem.

Fls. 50.70 p.m. of 30 days.

*Note :—It is to be borne in mind that youth requires more food and the above particulars do not include small delicacies and varieties.*

*Average daily Food Expenses of a Married Man with wife using meat diet.*

Salary Fls. 155/- Plus Fls. 20/- p.m.

Meat $1\frac{1}{2}$ lb.,	...	...	...	...	Fls. -/36
Soup bones,	...	...	...	...	" -/06
Bread,	...	...	...	...	" -/37
Milk one bottle,	...	...	...	...	" -/32
Vegetable,	...	...	...	...	" -/18
Rice $1\frac{1}{2}$ lb.,	...	...	...	...	" -/31
Fruit,	...	...	...	...	" -/15
Firewood,	...	...	...	...	" -/25
Tea, Coffee and Sugar,	...	...	...	...	" -/15
Butter,	...	...	...	...	" -/25
Ghee, spices, etc.,	...	...	...	...	" -/40
					<hr/>
					Fls. 2/80 per diem.

Fls. 84/- p.m. of 30 days.

Fls. 86/80 p.m. of 31 days.

Occasional expenses for eggs and fish omitted.

*Average daily Food Expenses of an Asian clerk (Married) using Vegetable diet.*

Salary Fls. 155 plus 20 p.m.

Milk one bottle,	...	...	...	...	Fls. 0.31
Dhall,	...	...	...	...	" 0.10
Rice Pishori Fls. 14/- per frasila,	...	...	...	...	" 0.30
Ghee Machakos, Fls. 27/- per frasila,	...	...	...	...	" 0.70
Atta Ration No. 4 Fls. 6/50 per frasila,	...	...	...	...	" 0.84
Pickles,	...	...	...	...	" 0.10
Firewood,	...	...	...	...	" 0.16
Sugar,	...	...	...	...	" 0.12
Tea,	...	...	...	...	" 0.10
Spices, etc.,	...	...	...	...	" 0.18
Gram Atta, etc.,	...	...	...	...	" 0.04
Jogri,	...	...	...	...	" 0.04
Vegetable,	...	...	...	...	" 0.36
	...	...	...	...	Fls. 2/85 per diem.
					Fls. 85/50 p.m. of 80 days.

*Average daily Food Expenses of a Married man with wife and two children using meat diet.*

Salary Fls. 220 plus Fls. 28-50 p.m.

Meat 2 lbs.,	...	...	...	...	Fls. -/50
Soup,	...	...	...	...	" -/12
Bread 1½ loaf,	...	...	...	...	" -/36
Milk 2 bottles,	...	...	...	...	" -/64
Butter ½ lb.,	...	...	...	...	" -/50
Tea, Coffee and Sugar,	...	...	...	...	" -/25
Vegetable,	...	...	...	...	" -/18
2 lbs. Rice,	...	...	...	...	" -/40
Firewood,	...	...	...	...	" -/50
Ghee ½ lb.,	...	...	...	...	" -/37
Fruit,	...	...	...	...	" -/25
Spices, etc.,	...	...	...	...	" -/12
	...	...	...	...	Fls. 4/19 per diem.
					Fls. 120 p.m. of 30 days.

Occasional expenses for fowls, fish, and eggs omitted.

*Average daily Expenses for food for himself, wife and two children of Asian clerk using Vegetable diet.*

Salary Fls. 220 plus 28-50 p.m.

Milk 2 bottles,	...	...	...	...	Fls. 0.62
Firewood,	...	...	...	...	" 0.18
Atta Ration No. 4, 6, 50 Fls. a Frasila,	...	...	...	...	" 0.40
Ghee (Machakos) 27 Fls. a tin,	...	...	...	...	" 0.90
Vegetable,	...	...	...	...	" 0.37
Rice Pishori 14 Fls. a frasila,	...	...	...	...	" 0.45
Dhall,	...	...	...	...	" 0.10
Tea,	...	...	...	...	" 0.15
Spices, etc.,	...	...	...	...	" 0.25
Sugar,	...	...	...	...	" 0.12
Jogri,	...	...	...	...	" 0.04
Gram Atta, etc.,	...	...	...	...	" 0.05
Pickles,	...	...	...	...	" 0.12
Sweetmeats,	...	...	...	...	" 0.25
	...	...	...	...	Fls. 4.00 per diem.
					Fls. 120 p.m. of 30 days.



## APPENDIX "A".

*Clothing etc. Required by a young man for a tour of service of 4 years.*

				Fls.	Cts.
2	Flannel or Cashmere suits,	...	60/-	120	00
4	Khaki suits,	...	18/-	72	00
4	Tussore suits,	...	22/-	88	00
8	Sleeping suits,	...	8/-	64	00
8	Shirts,	...	5/-	40	00
4	Shirts,	...	8/-	32	00
12	Drawers,	...	3/-	36	00
12	Singlets,	...	4/-	48	00
2	Doz. collars assorted,	...	—	18	00
1	Doz. assorted neckties,	...	—	15	00
6	Pairs of boots (various rates),	...	—	140	00
2	Doz. Socks,	...	15/-	30	00
2	Doz. Handkerchiefs,	...	6/-	12	00
1	Sun hat, 1 felt hat and 1 cap,	...	—	30	00
1	Doz. Assorted Towels,	...	—	25	00
½	Doz. Bed Sheets,	...	—	30	00
2	Blankets,	...	—	50	00
	Toilet requisites, tooth brushes, powder, etc.,	...	—	20	00
2	Brushes, 1 comb, 1 razor and shaving brush, etc.,	...	—	25	00
1	Rain Coat,	...	—	45	00
1	Pair puttees,	...	—	7	50
1	Time Piece,	...	—	10	00
	Button hooks, etc., sundries,	...	—	10	00
2	Pairs sleepers,	...	5/-	10	00
	Boot polish, laces, etc.,	...	—	25	00
				<b>Total.</b>	<b>1,002 50</b>
				Per year,	250 60
				per month,	20 90

## APPENDIX "B".

*Furniture required for the use of a man with family.*

				Fls.	Cts.
6	Pillows,	...	@ Fls. 3/-	18	00
3	Doz. Pillow cases,	...	„ 18/-	54	00
1	Double Iron Bedstead,	...	—	75	00
1	Mattress for Bedstead,	...	—	20	00
6	Chairs,	...	6/-	36	00
1	Round Table,	...	—	25	00
1	Dining Table,	...	—	20	00
2	Small Tables,	...	15/-	30	00
1	Chest of Drawers,	...	—	50	00
1	Wash stand with basin complete,	...	—	30	00
1	Dressing Table with looking glass,	...	—	8	00
1	Cupboard,	...	—	30	00
2	Easy Chairs,	...	15/-	30	00
1	Commode,	...	—	15	00
	Cooking utensils and kitchen requisites,	...	—	50	00
	Crockery, knives, forks, table cloth, etc.,	...	—	50	00
2	Lamps (hanging and table),	...	15/-	30	00
1	Hurricane Lamp,	...	—	5	00
				<b>Total.</b>	<b>Fls. 576 00</b>

## APPENDIX "C".

*Furniture required for the use of a Single Man.*

						Fls. Cts.
2	Pillows,	...	...	@	Fls. 3/-	6 00
16	Pillow cases,	...	...	"	1/50	24 00
1	Iron single Bedstead,	...	...	—		35 00
1	Mattress for Bedstead,	...	...	—		15 00
2	Chairs,	...	...	—		12 00
1	Small Table,	...	...	—		15 00
1	Chest of Drawers,	...	...	—		50 00
1	Wash Stand and Basin,	...	...	—		8 00
1	Cupboard,	...	...	—		30 00
1	Looking Glass,	...	...	—		5 00
1	Easy Chair,	...	...	—		15 00
1	Chamber Pot,	...	...	—		5 00
1	Table Lamp,	...	...	—		10 00
Total.						Fls. 230 00

## APPENDIX V.

## THE SECRETARIAT,

*Nairobi,**Kenya.*

No. S. 19492.21.8.

8th June, 1922.

Sir,

In continuation of letter No. M.1142 of the 19th May from the Private Secretary to His Excellency the Governor and with particular reference to para 3 of that letter, I have to inform you that the attached Resolution has been made to Government by the Economic and Financial Committee. This Resolution will be considered in Executive Council on Friday next.

I have the honour to be,

Sir,

Your Most Obedient Servant,

(Sd.) G. A. S. NORTHCOTE,

*For Colonial Secretary.**The President,**Kenya Asian Civil Service Association.*

P. O. Box 441, Nairobi.

## RESOLUTION NO. 27.

"Resolved that the Government be urged immediately to restore the rate of permanent emoluments paid to the Asiatic Members of the Kenya Civil Service and Uganda Railway to the terms of the original intention of the contracts covering the Asiatic service coupled with a temporary "local allowance" to be paid on the same basis as that paid to the European Civil Servants; and further that all such contracts be standardized forthwith, the effect being that Shgs. 20 will in future be paid in lieu of every 10 florins forming the present substantive salary."

## APPENDIX VI.

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9th June, 1922.

Sir,

I have the honour to acknowledge the receipt of your letter No. 19492.21.8 of even date forwarding a copy of the Resolution received by the Government from the Economic and Financial Committee in regard to re-adjustment of Asian Staff salaries on sterling basis and to convey to you the grateful thanks of the staff for the consideration shown by you to them.

2. The proposal virtually amounts to a reduction of our substantive salaries by one-third and addition of 25 per cent. temporary local allowance on the same basis and conditions as the European Staff.

3. Unfortunately there is hardly any time to enable us to place this concrete proposal before the General Body before the Executive Council meets. However, the views of the staff on the general question are contained in the Resolution of the Mass Meeting which we understand has been passed to you by His Excellency for disposal.

4. In the circumstances we shall be grateful if you will be good enough to let us know the decision of the local Government in the matter, as we wish that in case the proposal is recommended to the Secretary of State either in its present or modified form, our views on the matter may be placed before him at the same time.

I have the honour to be,

Sir,

Your Obedient Servant,

L. D'MELLO,

*President.*

*The Hon'ble,  
The Colonial Secretary,  
Nairobi.*

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 APPENDIX VII.

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11th June, 1922.

Sir,

With reference to our letter of the 8th instant, requesting you to be good enough to let us know the decision of the Local Government on the resolution from the Economic and Financial Committee in regard to reduction of the substantive salaries of the Asian Staff, we have the honour to enquire if you are in a position to communicate to us the decision of the Executive Council before whom, you kindly informed us, the question would be placed on last Friday.

A Mass Meeting of the Government and the Railway Staff has been called for on Tuesday, the 13th instant at 5 p.m. and we shall be grateful to know in sufficient time to enable us to place it before the Meeting, the decision of the Local Government in the matter and if it is proposed to submit any recommendations on this subject to the Secretary of State as in that case we are very anxious that the views of the Staff should be placed before him at the same time.

As stated in our last letter above referred to the views of the Staff on the general question of reduction of salaries are contained in the resolution of the last Mass Meeting, which is already in your possession and the object of the present Mass Meeting is to ascertain their views on the concrete proposal now communicated to us.

We trust you will appreciate the natural anxiety of the Staff on this issue which so closely touches their vital interests, and having regard to these extraordinary circumstances we earnestly pray that you will see your way to waive any objection there may ordinarily exist to communicate such decision of the Executive Council to the Staff. In any case we see no reason to prevent you from informing us as requested whether it is proposed to refer the resolution in its present or modified form to the Secretary of State for the Colonies.

Thanking you in anticipation of this favour.

We have the honour to be,  
Sir,  
Your Most Obedient Servants.

(Sd.) L. D'MELLO,  
*President,*

Kenya Asian Civil Service Association.

(Sd.) ALLA BAKHSH,  
*President,*

*Railway Asiatic Union.*

*The Hon'ble Colonial Secretary,  
Nairobi.*

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## APPENDIX VIII.

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No. 19492.21.17.

*The Secretariat,  
Nairobi,*

June 13th, 1922.

Sir,

With reference to your letter of the 11th June, I have the honour to inform you that His Excellency has concurred with the advice of the Executive Council to approve the principle of Resolution No. 27 of the Economic and Financial Committee, a copy of which was forwarded to you under my No. S. 19492.21.8 of 8th June.

2. I am instructed to add that His Excellency is willing to see a deputation of your Association on this matter and will forward with his recommendations any letter or telegram to the Secretary of State which may be submitted.

I have the honour to be,  
Sir,  
Your Obedient Servant,

(Sd.) G. A. S. NORTHCOTE,  
*for Colonial Secretary.*

*The President,  
Kenya Asian Civil Servant Association,  
P.O. Box 441, Nairobi.*

## APPENDIX IX.

14th June, 1922.

Sir,

We have the honour to acknowledge the receipt of your letter No. 19492.21.17 of yesterday's date conveying to us the decision of the Government on the resolution of the Economic and Financial Committee in regard to the reduction of Asian Staff salaries.

2. The letter was placed before the Joint Mass Meeting of the Government and Railway Staff which has appointed a deputation consisting of the Chairman and two members each of the Government and Railway Asian services to wait on His Excellency the Governor as desired and to place before him the resolution of the Mass Meeting and to furnish him with any information he might be pleased to ask.

3. We trust that in the meanwhile no recommendation on the subject will be made to the Secretary of State.

4. We are to request you to be good enough to let us know when it will be convenient for His Excellency to see the deputation.

We have the honour to be,

Sir,

Your Most Obedient Servants,

(Sd.) L. D'MELLO,

*President.*

Kenya Asian Civil Service Association.

(Sd.) ALLA BAKHSH,

*President,*

Railway Asiatic Union.

*The Honourable, The Colonial Secretary,  
Nairobi.*

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*Resolution passed at a Joint Mass Meeting of the Kenya Asian Civil Service Association and the Railway Asiatic Union, held in the Goan Institute on Tuesday the 13th June, 1922, at 5 p.m.*

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This Mass Meeting of members of the Kenya Asian Civil Service Association and the Railway Asiatic Union reaffirms its adherence to the substance of the resolution of the similar Joint Mass Meeting held on the 16th May, 1922, but in the light of information received from the Government resolves to amend it so as to read as under and directs that it be forwarded to the Government for transmission by cable to the Secretary of State for the Colonies as soon as possible:—

Mass Meeting Asian Civil Service Association and Railway Asiatic Union learnt consternation proposal one-third reduction Asian substantive salaries. Meeting painfully surprised proposal comes Committee including high officials long standing intimately acquainted regulations staff shattering all sense justice fairplay Local Government. Fearing prejudicial decision hasten acquaint you views feelings staff. Reduction substantive salaries apart from fact pensions gratuities affected totally unjust morally unsound constitutes breach contract. Present salaries hardly living wage not adequately improved last revision warranting reduction. Please see Association memorial 6th October. Reduction European Local Allowance foreshadowed relative service terms comparison irrelevant. Asians definitely rupee salaries converted florins and shillings by Law no local allowance. Prices rents Government taxes other liabilities based parity rupee

florin. Position aggravated recent increased Customs duties. Argument Indian exchange only affects family remittances average less than one-fifth salary. Most families in country. No assurance exchange went over two shillings as 1918 to 1920 when Asians paid depreciated rupees affecting expenses and remittances adversely over 33 per centum without compensation although sanctioned by your predecessor. Europeans paid almost double salaries in rupees same period. Presently Asian leave pay gratuities and pensions in India unjustly unlawfully paid basis parity rupee florin. Government maximum first grade minimum fourth grade lowered by florins forty and fifteen. Bulk Asians received no promotion and increments since April 1920. Uganda paying Asians promoted first grade April 1920 florins 300 monthly besides special grade regular increments florins 400 corresponding Kenya staff 282. Meeting considers it most unfair staff bearing same taxation as public forced make these additional sacrifices. Europeans start above maximum salary attained corresponding Asians after fifteen to twenty years service. Former have unlimited field promotion Asians confined subordinate ranks. No privileges enjoyed Asians not granted Europeans many important privileges granted Europeans not conceded Asians. Your reply Association October memorial states service terms Europeans and Asians separate what one gets other cannot claim. Meeting respectfully submits disadvantages should follow same principle. Question reduction present Asian salaries definitely ruled out Governor October Legislative Session. Local Allowance reduction Committee again raised it facts and figures furnished by staff but no mention interim report. Such constant anxiety discouragement taken heart work staff. Staff fully realise present situation Colony but respectfully submit economy may be effected by retrenchment and not reduction permanent emoluments already marginal rightfully earned. Your predecessor assured Asian Community stabilisation currency definite compromise various interests vide telegram 2nd March 1920. Acceptance proposal breaks pledge repudiates law stabilisation. Meeting humbly prays cable assurance Asian salaries will not be reduced. Memorial follows.

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## APPENDIX X.

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(Daily "Leader" of 18-10-21.)

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### ARE THEY WORTH THEIR PAY?

*Legislative Council to Investigate Asiatic Salaries.*

*Job for Special Committee.*

After a long discussion in the Legislative Council yesterday, a motion was carried (Treasurer being the only person voting against) to remit to the Special Committee on the local allowance question, the subject of the salaries to be paid in future to non-European staffs.

The question was raised by Mr. H. F. Ward on the vote in the Secretariat Expenditure representing the salaries of the first Asiatic Clerks in the Estimates. He said he felt very strongly that the scales paid to Asiatics could not be allowed to pass. He pointed out that the salary for the first grade was £312 and that of the second grade £228. He maintained that these salaries were out of all proportion to the value of the services rendered and when the European local allowance was adjusted, these salaries would be considerably in excess of the salaries drawn by the lower grade Europeans. He did not suggest that anything unjust should be done to any Government Servants whatever their colour but he reminded the Council that retrenchment was now found necessary.

The Treasurer explained that there was no provision for a fifty per cent allowance in the case of Asiatics and if it was suggested that part of their salaries should now be reduced they would have a considerable grievance. From his own experience in the Treasury he could say he had clerks with many years experience who were certainly more useful and more competent than would be an European Clerk on a higher rate of pay.

Mr. T. A. Wood pointed out that the Asiatic had received a fifty per cent increase by the introduction of florins.

#### WORTH THEIR PAY.

The Colonial Secretary pointed out that by Order-in-Council the rupee must now be regarded as a florin and it was impossible to alter the Asiatic contracts. He disagreed, from his own experience, that Asiatic Clerks, who after twenty to thirty years service had reached their maximum, were not worth their salary to the Government. He pointed out that Asiatic allowances were smaller than those of the Europeans and, from figures compiled by him, he asserted that, on the basis of the same qualifications, a European in the first ten years cost the Government £4,023 as against £2,246 for the non-European. He pointed out, as an example of the efficiency of these Head Clerks that in the Customs Department it would be necessary in a short time owing to the retirement of an Asiatic drawing £312, to replace him by a European on the scale of pay of an Office Superintendent to have the work carried on, if the suggestion of the elected members was agreed to.

Mr. T. A. Wood disagreed that the relative value of the work of the average European and average Asiatic was the same while Mr. Conway Harvey pointed out that employment of Asiatics was false economy as much of their earnings went out of the country. He thought a serious effort should be made to retain the native for the subordinate posts.

Mr. Ward moved that as the Council considered the salaries of non-Europeans to be too high, holders of the posts at present should be given the option of accepting a lower scale or of retiring.

#### SCHEME FOR NATIVES.

The Deputy C. N. C., following up the reference to training of natives, said the only thing was the money. He could assure members that the question of the native taking his place in the Civil Service was receiving and would always receive the utmost consideration. A scheme was now being considered by Heads of Departments embracing a definite grading for natives with definite pensions. The suggestion was that there should be no distinction in future between African and Asiatic and that it should simply be "non-European" and "European" and that in future clerks taken on locally come on at the local scale. His Department was also making enquiries regarding the qualifications and character of natives now in the service.

The Attorney General pointed out that the Asiatic after twenty to thirty years service, at the top of scale, was receiving less than a European entering the service on the lowest scale. In the newer departments a start was made with European Clerks but in the older Departments they were bound by a system which it would be expensive to change and any change must be gradual.

The Director of Agriculture asked if assurance could be given that when contracts now in force expired and new contracts were made consideration would be given to the face value of the florin as compared with the rupee.

## BAD BARGAINS.

In the course of further debate the Acting General Manager of Railways stated that in many cases, men recruited from India turned out to be useless on arrival and had to be returned as the cheapest method.

The Treasurer maintained that if senior grade clerks retired as suggested, it would result in disorganization. His own department would be thrown into confusion if Europeans were substituted. Dealing with natives, he said he had an individual working on the telephone whom he endeavoured to encourage to type and do other clerical work and that native had now retired from the Treasury in order to pursue his activities in the political field. He was afraid natives could not yet be given any financial responsibility and a good many years must yet pass before they could take their place as cashiers.

The Colonial Secretary did not agree that an anomaly was created if a European in his sixth year got the same salary as an Asiatic after thirty years.

The Director of Public Works also eulogised Asiatic Head Clerks and declared in many cases they were practically Accountants and would be difficult and expensive to replace by Europeans.

## A DIFFERENT LIGHT.

Lord Delamere at this point said it had not been suggested that Asiatics should be replaced by Europeans. He agreed with the request by Mr. Holm that an assurance should be given regarding future contracts and wanted to know if the Government had done anything when the currency change was impending to prevent the existing anomalies. He maintained that the contention that Government Departments would fall to pieces if a few Asiatics were withdrawn did not speak well for the Heads of the Departments.

The Attorney General now saw the position in a different light but said it would be difficult to get Asiatics if the pay was reduced.

Mr. Conway Harvey suggested that the investigation of this particular question be one of the terms of reference to the Select Committee appointed to consider the local allowance.

The Deputy C. N. C. in a speech on natives declared that they were not yet ready for responsible positions, particularly where cash was concerned although there were exceptional Africans who could certainly fill some of the posts.

H. E. said he had examined the question of Asiatic salaries right through the country and did not think they were out of the way in view of the fact that they were extraordinarily efficient and earned their pay all the time.

Lord Delamere moved that the matter be referred to a Special Committee as the salaries were too high.

The Colonial Secretary objected to the qualification and moved that the Committee appointed to consider the local allowance also consider the emoluments of the Asiatic Staff.

The other motions were withdrawn.

Mr. Wood wanted the Committee to consider the question of employing foreigners in preference to British subjects but this was not acceptable to the Colonial Secretary.

The Treasurer opposed the motion, mentioning that they had no assurance that the rupee would not again go up to 2s. in India. He did not agree with the policy of the Government leaving constructive suggestions to the Special Committee.



The Director of Agriculture failed to see why they should have to take into account the rupee value in India when paying Asiatics in Kenya. This view was emphasised by Mr. Conway Harvey.

On a vote being taken, the motion was carried, the only person voting against it being the Treasurer. The matter will therefore be considered by the Special Committee dealing with the local allowance.

## APPENDIX Xa.

(Daily "Leader" of 19-10-21.)

### NOTHING DOING.

*Elected Members latest attempt to revise Asiatic Salaries.*

*No Colour Argument.*

During the debate on the items of the Budget, yesterday Major H. F. Ward attempted to get something done again on the question of re-consideration of existing Asiatic salaries and wanted to put forward a motion for a full enquiry but there was nothing doing. He was ruled out of order as the matter had already been dealt with.

In his remarks he said that on the previous day the arguments had centred round the first and second grade Asiatics but the same anomalies applied to the third grade as well. When the local allowance was adjusted a considerable number of Europeans would be drawing less than the higher ranks in the third Asiatic grade and if any alteration was made in one section of the service it should be made throughout.

His Excellency asked if the argument was that a man should not be paid necessarily according to his efficiency but according to his colour and Major Ward replied that that was not the suggestion.

Mr. T. A. Wood also emphasised that it was not a question of colour but of uniformity of treatment.

### WASTING TIME.

His Excellency said the question had already been settled and time was being wasted. It would be quite impossible to get through the work if every time an Asiatic salary was reached the same arguments were put forward.

The Acting Colonial Secretary detailed the advances to the Service, including war bonus, since 1914, the arrangements for Europeans and non-Europeans being on a similar basis except the Asiatics received no local allowance. He maintained that as the revised scales had been accepted it was impossible to interfere with them now and for that reason he had put forward his motion on the previous day.

The Treasurer explained that it was the practice of the Government to pay Indians on leave at the rate of a rupee for every florin received in Kenya and added that it was not recognised by the Government that the first grade Asiatics should be below the lowest grade of European clerks.

Mr. H. F. Ward's motion to the effect that in view of the cost of Administration and its effect on the cost of living and the fact that the recent Commissions and enquiries had not removed anomalies in the Civil Service which are liable to create discontent, the Council was of opinion that a Committee should be appointed to go into the whole question of salaries, allowances, terms and conditions of service, etc., with a view to effecting economy where possible and of removing anomalies, was not accepted and the discussion dropped.

## APPENDIX XI.

## COLONY OF KENYA AND THE E. A. PROTECTORATE.

S. 19492.  
Circular No. 48.

*Secretariat,*  
*Nairobi,*  
13th August, 1920.

## TERMS OF SERVICE FOR NON-EUROPEAN OFFICIALS.

THE following alterations in the conditions of service for the Non-European Clerical Staff (including Postmasters and Clerical Interpreters, but not including the Uganda Railway Staff) have received the sanction of the Secretary of State.

1. *Establishment.* The number of posts in Grade I will be increased from 25 to 42, and in Grade II from 91 to 106. The number in Grade III will remain at 233 as hitherto. The present Grade V will be merged into Grade IV, and the aggregate number of posts reduced, by the number by which the first and second grade have been increased, to 448. The number of Grade VI, will remain as on the Estimates, and will be classed as Junior Clerks.

The names of the Senior Clerks in Grades II and III will be submitted to the Heads of their Departments to ascertain whether they are fit for promotion to fill the new posts in the higher grades. These should not be recommended unless they are fully competent and deserving.

The increase thus caused in the higher grades is subject to adjustment among Departments. In those Departments, in which promotions are made in consequence of this increase, the first vacancies which occur in the first or second grades corresponding to these promotions should be referred to the Chief Secretary through the Treasury by the Heads of the Departments concerned, who should then state the total number of their clerical posts in the various grades, and the reasons, if any, for filling the vacancies by promotion in their own Departments.

2. *Salaries.* The scale of salary of the grades will be as follows:—

*Grade I.* Florins 260 per mensem, with special additions of pay for good work and long service, but no fixed scale of increments, except where an incremental scale is already provided for in the Estimates with a maximum exceeding Fls. 260 p.m., in which case the incremental scale will be retained as personal to the present holder of the post.

*Grade II.* Fls. 190 p.m., by annual increments of Fls. 15 p.m., to Fls. 255.

*Grade III.* Fls. 125 p.m., by annual increments of Fls. 10 p.m., to Fls. 180.

*Grade IV.* Fls. 75 p.m., by annual increments of Fls. 7-50 p.m., to Fls. 120.

*Junior Clerks* under Fls. 75 p.m., with no fixed scale but such increments as may be recommended from time to time and approved in the Estimates.

These rates will take effect from the 1st of April, 1920.

A clerk will enter the new scale of his grade at the incremental step equal to or next above the amount of his salary and War Bonus as on the 31st of March, 1920, and will draw an increment on his new scale on the 1st of April, 1920, unless he is promoted and his new salary exceeds the rate at which he was entitled to salary and War Bonus under the old scale on the 1st of April. If the aggregate of his salary and War Bonus exceeds the maximum of the new scale of his grade he will at once draw the maximum of his new scale and an additional temporary non-pensionable allowance equivalent to the difference between the maximum of the new scale and the aggregate of his salary and War Bonus on the 31st of March.

Promotion from Grade IV to Grade III, will be made by examination, which for the present will take such form as Heads of Departments think fit pending the institution of a general examination. No clerk will be eligible for promotion until he has completed at least 3 years in Grade IV.

Clerks need not be engaged at the minimum salary of Grade IV if it is found impossible to secure suitable men at this figure.

3. *Age of Retirement.* The ages for both compulsory and voluntary retirement will be 55 or 30 years service, whichever is earlier. This will come into force from the 1st of April, 1921. The same conditions as those laid down for European Officers apply in other respects.

4. *House Allowance* in lieu of quarters, where the latter are not available, will be granted at the rate of 15 per cent of the initial salary of the grade, with a minimum of Fls. 20 p.m., from the 1st of August, 1920. For the purpose of assessing pensionable emoluments allowance at the same rate will be added to the salary with a minimum of Fls. 240 in each case. This will apply to all pensions granted in respect of service any part of which is subsequent to the 31st of March, 1920.

In cases where a clerk is at present drawing house allowance at a higher rate than that to which he is entitled under his rate, he will draw the difference as a temporary non-pensionable additional allowance, less any increase over the aggregate of his present salary and War Bonus which he may now receive, and reduced subsequently by any further increase of increments of salary.

5. *Leave and Passages.* Statistics will be compiled for the period of the next 5 years, and the question of increasing the amount of privilege leave will then be reconsidered. In the meantime 14 days local leave should be taken regularly every year, and as regards privilege leave:—

(a) The period of the voyage to and from India will not be reckoned in the period of leave earned by residential service under the leave regulations. The date of arrival at the port in India will be regarded as the first day of leave, and the day preceding embarkation from India the last day of leave.

(b) Any unexpired leave due to the necessity for departure from India by a steamer sailing before the full period of leave has been taken will be added to the next period of leave.

(c) Privilege leave and sick-leave will be granted with full salary, provided that the amount of full pay sick leave granted in any one period of twelve months shall not exceed three months. Extensions of sick leave may be granted with half salary up to a maximum of three months.

(d) When a clerk is sent to India on sick-leave in accordance with the recommendations of a Medical Board his passage to and from India will be paid by the Government.

6. *Provident Fund.* The institution of this is under consideration.

7. *Travelling.* (a) When travelling on the Uganda Railway subsistence allowance will be granted in accordance with the existing scale, subject to a minimum of Fls. 1.50 per night.

(b) When a clerk is detained at Mombasa on first appointment or return from leave pending instructions to proceed to his post, or on departure on leave or retirement from the service awaiting the departure of a steamer, he will be granted a refund of actual lodging expenses up to a maximum of Fls. 1.50 per night.

(c) All clerks in Grade I to IV, will be entitled to 2nd class accommodation on the Uganda Railway provided that there is room on the train, if there is no room no claim for the difference between 2nd class and lower class fares will be entertained.

8. *War Bonus* including assistance towards the cost of family passages will be discontinued forthwith.

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Non-Europeans other than clerks will, if considered suitable by the Heads of their Departments, be placed on the same scale as the grade to the old scale of which their previous salary most nearly corresponded, under the same conditions as those laid down above. If Heads of Departments do not consider that arrangement suitable in any cases they may pay the present salary plus War Bonus as a fixed salary (in non-pensionable cases), or as salary and compensation allowance (in pensionable cases), or they may put up their recommendations.

C. E. SPENCER,  
*for Chief Secretary to the Government.*

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## APPENDIX XII.

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### COLONY OF KENYA AND THE E. A. PROTECTORATE.

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S. 20335A.  
Circular No. 46.

*Secretariat,  
Nairobi,  
9th August, 1920.*

### TERMS OF SERVICE FOR EUROPEAN OFFICIALS.

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THE following alterations in the terms of service for European Officers have received the sanction of the Secretary of State:—

1. *Acting Allowances.* An officer acting in a higher appointment will draw as Acting Allowance half the difference between his own salary and that of the appointment in which he is acting, if the latter is non-incremental. If the salary of the higher appointment is incremental he will draw the whole difference between his own salary and the minimum of the scale attached to that appointment. This payment will be retrospective to April 1st, 1920. Any amounts of Duty Allowance, which are in excess of the Amount of Duty Allowance attached to the Officer's substantive post and taken into account in calculating his revised salary, and which have been already drawn in respect of periods subsequent to the 1st April by officers in acting capacities, should be deducted from claims for Acting Allowance for the same period and duties.

2. *Age of Retirement.* The age both for compulsory and voluntary retirement will be 50 years or after the completion of 20 years service, whichever is earlier. This regulation will come into force from the 1st of April, 1921. Compulsory retirement of Officials now in the service will not be effected without prior reference to and approval by the Secretary of State. All officers must clearly understand that by accepting the new rates of pay they accept the liability, subject to the conditions of age or length of service, for compulsory retirement after March, 31st, 1921. If any officer refuses to accept this liability he should notify the Chief Secretary through the Head of his Department immediately. His case will then be referred to the Secretary of State for consideration, and the new salary will not be paid to him meanwhile.

Heads of Departments should communicate to the Chief Secretary the names of persons due to retire at least 6 months before the date of compulsory retirement, in order that an officer may be given adequate notice if the Government wishes to retain his services.

In no case can special terms be granted to an officer retiring on abolition of office.

3. *Application of New Rates of Pay.* Officers will enter at the minimum salary of the new scale approved for their appointments as from the 1st of April, 1920, with the following exceptions:—

(a) If the aggregate of an officer's emoluments, consisting of full salary and War Bonus plus the substantive duty allowance attached to his post, (other than any duty allowance which will be continued hereafter) was on the 31st of March, 1920, more than the minimum of the new scale he will enter the new scale at such a point as will make his new salary equal to such aggregate of emoluments on the 31st of March, if this corresponds with a definite incremental step in the new scale. If it does not so correspond he will enter the new scale at the salary of the next incremental step above, e.g., an Assistant District Commissioner drawing on the 31st of March £370 salary and £60 War Bonus will enter the scale £400-£600 at £440, not £430.

(b) If such aggregate of emoluments was on the 31st of March, 1920, in excess of the maximum of the new scale, he will at once draw the maximum of the new scale and an additional temporary non-pensionable allowance equivalent to the difference between the maximum of the new scale and his emoluments on the 31st of March.

(c) If the aggregate of an officer's emoluments have been the same for more than one year prior to the 1st of April, 1920, and he receives no increase on entering his new scale, he will draw an increment in accordance with the new scale on the 1st of April, 1920. April 1st will then be taken as his incremental date.

"Increments on the new scale will fall due on the same dates as those on which they were due on the old scale, excepting in such cases as come under paragraph (c) above, or when the actual increase in the new rate of salary as on April 1st over the aggregate emoluments on the 31st of March is not less than the normal increment of the new scale, when April 1st will be the future incremental date and in the latter case the first increment will be drawn on April 1st, 1921."

4. *Distinction between First and Second Class Officers.* This distinction in the naming of appointments will be abolished. The class of passage to which an officer is entitled will depend upon the nature of his employment, but otherwise as a general rule all European officials will be on the same footing. A list showing all the appointments for which first class passages are to be allowed is being prepared for submission to the Secretary of State. Officers will be notified in due course on receipt of His Lordship's decision. In the meantime the existing practice will continue.

5. *Duty Allowances.* Duty Allowances will be abolished on the introduction of Acting Allowances except in a few special cases, such as Chairman of the Arbitration Board, Assistant Estates Duties Commissioners, &c., a list of which will be published later.

6. *Extensions of Leave on Grounds of Ill-health.* At present, an official who is granted an extension of leave on grounds of ill-health is placed on half pay for a period not exceeding four months; if a further extension is required, he receives no pay.

In future, extensions of leave on grounds of ill-health will be granted with full pay up to a maximum of six months, and then with half pay for a further period of six months if required.

No extension of leave on grounds of ill-health can be granted without the definite recommendation of one of the Colonial Office Medical Advisers.

7. *Filling of Appointments by Local Candidates.* The Secretary of State agrees in principle that certain appointments should where possible be filled by local candidates, but any wide application of this principle must depend upon the improvement of local educational facilities.

8. *Furniture.* It is realised that the present Government allowance of furniture is not adequate. New scales are to be introduced as soon as the necessary articles of furniture can be obtained, increasing the amount of furniture supplied for Government quarters.

9. *Grading.* This system, which is described in para 59 and 60 of the Report of Civil Service Commissioners, is designed to provide officers with the prospects of reaching an adequate income without having to await the occurrence of vacancies. They must, however, understand that this advancement will not take place as a matter of course, but will depend upon their performing their duties satisfactorily. The dividing line between one grade and the next will be in the nature of an efficiency bar.

The points in the scale at which these bars occur in the case of graded officers of the different Departments are as follows:—

Administrative Officers	..	..	..	£600
Assistant Secretaries	..	..	..	£600
Assistant Treasurers	..	..	..	£500
Medical Officers of Health	)	..	..	£600
Medical Officers	..	..	)	
Assistants (Forestry Department)	..	..		£500
Engineers (Public Works Department)		..		£500
Uganda Railway	..	..	..	)
Assistant Engineers	..	..	..	)
Assistant Locomotive Superintendents		..		)
Assistant Traffic Engineers	..	..	..	) £500
Assistant Chief Accountants	..	..	..	)
Assistant Storekeepers	..	..	..	)

10. *House Allowance.* In place of the present scale for House Allowance in lieu of Quarters, where latter are not available, 15 per cent. of the initial salary of an officer's appointment plus local allowance, with a minimum of Fls. 62.50 per mensem, will be granted from the 1st of August, 1920. For the purpose of assessing pensionable emoluments 15 per cent. of the salary only will be added, with a minimum of £50 in each case. This will apply to all pensions granted in respect of service any part of which is subsequent to the 31st of March, 1920.

11. *House and Office Accommodation.* The Secretary of State agrees that it is essential that House and Office accommodation should be improved as funds become available. This matter will receive further consideration in connection with the allocation of loan funds.

12. *Local Allowance.* A special local allowance has been sanctioned on the understanding that it is recognised as liable to reconsideration in the event of a fall in Florin prices. It will disappear eventually if and when prices fall  $\frac{1}{3}$  below their present level, i.e., when the purchasing power of the Florin is raised to the point at which ten Florins will purchase what fifteen florins purchase now.

The amount of the allowance will therefore be reconsidered generally for all the East African Government appointments after two years, and thereafter at such intervals as may be decided.

A record will be kept of local prices in order to furnish data for this reconsideration.

For the present the allowance is fixed at 50 per cent. of salary and allowances quoted in sterling.

13. *Local Travelling.* As it is undesirable that an official should suffer pecuniary loss on local transfer from one station to another on duty, he will be permitted to submit to the Government a statement of his actual expenses, which will be refunded to him if they are passed by the Head of his Department, recommended by the Treasurer, and approved by the Governor.

14. *Medical Treatment in England.* There appears to the Secretary of State to be no good reason to grant free medical treatment in England generally, but His Lordship is willing to consider in every special cases the possibility of refunding medical expenses in respect of illness contracted in the Colony.

Such special cases might occur when an official has to be sent to England for an operation arising out of an accident or illness contracted locally and the Governor certifies that it is not possible for the operation to be performed locally.

15. *Outfit Allowance.* All newly appointed officials, whose appointments in the opinion of the Heads of their Departments necessitate personal expenditure on special equipment in connection with "Safari," provided that the salary of the appointments does not exceed £500, will be granted an allowance of Fls. 300 on first appointment to assist them in purchasing the necessary outfit.

This allowance will be given subject to an undertaking that it will be refunded if the official does not take up the appointment, or if after taking up the appointment he resigns or leaves the service for any reason other than mental or physical infirmity before completing a tour of service.

The payment of this allowance cannot be granted with retrospective effect.

16. *Passages.* From the 1st of April, 1921, a married official whose salary is £500 per annum or less, if accompanied by his wife, will be allowed the cost of his passage plus 50 per cent. instead of having his passage booked by the Government. He will then be free to make his own arrangements for his own passage as well as for that of his wife.

If an official's wife does not accompany him but follow him to East Africa, the 50 per cent. addition will be paid to the wife who will then make her own arrangements for the journey.

Hitherto, an official entitled to a first class passage has been required to travel first class: when the above regulation comes into force, a married official, entitled to a first class passage and travelling with his wife will

be permitted, if he wishes, to travel second class and still receive from the Government the cost of a first class passage for himself and the 50 per cent. addition for his wife. The present arrangement with regard to assistance towards the cost of family passages will be discontinued from the 1st of April, 1921.

17. *Pensions.* Pensions will be calculated on the new salaries, except in the case where an officer has received promotion to a higher appointment within two years of retirement, when the pension will be calculated on the average salary for the two years prior to retirement.

18. *Period of Probation.* The period of probation for officers appointed to the Administrative service, the Secretariat, the Treasury, and certain other Departments, is reduced from three to two years. The grant of this concession will be coupled with a very strict interpretation of the rules governing the confirmation of officers in their appointments. No officer will be confirmed whose work is not thoroughly satisfactory and who does not succeed in passing the language examination and such other tests as may be prescribed.

19. *Permanent Civil Service Commission.* The question whether a permanent Civil Service Commission should be set up to deal with matters relating to the conditions of service is one of which the Secretary of State can only consider in relation to the Colonial Service generally. His Lordship is not prepared to take up the question at present.

20. *Storage of Furniture.* The Secretary of State sees no objection to the suggestion that storehouses should be erected by the Public Works Department in which officers effects can be stored whilst they are on leave on condition that payment is made by officials who use this method of storing their effects. It is hoped that it will be possible to make such provision in due course but there are at present no funds available for erecting the necessary accommodation.

21. *Transfers.* The Secretary of State hopes that it may be found possible to bring East and West Africa into closer relation as regards the reckoning of service as continuous for pension purposes in the case of officers transferred from one to the other. He does not, however, see any prospect at present of being able to extend such an arrangement outside Tropical Africa.

22. *Travelling Allowances.* The Travelling Allowances already laid down will remain in force with the following additional privileges:—

When an official who is travelling on duty has to stay in a town in which there is a hotel, he will be granted reasonable hotel expenses instead of the ordinary travelling allowance. Such claims must be supported by vouchers. This will come into force from the 1st of August, 1920.

23. *War Bonus* will be discontinued as from the 1st of April 1920.

24. *Claims for Arrears* may now be submitted and should be accompanied by full details to enable them to be checked, *e.g.*, in the case of claims for revised salary, the rate of salary, war bonus, and duty allowance attached to the post, on the 31st of March, 1920, should be quoted. Acting allowances, local allowances, and the compensating allowance for war bonus in the case of officers whose aggregate emoluments exceed the maximum of the new scale, should be charged to Personal Emoluments.

C. E. SPENCER,  
*for Chief Secretary to Government.*



*Note:*—The following questions have been noted for reference to the Secretary of State:—

*Age of Retirement.* Does service outside the Colony count as part of the 20 years for retirement?

*Application of New Rates of Pay.* If an officer has received any increase in his salary or War Bonus since the 31st of March, 1920, (*e.g.*, a man who has been married since that date) which is not covered by his new rate of salary or compensating allowance (because the emoluments on that date are adopted for purposes of calculating the new salary), will his emoluments be reduced? Pending instructions on this point the terms of this circular must be followed but no refunds will be called for in the meantime.

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### APPENDIX XIII.

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*The Secretariat,*

*Nairobi, 3rd March, 1920.*

*The Editor, East African Chronicle.*

Sir,

I have the honour to inform you that in response to telegraphic protests made by various bodies representing the Indian Communities in East Africa, the following telegram has been received from the Secretary of State for the Colonies:—

“Please inform persons concerned that I have received their representations and point out that action taken is in nature of compromise in interests of all sections of the community.”

I have the honour to be,

Sir,

Your obedient servant,

(Sd.) G. A. S. NORTHCOTE,  
*for Acting Chief Secretary to the Government.*

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## APPENDIX XIV.

**Statement showing the ratio of increases granted to Europeans and Asian Clerks.**

		EUROPEAN CLERKS.				Increase.	Decrease.
		Pre-war.	Present.				
Junior Clerks,	...	Minimum,	£150	£250	...	100—67%	
		Maximum,	£250	£400	...	150—60%	
Senior Clerks and Office Supdt.,	...	Minimum,	£250	£400	...	150—60%	
		Maximum,	£400	£500	...	100—25%	
NON-EUROPEANS.							
IV Grade.	... ..	Minimum,	Fls. 90	Fls. 70	...		20—22%
		Maximum,	,, 120	,, 120	...	—	—
III Grade,	... ..	Minimum,	,, 125	,, 125	...		—
		Maximum,	,, 155	,, 180	...	25—16%	
II Grade,	... ..	Minimum,	,, 160	,, 190	...	30—19%	
		Maximum,	,, 220	,, 255	...	35—16%	
I Grade,	... ..	Minimum,	,, 285	,, 260	...	25—11%	
		Maximum,	,, 300	No fixed maximum and no increments granted since 1920.	...		40—19%

## APPENDIX XIVa.

**Statement showing the rate of increases granted to European and Asiatic Clerks U. Rly.**

		EUROPEAN CLERKS.				Increase.	Decrease.
		Pre-war.			Present.		
Junior Clerks,	...	Minimum,	Up to	£200	£200	...	
		Maximum,	...	£160	£250	...	58%
Clerks,	... ..	Minimum,	...	£240	£400	...	66%
		Maximum,	...	£400	£500	...	25%

## APPENDIX XIVb.

### NON-EUROPEAN CLERKS. GRADE AND RATES.

	Pre-War.		Present.		INCREASE.		DECREASE.			
		Rs.	Special Grade.	Fls. Upwards.						
Head Clerk,	{ Minimum,	170			...	...	...	...	18%	
	{ Maximum,	300								
Accts. Clerk 1st Grade,	{ Minimum,	200	"A" Grade,	{ Minimum,	190	...	...	...	5%	
	{ Maximum,	280		{ Maximum,	255	...	...	...	9%	
Accts. Clerk 2nd Grade,	Minimum,	120								
	Maximum,	180								
Senior Clerk 1st Grade,	{ Minimum,	130	"B" Grade,	{ Minimum,	125	...	...	Decrease which cannot be figured there being two different grades which have now been merged into one.		
	{ Maximum,	160		{ Maximum,	180	...	...			
Senior Clerk 2nd Grade,	Minimum,	90								
	Maximum,	120								
Junior Clerks,	{ Minimum,	60	"C" Grade,	{ Minimum,	By 7-50 up to 120.	...	...	do.	do.	
	{ Maximum,	65		{ Maximum,			...	...		

## APPENDIX XV.

COMPARATIVE TABLE SHEWING SCALES OF SALARIES IN FLORINS OF EUROPEAN AND ASIAN CLERKS.

		Asian Clerks.	European Clerks. £250 to £400.						Office Superintendents (European). £400 to £500.						REMARKS.
			Florin salaries with 25 per cent. Local Allowance.			Florin salaries without local allowance.			Florin salaries with 25 per cent. Local Allowance.			Florin salaries without local allowance.			
			Salary.	Difference.		Salary	Difference,		Salary	Difference,		Salary	Difference,		
Plus.	Minus.	Plus.		Minus.	Plus.		Minus.	Plus.		Minus.					
<p>Corresponding to European Junior Grade. The European requiring ten years and Asian at least 16 years to attain their respective maximum. In the case of Asians it is assumed that they will be promoted as soon as they reach the maximum.</p>	Min.	IV Grade,	Fls. 75	Fls. Cts	Fls.	Fls.	Fls.	Fls.	Fls.	Fls.	Fls.	Fls.	<p>There is a fairly large difference between the salaries of European and Asian Clerks in this category, even if the local allowance has totally disappeared. A Junior European Clerk gets more than Asian Second Grade Clerk.</p>		
	Max.		120	260-42	185	—	208-33	133	...	Fls.	Fls.	Fls.			
	Min.	III Grade,	125	416-67	297	—	333-33	113	...						
	Max.		180	260-42	125	—	208-00	83	...						
	Min.	II Grade,	190	416-67	237	—	333-33	153	...						
	Max.		255	260-42	70	—	208-33	18	...						
				416-67	161	—	333-33	78	...						
<p>Corresponding to European Senior or Office Superintendent grade, the European requiring ten years and Asian on average eighteen years to reach the minimum.</p>	Min.	I Grade,	260	260-42			208-33	—	52	416-67	157	...	333-33	73	...
	Max.	No fixed increments (no increments granted since 1920).		416-67	167		333-33	73		520-83	261	...	416-67	157	...

*Note* :—Asian 1st Grade Clerks promoted in April 1920, are actually drawing Fls. 282/- p.m., owing to absorption of War Bonus. There are about six clerks who are drawing over Fls. 300. p.m. This is due to the fact that the old maximum was Rs. 300/- and the clerks had already attained their maximum when the war bonus was added to their salaries. The amount over Fls. 300/- is given as non-pensionable allowance.

A newly engaged European Clerk will get the same salary as a 1st Grade Asian Clerk who should have at least 18 years' service to his credit. If the local allowance has totally disappeared, he will get Fls. 52 less than a 1st Grade Clerk. Similarly an administrative Cadet may conceivably get more than his European Clerk. Service should also be taken into consideration. It must be borne in mind that whereas the European is just starting on a career which might lead him to the highest position in the service, the Asian has reached the summit of his ambition in the service. A fair comparison would be between the Asian First Grade and European Office Superintendent's Grade. There is still a wide difference in favour of European Office Superintendent even if the local allowance is eliminated.

## APPENDIX XVI

Scales of War Bonus sanctioned by the Secretary of State, on the recommendations of Sir Alfred Lascelles, forming appendix to Secretariat Circular No. 51, of June 17th, 1919:—

<i>Europeans.</i>	<i>Unmarried.</i>	<i>Married.</i>
Up to £199, ...	£70 per annum, ...	£120 per annum, ...
£200 to £299, ...	£65 " " ...	£115 " " ...
£300 to £399, ...	£60 " " ...	£110 " " ...
£400 to £499, ...	£55 " " ...	£105 " " ...
£500 to £599, ...	£50 " " ...	£100 " " ...
£600 to £699, ...	£45 " " ...	£95 " " ...
£700 upwards. ...	£40 " " ...	£90 " " ...

<i>Non-Europeans (Excluding Africans.)</i>	<i>Unmarried.</i>	<i>Married.</i>
Rs. 50 to Rs. 99, ...	Rs. 25 per mensem, ...	Rs. 50 per mensem, ...
Rs. 100 to Rs. 149, ...	Rs. 24 " " ...	Rs. 49 " " ...
Rs. 150 to Rs. 199, ...	Rs. 23 " " ...	Rs. 48 " " ...
Rs. 200 to Rs. 249, ...	Rs. 22 " " ...	Rs. 47 " " ...
Rs. 250 to Rs. 299, ...	Rs. 21 " " ...	Rs. 46 " " ...
Rs. 300 upwards. ...	Rs. 20 " " ...	Rs. 45 " " ...

*Note*—European clerks received the maximum of £120=Rs. 150, whereas Asian maximum was Rs. 50 *i.e.* a ratio of 3 : 1.

The maximum of European Office Superintendents was £105=Rs. 131, whereas Asian I Grade Clerks' minimum was Rs. 45 *i.e.*, an approximate ratio of 3 : 1.

## APPENDIX XVII

*A Statement comparing Privileges enjoyed by Europeans & Asian Clerks. Privileges not enjoyed by Asians.*

<i>Privilege.</i>	<i>European.</i>	<i>Asian.</i>
Outfit Allowance on 1st appointment.	£30.	No such privilege,
Assisted Family Passages.	50 per cent. of the cost of passages for wife.	No such privilege,
Furniture Allowance.	Granted.	No such privilege,
Refund of Hotel expenses.	Granted when travelling on duty instead of subsistence allowance.	No such privilege,
Climatic Allowance.	Allowed to count two years' service as three for purposes of pension, <i>i.e.</i> , 50% added to pensionable emoluments.	No such privilege,
Medical Treatment at Home.	If disease contracted locally-free treatment.	No such privilege,

*Privileges enjoyed by Asians in a restricted form.*

Privilege Leave.	4 months after 20 months, 6 months after 30 months, extensions on medical certificate up to 6 months on full pay and for further 6 months on half pay.	3 months after 38 months, 5 months after 43 months, extensions on medical certificate 3 months on half pay.
Free Quarters.	Generally granted.	Only a very limited number.
Acting Allowance.	Liberally granted-no specific limit.	Granted in very exceptional cases and maximum limited to Fls. 75/- p.m.
Travelling Expenses.	Actual expenses refunded.	No such privilege, Fl. 1/- portorage allowance granted in Nairobi and Mombasa only.
Pensions.	All permanent hands pensionable.	Only III and higher grades pensionable.
General prospects.	Have chance of rising to highest post in the service through ability.	Cannot rise higher than Clerical or subordinate ranks.

## APPENDIX XVIII.

A comparative table showing the scales of salaries at present and under the proposed re-adjustment i.e. 20 Shillings for every Fls. 15 of salary plus Local Allowance on the same terms as the European Staff.

GRADE.	Pre-revision scales		Pre-revision scales with War Bonus.			Revised scales.	Proposed Scales.	
	without War Bonus.		Salary.	War Bonus.	Total.		With 25% Local Allowance.	No. Local Allowance.
	Rs.		Rs.	or Fls.		Fls.	Fls.	
IV Grade,	Minimum,	90	90	50	140	75	62.50	50
	Increment,	8			6	7.50	6.25	5
	Maximum,	120	120	49	169	120	100	80
III Grade,	Minimum,	125	125	49	174	125	104	94
	Increment,	7-50.			7.50	10	8.33	6.68
	Maximum,	155	155	48	203	180	150	120
II Grade,	Minimum,	160	160	48	208	190	158.88	126.68
	Increment,	10			10	15	12.50	10
	Maximum,	220	220	47	267	255	212.50	170
I Grade,	Minimum,	285	285	47	282	260	216.88	172.06
	Increment,	15			15	No fixed. increments.		
	Maximum,	800	800	47	847	None granted.		

It will be noticed that the revised salaries were less advantageous than the old with War Bonus, which was sanctioned after full investigation by a Special Commissioner sent from Home and the circumstances have not materially improved since. If the present proposal is given effect to, they will be on a much lower level than even the pre-revision scales without War Bonus. It will be impossible to maintain an existence on these.

## APPENDIX XIX.

*Loss on Proposed Reduction of Salary.*

## UGANDA RAILWAY.

Clerk on 10th Year of his Service.

Provident Fund at present Salary with interest @ 3 % per annum.		Provident Fund, Interest at the rate of 3 % p.a.	On proposed reduction by one third cut.
...	Fls. cts.	...	Fls. cts.
10th year getting	190-00		
Bonus.	142-50		
...	332-50	... 10th Year.	126-66
Interest.	9-96	...	96-00
...	342-46	...	222-66
11th year increment,	205-00	...	8-76
Bonus.	153-75	...	231-42
...	701-21	... 11th Year.	136-66
Interest.	21-06	...	102-50
...	722-27	...	470-58
12th year increment,	220-00	...	10-10
Bonus.	165-00	...	480-68
...	1,107-27	... 12th Year.	146-66
Interest.	33-21	...	110-00
...	1,140-48	...	737-34
13th year increment,	235-00	...	16-11
Bonus.	176-25	...	753-45
...	1,551-73	... 13th Year.	156-66
Interest.	46-56	...	117-50
...	1,598-29	...	1,027-61
14th year increment,	250-00	...	30-91
Bonus.	187-50	...	1,058-42
...	2,035-79	... 14th Year.	166-66
Interest.	61-05	...	125-00
...	2,096-84	...	1,350-08
15th year increment,	255-00	...	40-55
Bonus.	191-25	...	1,391-64
...	2,543-09	... 15th Year.	170-00
Interest.	76-29	...	127-50
...	2,619-38	...	1,689-14
Gratuity 15 year's service @ Fls. 255/- p.m.		...	50-70
15 @ 127/50 cts. = Fls. 1912-150,		...	1,739-84
or Shs. = Fls. 3825-00.		...	
...		... On R. F. Fls.	
...		... Loss = 880 approximately	
...		... or Shs. = 1760.	
...		... Gratuity 15 year's service @)	
...		Fls. 170, 15 @ Fls. 85. = Fls. 1275	
...		... or Shs. 2550,	

Loss on Gratuity = 1275 Shs.  
(3825-2550).

Total Loss on Provident Fund and Gratuity, = 1760 + 1275 = 3035 Shillings.

## APPENDIX XX.

*The Secretariat,  
Nairobi,  
Kenya,*

No. S. 19492.3.59 of 30th March, 1922.

Gentlemen,

With reference to your petition No. 3.4.21 of the 6th October, 1921, and my letter No. S. 19492.3.34 of the 14th November, 1921, I have the honour to inform you that a reply has been received from the Secretary of State which contains the following decisions on the points raised in your petition of 6th October, 1921.

- (I) The limitation in number of clerks in any grade below the II grade will be abolished but the Secretary of State instructs the retention of the limitation in respect of the II grade, the numbers in which are fixed yearly in the Estimates according to the requirements of the various Departments. A Circular on the subject has been issued.
- (II) The Secretary of State is unable to approve the suggestion that, when 2nd class accommodation on the Railway is not available, 1st class should be granted.
- (III) The rule as to averaging, for computation of pension, the salary of the three years preceding retirement, must be maintained. Two years is the period taken for this purpose in the case of European officers, because for the purpose of calculating European pensions, East Africa is classed as an unhealthy place and two years service may therefore be reckoned as three. East Africa is not, however, classed as an "unhealthy place" for the purpose of computing the pensions of non-European staff, and there is therefore no ground for departing from the rule that where averaging is necessary the average should be taken over a period of three years.
- (IV) As regards your request for uniformity in the conditions of service for Europeans and Non-Europeans, the Secretary of State is of opinion that these are quite separate, and each service must be considered and dealt with in the light of the conditions and circumstances which are applicable to it. Because a certain privilege or concession is granted to Non-Europeans, it does not necessarily follow that the same privilege or concession should be granted to Europeans, nor if a privilege or concession is granted to Europeans need it necessarily be granted to Non-Europeans. The Secretary of State is not prepared to agree that it is either necessary or desirable to introduce generally a uniformity in the terms and conditions of service of the two branches, as urged by your Association.

2. The following further points are still the subject of correspondence with the Secretary of State:—

- (I) Replacement of Europeans by Asiatics in Junior posts.
- (II) Subsistence allowance and detention allowance at Mombasa.
- (III) Detention allowance at Bombay.
- (IV) Furniture.
- (V) Luggage allowance.
- Advances in India.
- Porterage allowance.



3. The Secretary of State expresses regret at the view expressed in the petition that no genuine effort has been made to improve the conditions of service of the Non-European staff, and that the new terms of service are in fact less advantageous than the old. Within the limits imposed by present financial and other circumstances, important concessions have been made both in regard to salaries and in regard to general conditions of service; and he trusts that this fact is more generally appreciated by the staff than the petition would appear to indicate.

I have the honour to be,  
Gentlemen,  
Your obedient servant,

(Sd.) G. A. S. NORTHCOTE,  
*for Colonial Secretary.*

*The Joint Secretaries,  
The Kenya Asian Civil Service Association,  
P. O. Box No. 311, Nairobi.*

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## APPENDIX XXa.

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*Chief Secretary's Office,  
Entebbe, Uganda,  
13th May, 1922.*

Circular No. 16 of 1922.

### TERMS OF SERVICE FOR THE NON-EUROPEAN STAFF PROMOTION OF 4TH GRADE CLERKS.

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The following addition is made to paragraph 3 of Secretariat Circular No. 40 of 1921:—

“All clerks in the 4th grade who are engaged prior to the publication of the New Conditions of Service will be allowed to enter the 3rd grade on 1st April, 1920, subject to the proviso that no clerk will be eligible for promotion until he has completed at least one year's service in the 4th grade.

2. Clerks who were promoted to the 3rd grade on completion of 3 years' service between 1st April, 1920, and 24th December, 1921, should be treated in the same manner and their salaries adjusted accordingly.

3. Clerks who are adversely affected under this circular will not be called upon to refund any portion of salary which they may be drawing at present under paragraph 2 of Chief Secretary's Circular No. 13 of 1920, but their incremental date will be in accordance with this circular in future, *i.e.*, in all cases the incremental date will be the date of promotion.

(Sd.) E. C. ELIOT,  
*Acting Chief Secretary to the Government.*

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## APPENDIX XXI.

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*Statement of some of the principal sacrifices being made by the Asian Staff owing to the Financial condition of the Colony.*

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### (1) *Want of Quarters.*

The necessity for building quarters for the Asian Staff was admitted by the Secretary of State as far back as 1914 and quarters promised when finances improved.

Provision has been made in the estimates year after year since, but utilized for other services not connected with the Asian Staff. There are disproportionately limited quarters at Nairobi and Kisumu only. In other big towns no quarters built. Owing to the prevailing high rents the House Allowance is very inadequate and in the case of married officials does not even cover half of the rent they are compelled to pay.

In the case of European houses are rented by Government and allotted to staff.

(2) *Salaries of I Grade Officials.*

The Government of Uganda has decided that whenever increases are granted to I grade officials the amount of increment should not be less than Fls. 20 p.m., and accordingly it has fixed the incremental stages of that grade. In consequence of this the difference in the method of adjustment of salaries of officials promoted to I grade on 1st April, 1920, resulted in the similar Uganda officials scoring Fls. 18 more per month; as under :--

	Uganda.		Kenya.
Salary on 1-4-20 ..	Fls 235	..	Fls. 235
Add. War Bonus ..	.. 47	..	.. 47
	<hr/>		<hr/>
	.. 282	..	.. 282
Next incremental step	.. 300	..	Nil.

Difference Fls. 18 per month.

This means that even a junior Uganda official will draw more pension than the corresponding senior Kenya official in spite of the fact that formerly the maximum of Kenya I grade was Rs. 300 and that of Uganda Rs. 250.

Moreover it must be remembered that there is a special grade in Uganda rising by regular increments to Fls. 400 whereas Kenya's maximum is fixed at Fls. 260 only, although whatever difference there is in the nature and responsibility of the work is not against the Kenya officials.

(3) *Limitation of III grade Posts.*

Uganda has removed the limit on III grade as from 1st April, 1920, whereas Kenya maintained it, apparently against the Secretary of State's intention, until the beginning of the current year which, taking into consideration the method of adjustment adopted by Uganda and the increments foregone by Kenya officials means a great loss in emoluments to the latter as shown below, both were drawing Fls. 102 p.m. on 31st March, 1920:—

	Uganda.		Kenya.
	Promoted on 1-4-20.		Promoted on 1-1-22.
Minimum III Grade	Fls. 125	Salary on 1-4-20	Fls. 108
Add War Bonus ..	.. 24	..	.. 24
	<hr/>		<hr/>
	.. 149	..	.. 132
Next incremental point	.. 155	..	.. 135
Two increments in 1921 and 1922 ..	.. 20	..	Nil.
	<hr/>		
	.. 175 p.m.		

Difference Fls. 40 per month.

Copies of the relative Kenya and Uganda circulars (vide XXa and XXIa) are attached from which it will be perceived that in Uganda all the permanent IV grade clerks in service prior to 1st April, 1920, are eligible for promotion, whereas in Kenya only clerks who have completed 3 years in the IV grade (there was a V grade before in Kenya and clerks were engaged generally on that grade) or those whose emoluments exceeded the maximum of IV grade are eligible for promotion. This means that married clerks by reason of their higher war bonus have had chance for promotion whereas bachelors who comprise the vast majority of this grade have been left out of the scope of the circular.

Those who have not been promoted have not received increments since 1920.

Considering that the IV grade forms the bulk of the Asian Staff this represents a very great sacrifice.

## APPENDIX XXIa.

### COLONY AND PROTECTORATE OF KENYA.

No. S. 19492.9.42.  
Circular No. 23.

*The Secretariat,  
Nairobi,  
15th March, 1922.*

#### TERMS OF SERVICE—NON-EUROPEAN CLERICAL STAFF.

With reference to Circular No. 48 of 1920, the following amendments have been approved.

##### 2. *Establishment.*

- (a) Clerks, who were on the permanent establishment prior to 1st April, 1920, and whose substantive salary plus War Bonus on 1st April, 1920, exceeded the maximum salary of the IV Grade, may be allowed to enter the III Grade at the incremental step equal to or next above the amount of their salary and temporary allowances, irrespective of their completion or otherwise of a period of three years probationary service, subject to their being satisfactorily reported on by their Heads of Departments and subject to the proviso that Clerks so promoted shall be required to serve the necessary three years on probation before being admitted to the pensionable establishment. Such promotions, however, will only have effect from 1st January, 1922.
- (b) Clerks who have served three years in the IV Grade may be allowed to enter the III Grade subject to their being satisfactorily reported on by their Heads of Departments and to their having attained to the requisite standard in Typewriting, Filing, Accounts and Stores work.

3. No recommendations should be submitted under these heads unless the Clerks have shown special ability and are in your opinion suitable for permanent appointment.

4. I shall be glad if you will forward to me through the Honourable Treasurer the names of any Clerks whose entry into the III Grade you may wish to recommend, together with your report.

(Sd.) G. A. S. NORTHCOTE,  
*for Colonial Secretary*

To

All Heads of Departments;  
All Senior Commissioners;  
All Resident Commissioners;  
The Officers-in-Charge. N. F. D., Masai Reserve and Suk-Kamasi.  
Reserve.



COLONY AND PROTECTORATE OF KENYA.

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## COLONIAL LOANS

Statement submitted to Legislative Council  
at the August, 1928, Session.

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## INDEX.

	PAGE.
I. £5,000,000 Loan of 1921 .. .. .	1
II. £5,000,000 Loan of 1927 .. .. .	2
III. £3,500,000 Loan of 1928 .. .. .	3
IV. Advances pending raising of Authorised Loans :	
(1) Colonial Development .. .. .	4
(2) Further Railway and Harbour Development .. .. .	4
V. Summary .. .. .	5
Appendix I .. .. .	6-9
„ II .. .. .	10-17

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# I.—£5,000,000 Loan (1921)

(CHAPTER 47 OF REVISED LAWS OF KENYA. BEARING INTEREST AT 6%.  
FLOATED AT £95)

Item.	Description.	Revised Allocation.	Actual Expenditure	Total Expenditure including proportionate shares of items (5) & (6).
		£	£	£
1.	Kilindini Harbour Works .. .. .	1,094,594	{ 1,094,594 165,792* 116,649†	{ 1,377,035
2.	Uasin Gishu Railway .. .. .	1,400,000	{ 1,400,000 212,163* 149,195†	{ 1,761,358
3.	Repayment to H.M. Treasury of Loans already made for development purposes (a) Colony .. ..	(a) 91,267	{ 91,267 8,447†	{ 99,714
	(b) Railway .. .. .	(b) 1,012,645	{ 1,012,645 93,719†	{ 1,106,364
4.	Repayment to Revenue of Advances made from Revenue for Military Expenditure in connection with the War and Purchase of Reserve Stores for Railway and Steamer Services .. .. .	600,000	{ 600,000 55,529†	{ 655,529
5.	Payment of Interest .. .. .	377,955	} Apportioned as above.	
6.	Expenses of Issue and Deduction for Discount ..	423,539		
		£5,000,000	£5,000,000	£5,000,000

\* Proportionate share of Interest.

† Proportionate share of Expenses of Issue.

## II.—£5,000,000 Loan (1927).

SPECIFIC LOAN ORDINANCE NO. 22/1927. BEARING INTEREST AT 5%. FLOATED AT £99/10/0.

Item.	Description.	Proposed Allocation.	Actual Expenditure to 30-4-1928.	Estimated Expenditure 1-5-1928 to 31-12-1928.	Total Estimated Expenditure by 31-12-1928.	Remarks.
1	Completion of Uasin Gishu Railway .. ..	£ 600,000	£ 596,282	£ 3,718	£ 600,000	Work completed.
2.	General Improvements on Main Line and additional Equipment .. .. .	125,000	125,000	..	125,000	do.
3.	Purchase and Re-conditioning of Voi-Kahe Branch Railway .. .. .	100,000	99,957	43	100,000	do.
4.	Additional Locomotives and Rolling Stock ..	200,000	200,000	..	200,000	
5.	General Port Development at Mombasa .. ..	550,000	526,001	23,999	550,000	
6.	Repayment of Loan of £3,500,000 raised under the Authority of the Imperial Loan Ordinance 29 of 1924 .. .. .	3,256,250	3,256,250	..	3,256,250	The actual cost of redemption of the 1924 £3,500,000 Loan was £3,280,467; the difference between this amount and the figure in the Schedule has been included in the proposed Schedule of the 1928 £3,500,000 Loan.
7.	Expenses of Issue and Deduction for Discount ..	168,750	178,008	-9,258	168,750	
	£	5,000,000	4,981,498	18,502	5,000,000	



### III.—£3,500,000 Loan (1928).

SPECIFIC LOAN ORDINANCE NO. 22/1927. BEARING INTEREST AT 4½%. FLOATED AT £95.

Item.	Description.	Proposed Allocation.	*Actual Expenditure to 30-4-1928.	Estimated Expenditure 1-5-1928 to 31-12-1928.	Total Estimated Expenditure by 31-12-1928.	Remarks.
		£	£	£	£	
	<b>RAILWAY AND HARBOUR DEVELOPMENT :</b>					
1.	Construction of Nyeri, Kitale and Solai Branch Railways .. .. .	845,000	803,198	..	803,198	
2.	General Improvements on Main Line and additional Equipment .. .. .	175,000	132,431	42,569	175,000	.
3.	Purchase of site for New Railway Station, Mombasa	55,000	53,306	1,694	55,000	
4.	Additional Locomotives and Rolling Stock..	831,000	616,921	214,079	831,000	.
5.	General Port Development at Mombasa .. ..	650,000	264,421	187,200	451,621	
6.	Interest out of Capital during Construction Period of Works .. .. .	55,000	51,980	3,020	55,000	
7.	Balance of Repayment of Loan of £3,500,000 raised under the Authority of the Imperial Loan Ordinance 29 of 1924 .. .. .	24,217	24,217	..	24,217	
	<b>COLONIAL DEVELOPMENT :</b>					
8.	(a) Public Buildings .. .. .	278,754				
	(b) Municipal Requirements .. .. .	240,269				
	(c) Roads and Bridges .. .. .	88,000				
9.	Expenses of Issue and Deduction of Discount ..	257,760	..	257,760	257,760	
	£	3,500,000	2,501,691	758,128	3,259,819	

\* Expenditure has been charged to Advances pending raising of Authorised Loans, as Loan was not floated until May 1928.

## IV.—Advances Pending Raising of Authorised Loans.

(1) Colonial Development	...	...	...	Total	£2,132,686
Less provision in £3½ Million Loan					£607,023
Net amount chargeable to Advances					£1,525,663

Item.	Select Committee on Loan Proposals Estimate.	*Revised Allocation approved by Sec. of State and Leg. Council.	Actual Expenditure to 30-4 1928.	Estimated Expenditure 1-5-1928 to 31-12-1928	Total Estimated Expenditure by 31-12-1928.	Motion in Legislative Council.	Remarks.
<b>A.—PUBLIC BUILDINGS.</b>							
(1) Housing for Government Servants ..	£ 626,430	£ 538,882	£ 113,751	£ 68,831	£ 182,532	£10,000 on 2-2-25 £20,000 ,, 2-8-25 £596,430 ,, 25-3-26 £79,667 ,, 25-3-26 £125,000 ,, 20-2-25 £185,000 ,, 25-3-26 £ 7,712 ,, 19-5-28 £4,500 ,, 18-3-26 £114,813 ,, 25-3-26 £2,550 Loan Ordinance No. 22/1927. £10,000 on 20 2-25 £743 Loan Ordinance No. 22/1927. £15,000 on 20-2-25	
(2) Medical Buildings .. .. .	79,667	71,100	5,622	15,415	21,037		
(3) Educational Buildings .. ..	270,000	284,500	92,827	66,662	159,489		
(4) Other Buildings .. .. .	133,813	92,899	35,806	2,653	38,459		
(5) Maize Drying Installation ..	10,000	10,743	10,743	..	10,743		
(6) Cold Storage Installation ..	15,000	11,300	11,298	..	11,298		
(7) Establishment, Buildings (To meet this expenditure an amount is reserved from each group of Buildings in (1) to (4) and (7) ..	..	153,440	56,640	25,751	82,391		
<b>B.—MUNICIPAL REQUIREMENTS.</b>							
(1) Mombasa Town Planning .. ..	129,000	129,000	32,934	96,066	129,000	20-2-25	
(2) Mombasa Old Town .. .. .	50,000	50,000	46,057	3,943	50,000	25-3-26	
(3) Mombasa Water Supply .. ..	100,000	89,750	7,399	36,938	44,387	20-2-25	
(4) Nakuru Water Supply .. .. .	11,000	10,050	8,893	1,155	10,048	25-3-26	
(5) Kisumu Water Supply .. .. .	27,500	25,670	23,997	1,673	25,670	20-2-25	
(6) Eldoret Water Supply .. .. .	30,000	28,000	24,451	3,549	28,000	20-2-25	
(7) Advances—Nairobi Corporation ..	105,000	290,847	82,610	22,390	105,000	£85,000 on 25-3-26 £20,000 ,, 21-8-25 £20,000 ,, 21-12-26 £100,000 ,, 28-11-27 £65,847 ,, 19-5-28	
(8) Establishment, Water Supplies. (To meet this expenditure an amount is reserved from Water Supply items (3) to (6). .. .. .	..	15,030	5,552	1,152	6,704		
<b>C.—COMMUNICATIONS.</b>							
(1) Road Survey of Colony .. .. .	25,000	8,500	5,740	2,760	8,500	25-3-26	
(2) Main Roads and Bridges .. ..	50,000	43,040	21,038	18,962	40,000	25-3-26	
(3) Feeder Roads .. .. .	..	100,000	..	30,000	30,000	17-11-27	
(4) Makupa Causeway .. .. .	50,000	50,000	16,645	23,355	40,000	25-3-26	
(5) Road Plant .. .. .	50,000	46,500	32,006	17,994	50,000	25-3-26	
(6) Trunk T'phone, Nairobi to Nakuru	12,600	12,600	..	..	..	25-3-26	
(7) Trunk T'phone, Nairobi to Mombasa	45,675	40,675	..	..	..	25-3-26	
(8) Nairobi Underground Telephone System .. .. .	11,000	..	..	..	..	25-3-26	
(9) Establishment, Roads. (To meet this expenditure an amount is reserved from items (1), (2) and (5) ..	..	26,960	8,758	5,899	14,657		Deleted from Loan Schedule as expenditure has been met from Revenue.
<b>D.—MISCELLANEOUS.</b>							
(1) Water Boring Apparatus .. ..	6,500	..	..	..	..	25-3-26	Deleted from Loan Schedule as expenditure has been met from Revenue.
(2) Water and Sewerage Mains for New Loan Buildings .. .. .	..	3,200	..	..	..		The expenditure on this item has been temporarily charged to the European School, Nairobi, and will be adjusted later.
(3) Machinery and Plant .. .. .	..	..	27,126	..	27,126		
Less provision in £3½ Million Loan.	1,838,185	2,132,686	669,893	445,198	1,115,091		
	..	607,023	555,217	51,806	607,023		
<b>TOTALS £ ..</b>	<b>1,838,185</b>	<b>1,525,663</b>	<b>114,676</b>	<b>393,392</b>	<b>508,068</b>		

### (2) Further Railway and Harbour Development—Total £383,533.

Item.	Original Allocation.	Revised Allocation.	Actual Expenditure to 30-4 1928.	Estimated Expenditure 1-5-1928 to 31-12-1928.	Total Estimated Expenditure by 31-12-1928.	Authoritative Motion in Legislative Council.	Remarks.
(1) Completion of Berths (3 and 4) at Kilindini .. .. .	£ 150,000	£ 150,000	£ 805	£ 74,195	£ 75,000	19-5-28	
(2) Port Improvements .. .. .	25,000	25,000	..	..	..	19-5-28	
(3) Thompson's Falls Branch Railway..	265,000	208,533	28,729	101,271	130,000	£265,000 on 17-11-27	
	440,000	383,533	29,534	175,466	205,000		

\* For full Details See Appendix I.

## V.—Summary.

ITEM.	Amount.	Actual Expenditure to 30-4-1928.	Estimated Expenditure 1-5-1928 to 31-12-1928.	Total Estimated Expenditure by 31-12-1928	Remarks.
I. £5,000,000 LOAN OF 1921 .. .. .	£ 5,000,000	£ 5,000,000	£ ..	£ 5,000,000	
II. £5,000,000 LOAN OF 1927 .. .. .	5,000,000	4,981,498	18,502	5,000,000	
III. £3,500,000 LOAN OF 1928 ' .. .. .	3,500 000	2,501,691	758,128	3,259,819	
IV. ADVANCES PENDING RAISING OF AUTHORISED LOANS	<del>*2,020,196</del> *1,909,196	144,210	568,858	713,068	
TOTAL ..£	<del>15,520,196</del> 15,409,196	12,627,399	1,345,488	13,972,887	

\*This total does not include further advances of £668,000 for Berths 5 and 6, and £7,500 for completion of Government House Ball-room as although these items have been passed by Legislative Council they have not as yet received the approval of the Secretary of State.

## Appendix I.

(1) HOUSING FOR GOVERNMENT SERVANTS. (2) MEDICAL BUILDINGS.

A.—PUBLIC BUILDINGS.	Select Committee on Loan Proposals Estimate.	Revised Estimate.	* Works approved by Loan Works Committee.	Actual Expenditure To 30-4-1928.	Estimated Expenditure 1-5-28 to 31-12-28	Total estimated Expenditure by 31-12-28.
	£	£	£	£	£	£
(i) Government House, Mombasa .. ..	..	19,400	19,400	19,789	..	19,789
(ii) Government House, Nairobi .. ..	80,000	60,600	60,600	56,697	..	56,697
(iii) Housing at Outstations .. ..						
Kwale .. ..	2,293	2,293	1,693	835	622	1,463
Malindi .. ..	4,701	4,701	..	..	..	..
Tana River .. ..	1,834	1,834	..	..	..	..
Voi .. ..	3,419	3,419	1,932	..	200	200
Kitui .. ..	4,305	4,305	4,305	2,972	942	3,914
Machakos .. ..	4,983	4,983	7,497	396	1,604	2,000
Ngong .. ..	..	4,500	4,500	5,022	..	5,022
Narok .. ..	5,108	608	..	..	..	..
Nakuru .. ..	7,441	7,441	11,348	38	2,998	3,036
Kisumu .. ..	13,865	13,865	13,919	3,505	4,744	8,249
Kisii .. ..	3,315	3,315	..	..	..	..
Kericho .. ..	656	656	..	..	..	..
Nandi .. ..	1,834	1,834	..	..	..	..
Kakamega .. ..	12,433	12,433	14,319	3,408	8,109	11,517
Kyambu .. ..	3,669	3,669	..	..	..	..
Fort Hall .. ..	9,393	9,393	3,340	..	500	500
Kerugoya .. ..	..	..	3,128	53	947	1,000
Muriranjias .. ..	..	..	3,128	..	750	750
Meru .. ..	3,857	3,857	5,771	13	2,009	2,022
Nyeri .. ..	5,900	5,900	1,875	..	1,000	1,000
Rumuruti .. ..	7,892	7,892	6,990	1,670	2,263	3,933
Eldoret .. ..	16,073	16,073	21,117	1	1,999	2,000
Nanyuki .. ..	..	..	2,994	..	1,000	1,000
(iv) Housing at Mombasa and Nairobi .. ..						
Mombasa .. ..	111,155	111,155	73,700	113	11,420	11,533
Nairobi .. ..	317,488	317,488	126,435	17,239	27,718	44,957
(v) Kabete .. ..	..	..	2,000	2,000	..	2,000
	626,430	626,430	389,991	113,751	68,831	182,582
Less amount allocated to Establishment Charges .. ..	..	87,548	..	..	..	..
Total .. £	626,430	538,882	389,991	113,751	68,831	182,582
(2) MEDICAL BUILDINGS.						
Mombasa .. ..	14,350	14,350	..	..	..	..
Malindi .. ..	4,795	4,795	..	..	..	..
Tana River .. ..	2,085	2,085	..	..	..	..
Voi .. ..	6,870	6,870	4,000	..	..	..
Kitui .. ..	3,075	3,075	3,075	1,704	1,040	2,744
Machakos .. ..	8,340	8,340	4,170	..	2,000	2,000
Narok .. ..	2,397	2,397	..	..	..	..
Nakuru .. ..	5,212	5,212	5,212	..	2,000	2,000
Kisumu .. ..	12,875	12,875	..	..	..	..
Kakamega .. ..	8,200	8,200	8,200	1,100	6,219	7,319
Fort Hall .. ..	9,383	9,383	3,128	81	419	500
Kerugoya .. ..	..	..	3,128	..	1,000	1,000
Muriranjias .. ..	..	..	3,127	..	500	500
Meru .. ..	2,085	2,085	2,085	..	519	519
Eldoret .. ..	..	..	5,000	2,737	1,718	4,455
Less amount allocated to Establishment Charges .. ..	79,667	79,667	..	..	..	..
	..	8,567	..	..	..	..
Total .. £	79,667	71,100	41,125	5,622	15,415	21,037

\* For details see Appendix II

## Appendix I.—Contd.

(3) EDUCATIONAL BUILDINGS (4) OTHER BUILDINGS.

A.—PUBLIC BUILDINGS.	Select Committee on Loan Proposals Estimate.	Revised Estimate.	* Works approved by Loan Works Committee.	Actual Expenditure To 30-4-1928.	Estimated Expenditure 1-5.28. to 31-12-1928.	Total estimated Expenditure to 31-12-28.
	£	£	£	£	£	£
<b>(3) EDUCATION BUILDINGS.</b>						
<b>EUROPEAN :</b>						
Nairobi .. ..	35,000	38,312	38,312	33,604	896	34,500
Kabete .. ..	80,000	80,000	80,000	69	2,931	3,000
Nakuru .. ..	40,000	37,500	38,400	22,929	11,371	34,300
Eldoret .. ..	40,000	40,000	40,000	8,900	16,800	25,700
Kitale .. ..	20,000	20,000	22,500	341	4,713	5,054
<b>INDIAN :</b>						
Nairobi .. ..	30,000	60,000	60,000	7,178	23,357	30,535
<b>ARAB :</b>						
Mombasa .. ..	13,000	13,000	..	..	..	..
<b>AFRICAN :</b>						
Kabete .. ..	12,000	26,400	26,400	19,806	6,594	26,400
	270,000	315,212				
<i>Less amount allocated to Establishment Charges .. ..</i>	..	30,712				
<b>Total ..</b>	<b>270,000</b>	<b>284,500</b>	<b>305,612</b>	<b>92,827</b>	<b>66,662</b>	<b>159,489</b>
<b>(4) OTHER BUILDINGS.</b>						
Mombasa .. ..	40,000	23,550	23,550	23,626	..	23,626
Kwale .. ..	..	..	600	545	..	545
Nairobi .. ..	80,000	82,149	2,224	2,428	..	2,428
Ngong .. ..	..	..	550	..	..	..
Nakuru .. ..	7,298	7,298	8,500	6,202	206	6,408
Meru .. ..	..	..	667	..	..	..
Rumuruti .. ..	3,075	3,075	2,000	146	1,640	1,786
Machakos .. ..	..	..	680	94	511	605
Eldoret .. ..	3,440	3,440	3,440	2,765	297	3,062
Nanyuku .. ..	..	..	400	..	..	..
	133,813	119,512				
<i>Less amount allocated to Establishment Charges .. ..</i>	..	26,613				
<b>Total ..</b>	<b>133,813</b>	<b>92,899</b>	<b>42,611</b>	<b>35,806</b>	<b>2,654</b>	<b>38,460</b>

\* For details see. Appendix II.

## Appendix I.—Contd.

## (1) AND (2) ROADS SURVEY AND MAIN ROADS AND BRIDGES.

(C) COMMUNICATIONS.	Approved Estimate.	Revised Estimate.	Actual Expenditure to 30-4-28.	Estimated Expenditure 1-5-28 to 31-12-28.	Total Estimated Expenditure by 31-12-28.
(1) ROAD SURVEY.	£	£	£	£	£
(a) Feeder Roads:					
Nairobi .. .. .	25,000	25,000	5,740	2,760	8,500
Nakuru .. .. .					
Kisumu .. .. .					
Nyeri .. .. .					
Uasin Gishu .. .. .					
Trans-Nzoia .. .. .					
(b) Main Roads:					
Nairobi-Mombasa .. .. .					
(c) Bridges and Approaches					
(d) Subsidiary Roads .. .. .					
Less amount allocated to Establishment Charges .. .. .	25,000	25,000			
	..	16,500			
Total ..	25,000	8,500	5,740	2,760	8,500
(2) MAIN ROADS AND BRIDGES.					
(a) Mombasa-Kilindini .. .. .	24,000	24,000	15,317	6,183	21,500
(b) Muhoroni-Songhor-Chemil .. .. .	21,500	21,500	5,721	12,779	18,500
(c) Contingencies .. .. .	4,500	4,500	..	..	..
Less amount allocated to Establishment Charges .. .. .	50,000	50,000			
	..	6,960			
Total ..	50,000	43,040	21,038	18,962	40,000

## Appendix I.—Contd.

## (7) ADVANCES TO NAIROBI CORPORATION.

B. Municipal Requirements.	Loans required by Municipality	Amounts approved by Secretary of State and Leg. Council.	Actual Expenditure 30-4-1928.	Total Estimated Expenditure by 31-12-28.
	£	£	£	£
<b>WATER SUPPLY.</b>				
1. General Improvements .. .. .	30,000	30,000	28,389	29,000
2. Distribution Mains, etc. .. .. .	9,000	9,000	9,000	9,000
3. New Water Main from Kikuyu .. .. .	20,000	20,000	14,465	14,465
4. Meters for all Consumers .. .. .	6,000	6,000	2,794	6,000
5. Service Reservoir, Scott Sanitorium .. .. .	7,500	7,500	..	..
6. Purification Plant .. .. .	750	750	..	..
7. Covering Hill Tanks .. .. .	500	500	..	..
8. Further amount required for (2) above .. .. .	3,286	3,286	4,170	4,500
9. Eastleigh Extension .. .. .	3,211	3,211	..	3,211
<b>ROAD PLANT.</b>				
1. Road Plant .. .. .	6,878	6,878	6,878	8,366
2. Road Depot .. .. .	622	622	622	622
3. Concrete Native Houses .. .. .	2,500	2,500	2,500	2,500
4. Quarry Plant .. .. .	4,000	4,000	..	..
<b>ROADS AND SANITATION.</b>				
1. Native Market .. .. .	3,072	3,072	3,072	3,072
2. Water-borne Sewage .. .. .	11,002	11,002	9,100	10,222
3. Water-borne Sewage for River Road Area with outfall works .. .. .	10,000	10,000	..	..
4. Roads and Bridge Widening .. .. .	926	926	926	926
5. Renovation and Installation of Drains .. .. .	3,000	3,000	..	..
<b>MISCELLANEOUS.</b>				
1. Native Location .. .. .	5,000	5,000	5,000	5,000
2. Jivanjee Properties .. .. .	20,000	20,000	20,000	20,000
3. Native Housing Scheme .. .. .	16,000	16,000	13,090	13,090
4. Slaughter House .. .. .	8,000	8,000	..	4,000
5. Public Latrines .. .. .	1,500	1,500	..	700
6. Artizans Quarters at Landhies .. .. .	1,600	1,600	..	..
7. Boys' Quarters at City Park .. .. .	500	500	..	400
8. Pumwani Housing .. .. .	16,000	16,000	..	4,000
9. Conversion of murrum roads into tar and macadam roads .. .. .	100,000	100,000	..	25,000
£	290,847	290,847	120,006	164,074
Less Expenditure met from Municipal Revenue	..	..	37,396	59,074
<b>Total £</b>	<b>290,847</b>	<b>290,847</b>	<b>82,610</b>	<b>105,000</b>

## Appendix II.

### A. -Public Buildings.

#### 1.—HOUSING FOR GOVERNMENT SERVANTS.

STATION.	Select Committee's Recommendations.			Approved by Loan Works Building Committee.			Remarks.
NAIROBI ..	9 Class 1 Houses at £2,000 ..	£	18,000	7 Class 3(a) Houses at £1,500..	£	10,500	Resolution No. 4 of meeting held on 27-3-28  50 Houses approved by Resolution No. 7 of meeting held on 20-7-1927. 50 Houses approved by Resolution No. 3 of meeting held on 13-12-1927. Resolution No. 4 of meeting held on 20-7-27. Resolution No. 6 of meeting held on 1-5-26.
	12 " 2 " £1,600 ..		19,200	16 " 3 " £1,270..		20,300	
	100 " 3 " £1,200 ..		120,000	13 " 4 " £1,075..		13,925	
	237 " 5 " £550 ..		130,350	Additional amount required for Houses at Kabete .. ..		410	
	Establishment Charges .. ..		7,188	64 Class 5 Houses .. ..		31,710	
				36 Class 5 Houses .. ..		26,290	
	Quarters for Africans .. ..		22,750	Quarters for Africans .. ..		22,750	
			317,488	Treasurer's Bungalow .. ..		550	
						126,435	
MOMBASA ..	6 Class 2 Houses at £2,000 ..	£	12,000	12 Class 4 Houses at £1,400 ..	£	16,800	Resolution No. 2(c) of meeting held on 1-3-28 Resolution No. 2 (ii) of meeting held on 13-5-27.  Resolution No. 2 of meeting held on 20-10-27
	7 " 3 " £1,600 ..		11,200	80 " 5 " £580 ..		46,400	
	150 " 5 " £500 ..		75,000	Quarters for Africans .. ..		10,500	
	Establishment Charges .. ..		2,455				
	Quarters for Africans .. ..		10,500			73,700	
			111,155				
GOVERNMENT HOUSE, MOMBASA				Government House, Mombasa .. ..		19,400	Resolution No. 3 of meeting held on 14-3-27.
KWALE ..	1 Class 2 House at £2,200 ..		2,200	1 Class 2 House at £1,600 ..		1,693	Resolution No. 6 of meeting held on 14-3-27, and No. 5 of meeting held on 19-4-27.
	Establishment Charges .. ..		93				
			2,293				
	<i>Carried Forward</i> .. ..		£ 430,936	<i>Carried Forward</i> .. ..		£ 221,228	



## Appendix II.—Contd.

### A.—Public Buildings.

#### 1.—HOUSING FOR GOVERNMENT SERVANTS.—(Contd.)

STATION.	Select Committee's Recommendations.			Approved by Loan Works Building Committee.			Remarks.
	<i>Brought forward</i> ..	£ ..	£ 430,936	<i>Brought forward</i> ..	£ ..	£ 221,228	
MALINDI ..	1 Class 2 House at £2,200 .. 1 " 3 " £1,760 .. 1 " 5 " £550 .. Establishment Charges ..	2,200 1,760 550 191	.. .. .. 4,701	Nil.	.. .. ..	.. .. ..	
TANA RIVER ..	1 Class 3 House at £1,760 .. Establishment Charges ..	1,760 74	.. .. 1,834	Nil.	.. ..	.. ..	
VOI .. ..	1 Class 3 House at £1,680 .. 1 " 4 " £1,600 .. Establishment Charges ..	1,680 1,600 139	.. .. 3,419	Class III House at £1,932.. ..	.. 1,932 ..	.. .. 1,932	Resolution No. 6 of meeting held on 23-7-28
KITUI .. ..	2 Class 2 Houses at £2,100 .. Establishment Charges ..	4,200 105	.. .. 4,305	2 Class 2 Houses at £2,100 .. Establishment Charges ..	4,200 105	.. .. 4,305	Resolution No. 5 of meeting held on 14-3-27.
MACHAKOS ..	2 Class 3 Houses at £1,260 .. 1 " 4 House at £1,100 .. 2 " 5 Houses at £580 .. Establishment Charges ..	2,520 1,100 1,160 203	.. .. .. 4,983	1 Class 1 House at £2,413 .. 1 " 3(a) House at £1,449 .. 2 " 3 Houses at £1,230 .. 1 " 4 House at £1,025 .. Quarters for Africans ..	2,413 1,449 2,460 1,025 150	.. .. .. .. 7,497	Resolution No. 3 of meeting held on 22-3-28. Resolution No. 4 of meeting held on 27-3-28
	<i>Carried forward</i> ..	..	£ 450,178	<i>Carried forward</i> ..	..	£ 234,962	

## Appendix II.—Contd.

### A.—Public Buildings.

#### 1.—HOUSING FOR GOVERNMENT SERVANTS.—(Contd.)

STATION.	Select Committee's Recommendations.			Approved by Loan Works Building Committee.			Remarks.
	<i>Brought forward</i> ..	£ ..	£ 450,178	<i>Brought forward</i> ..	£ ..	£ 234,962	
GOVERNMENT HOUSE, NAI- ROBI.	Government House, Nairobi ..	..	80,000	Government House, Nairobi ..	..	60,600	Resolution No. 3.meeting held on 14-3-27.
NGONG .. ..	.. ..	..	..	1 Class 1 House } 1 " 5 " } .. ..	4,500	..	Sect. Letter No. S/A. 7808/1/43 of 21-7-26.
						4,500	
NAROK .. ..	1 Class 1 House at £2,600 .. 1 " 3 " £1,600 .. 1 " 5 " £700 .. Establishment Charges .. ..	2,600 1,600 700 208	5,108	Nil.			
KISHI .. ..	1 Class 3 House at £1,920 .. 2 " 5 Houses at £630 .. Establishment Charges .. ..	1,920 1,260 135	3,315	Nil.			
KERICHO ..	1 Class 5 House at £630 .. Establishment Charges .. ..	630 26	656	Nil.			
	<i>Carried forward</i> .. ..	..	£ 539,257	<i>Carried forward</i> .. ..	..	£ 300,062	

## Appendix II.—Contd.

### A.—Public Buildings.

#### 1.—HOUSING FOR GOVERNMENT SERVANTS.—(Contd.)

STATION.	Select Committee's Recommendations.			Approved by Loan Works Building Committee.			Remarks.
	<i>Brought forward</i> ..	£ ..	£ 539,257	<i>Brought forward</i> ..	£ ..	£ 300,062	
NANDI .. ..	1 Class 2 House at £1,760 .. ..	1,760		Nil.			
	Establishment Charges .. ..	74	1,834				
NAKURU .. ..	1 Class 1 House at £2,100 .. ..	2,100		2 Class 3(a) Houses at £1,494 ..	2,988		} Resolution No. 14 of meeting held on 7-12-27 Resolution No. 4 of meeting held on 27-3-28 Resolution No. 2 of meeting held on 20-10-27
	1 " 2 " " £1,680 .. ..	1,680		3 " 3 Houses at £1,265 .. ..	3,795		
	Establishment Charges .. ..	161		1 " 4 House at £1,065 .. ..	1,065		
	Quarters for Africans .. ..	3,500	7,441	Quarters for Africans .. ..	3,500	11,348	
KISUMU .. ..	1 Class 1 House at £2,880 .. ..	2,880		1 Class 2 House at £1,311 .. ..	1,311		} Resolution No. 2 of meeting held on 16-1-28 Resolution No. 2 of meeting held on 16-8-27
	2 " 2 Houses at £2,400 .. ..	7,200		2 " 3 Houses at £2,016 .. ..	4,032		
	1 " 3 House at £1,920 .. ..	1,920		3 " 4 " " £1,692 .. ..	5,076		
	1 " 4 " " £1,300 .. ..	1,300		1 " 3 } Purchased .. ..	3,500		
	Establishment Charges .. ..	565	13,865	1 " 4 }		13,919	
KAKAMEGA .. ..	1 Class 1 House at £2,200 .. ..	2,200		3 Class 2 Houses at £5,988 .. ..			} Resolutions Nos. 4 and 5 of meeting held on 16-1-28.
	2 " 2 Houses at £1,760 .. ..	3,520		1 " 4 " " at £1,132 .. ..	11,182		
	3 " 3 " " £1,320 .. ..	3,960		3 " 3 " " at £4,062 .. ..	2,037		
	1 " 4 House at £1,150 .. ..	1,150		3 " 5 Houses at £679 .. ..			
	2 " 5 Houses at £650 .. ..	1,300		Water supply to Houses .. ..	1,100		
	Establishment Charges .. ..	303	12,433			14,319	
	<i>Carried forward</i> .. ..		£ 574,830	<i>Carried forward</i> .. ..		£ 339,648	

## Appendix II.—Contd.

### A.—Public Buildings.

#### 1.—HOUSING FOR GOVERNMENT SERVANTS—(Contd.)

STATION.	Select Committee's Recommendations.			Approved by Loan Works Building Committee.			Remarks.
		£	£		£	£	
	<i>Brought forward</i>		574,830			339,648	
KYAMBU ..	1 Class 3 House at £1,260 .. 1 " 4 " £1,100 .. 2 " 5 Houses at £520 .. Establishment Charges ..	1,260 1,100 1,160 149	3,669	Nil.			
FORT HALL ..	3 Class 2 Houses at £1,760 .. 1 " 3 House at £1,320 .. 1 " 4 " £1,150 .. 2 " 5 Houses at £630 .. Establishment Charges ..	5,280 1,320 1,150 1,260 383	9,393	1 Class 3(a) House at £1,482 .. 1 " 3 " £1,260 .. 1 " 5 " £598 ..	1,482 1,260 598	3,340	Resolution No. 10 of meeting held on 13-2-28 Resolution No. 5 of meeting held on 27-3-28
KERUGOYA ..	.. ..	.. ..		1 Class 3(a) House at £1,686 .. 1 " 3 " £1,442 ..	1,686 1,442	3,128	Resolution No.10 of meeting held on 13-2-28 Resolution No. 4 of meeting held on 27-3-28
MURIRANJAS ..	.. ..	.. ..		1 Class 3(a) House at £1,686 .. 1 " 3 " £1,442 ..	1,686 1,442	3,128	Resolution No.10 of meeting held on 13-2-28 " " 4 " " " 27-3-28
MERU .. ..	1 Class 2 House at £2,100 .. 1 " 3 " £1,600 .. Establishment Charges ..	2,100 1,600 157	3,857	1 Class 1 House at £1,733 .. 1 " 2 " £1,437 .. 2 " 3 " £1,067 .. 1 " 5 " £467 ..	1,733 1,437 2,134 467	5,771	Resolution No. 8 of meeting held on 16-1-28 Resolution No. 6 of meeting held on 30-5-28
	<i>Carried forward</i> ..		£591,749	<i>Carried forward</i> ..		£355,015	

## Appendix II.—Contd. A.—Public Buildings.

### 1.—HOUSING FOR GOVERNMENT SERVANTS.—(Contd.).

STATION.	Select Committee's Recommendations.			Approved by Loan Works Building Committee.			Remarks.
	<i>Brought forward</i> ..	£	591,749	<i>Brought forward</i> ..	£	355,015	
NYERI .. ..	1 Class 2 House at £1,760 .. 2 " 3 Houses at £1,320 .. 2 " 5 " £630 .. Establishment Charges .. ..	1,760 2,640 1,260 240	5,900	3 Class 5 Houses at £625 ..	1,875		Resolution No. 10 of meeting held on 13-2-28
RUMURUTI ..	1 Class 1 House at £2,600 .. 1 " 2 " £2,100 .. 1 " 3 " £1,600 .. 2 " 5 Houses at £700 .. Establishment Charges .. ..	2,600 2,100 1,600 1,400 192	7,892	1 Class 2 House at £2,156 .. 1 " 3(a) House at £1,820 .. 1 " 3 " £1,546 .. 2 " 5 Houses at £734 ..	2,156 1,820 1,546 1,468		Resolution No. 3 of meeting held on 20-7-27 Resolution No. 4 of meeting held on 27-3-28
ELDORET ..	3 Class 2 Houses at £1,680 .. 3 " 3 " £1,260 .. 6 " 5 " £580 .. Establishment Charges .. ..  Quarters for Africans .. ..	5,040 3,780 3,480 523  3,250	16,073	1 Class 2 House at £1,757 .. 2 " 3(a) Houses at £1,484 .. 4 " 3 " £1,260 .. 2 " 4 " £1,061 .. 10 " 5 " £598 .. Quarters for Africans .. ..	1,757 2,968 5,040 2,122 5,980 3,250		Resolution No. 6 of meeting held on 16-1-28 Resolution No. 4 of meeting held on 27-3-28  Resolution No. 2 of meeting held on 20-10-27
KITALE ..	1 Class 3 House at £1,260 .. 2 " 4 Houses at £1,100 .. 2 " 5 " £580 .. Establishment Charges .. ..	1,260 2,200 1,160 196	4,816	Nil.			
KABETE ..	..	..		Purchase of Kabete Hostel .. ..	..	2,000	S/C. 19147/196 dated 21-12-26
NANYUKI ..	..	..		1 Class IIIa House at £1,708 .. 1 Class IV House at £1,136 .. Quarters for Africans £150 ..	1,708 1,136 150	2,994	Resolution No. 4 of meeting held on 23-7-28. Resolution No. 4 of meeting held on 19-4-28
		£	626,430		£	389,991	

## Appendix II.—Contd.

### A.—Public Buildings.

#### 2.—MEDICAL BUILDINGS.

STATION.	Select Committee's Recommendations.			Approved by Loan Works Building Committee.		Remarks.	
		£	£	£	£		
KITUI .. ..	Native Hospital .. .. .	..	3,075	Native Hospital .. .. .	..	3,075	Resolution No. 10 of meeting held on 14-3-27.
NORTH KAVI-RONDO (Kakamega) ..	Native Hospital .. .. .	..	8,200	Native Hospital .. .. .	..	8,200	Resolution No. 10 of meeting held on 7-12-27
MOMBASA ..	Native General Hospital .. ..	..	14,350	..			
MACHAKOS ..	Native Hospital .. .. .	..	8,340	Native Hospital .. .. .	..	4,170	Resolution No. 3 of meeting held on 22-3-28
VOI .. ..	European Hospital .. .. .	..	349	Native Hospital .. .. .	..	4,000	Resolution No. 6 of meeting held on 23-7-28.
	Asiatic Hospital .. .. .	..	1,725				
	Native Hospital .. .. .	..	4,795				
KISUMU ..	European Hospital .. .. .	..	4,691				
	Native Hospital .. .. .	..	4,431				
	Medical Officer of Health Office and Laboratory .. .. .	..	3,753				
FORT HALL ..	Native Hospitals :—			Native Hospitals :—			
	(1) Muriranjias .. .. .	3,127	..	(1) Muriranjias .. .. .	3,128	..	Resolution No. 8 of meeting held on 5-10-27
	(2) Kerugoya .. .. .	3,128	..	(2) Kerugoya .. .. .	3,128	..	
	(3) Fort Hall .. .. .	3,128	..	(3) Fort Hall .. .. .	3,127	..	
		9,383			9,383		
MERU .. ..	Native Hospital .. .. .	..	2,085	Native Hospital .. .. .	..	2,085	Resolution No. 10 of meeting held on 7-12-27
NAROK .. ..	Native Hospital .. .. .	..	2,398				
MALINDI ..	Native Hospital .. .. .	..	4,795				
TANA RIVER ..	Native Hospital .. .. .	..	2,085				
NAKURU ..	Native Hospital .. .. .	..	5,212	Native Hospital .. .. .	..	5,212	Resolutions No. 7 and 8 of meeting held on 5-10-27.
ELDORET ..	..	..	..	Native Hospital .. .. .	..	5,000	Resolution No. 5 of meeting held on 6-6-27.
		<u>£79,667</u>				<u>£41,125</u>	

## Appendix II.—Contd.

### A.—Public Buildings.

#### 3. EDUCATIONAL BUILDINGS.

STATION.	Select Committee's Recommendations.			Approved by Loan Works Building Committee.		Remarks.	
		£	£	£	£		
NAIROBI ..	European Elementary School ..	..	35,000	European Elementary School ..	..	38,312	S. BLD. 1/7/2/2/36 of 18-10-1926. Minutes dated, 26-5-1926 and 26-5-1927. Resolution No. 7 of meeting held on 20 10-27 (£40,000).
" ..	Indian School and Hostel ..	..	30,000	Indian School and Hostel ..	..	60,000	
KABETE ..	European School, Kabete ..	80,000	..	European School .. ..	80,000	..	Resolution No. 1 of meeting held on 2-4-28 (£70,000). S. BLD. 1/5/1/45 of 25-5-1927. Minutes of meeting held on 26-5-1927.
" ..	Native Industrial Training Depot..	12,000	..	Native Industrial Training Depot..	18,400	..	
			92,000	Jeanes School .. ..	8,000	..	
NAKURU ..	European Boarding School ..	..	40,000	European Boarding School ..	..	38,400	S. BLD. 1/7/8/1/11 of 4-1-1927 and S. BLD. 1/7/8/1/14 of 4-1-1927. Minutes of meeting held on 29-11-1926, and Resolution No. 7 of meeting held on 23-7-1928.
ELDORET ..	European Boarding School ..	..	40,000	European Boarding School ..	..	40,000	
KITALE ..	European School .. ..	..	20,000	European School .. ..	..	22,500	Resolution No. 16 of meeting held on 7-12-27
MOMBASA ..	Arab School .. ..	..	13,000				
			270,000			305,612	

#### 4. OTHER BUILDINGS.

MOMBASA ..	New Customs House .. ..	..	40,000	New Customs House .. ..	..	23,550	Voted by Legislative Council. Resolution No. 6 of meeting held on 14-3-27. Resolution No. 6 of meeting held on 19-4 27
KWALE ..	.. ..	..	..	Office, Kwale Station .. ..	..	600	
NAIROBI ..	New Lines and Quarters for King's African Rifles .. ..	..	80,000	Sir H. Baker's Fees and Expenses..	..	2,224	Expenditure is part of £4,500 voted by Council for this purpose. Sect. Letter No. S/A. 7808/1/43 of 21-7-26.
NGONG ..	.. ..	..	..	Office, Ngong Station .. ..	..	550	
NAKURU ..	Public Works Department Buildings and Yard .. ..	..	7,298	Public Works Department Buildings and Yard .. ..	..	8,500	Resolution No. 3 of meeting held on 22-6-26. Resolution No. 8 of meeting held on 16-1-28
MERU ..	.. ..	..	..	Office .. ..	..	667	
RUMURUTI ..	Offices .. ..	..	3,075	Offices .. ..	..	2,000	Minutes dated 20-7-27.
MACHAKOS ..	Offices .. ..	..	..	Offices .. ..	..	680	Minutes dated 22-3-28.
ELDORET ..	Offices .. ..	..	3,440	Offices .. ..	..	3,440	Minutes dated 19-4-28.
NANVUKI ..	Offices .. ..	..	..	Offices .. ..	..	400	
			133,813			42,611	



COLONY AND PROTECTORATE OF KENYA.

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**FOURTH SUPPLEMENTARY ESTIMATES**

**1928**

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**FOURTH SUPPLEMENTARY ESTIMATES**  
**1928**

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## Fourth Supplementary Estimates, 1928.

HEAD AND SUBHEAD	AMOUNT VOTED			Actual Expenditure	Amount now to be Approved		Total Supplementary Estimates		Savings		
	Estimates, 1928	Supplement-ary Estimates	Total		£	s. cts.	£	s. cts.	£	s. cts.	
	£	£	£	£	s. cts.	£	s. cts.	£	s. cts.	£	s. cts.
<b>I—PUBLIC DEBT FUNDED.</b>											
Interest—Ordinance No. 39 of 1921 £5,000,000 at 6% Colony .. .. . £ 45,277 Kenya and Uganda Railway .. £ 169,973 Port .. .. . £ 84,750	300,000	..	300,000	299,997	4 66	..	..	..	..	2	15 31
Sinking Fund—Ordinance No. 39 of 1921 £5,000,000 at 5/8 per cent— Colony .. .. . £ 9,810 Kenya and Uganda Railway .. £ 36,828 Port .. .. . £ 18,362	65,000	..	65,000	65,000	0 00	..	..	..	..	..	..
Interest—Ordinance No. 22 of 1927, Loan of £5,000,000 at 5% .. .. .	..	125,000	125,000	124,999	6 83	..	..	125,000	0 00	..	13 17
Interest—Ordinance No. 22 of 1927, Loan of £3,500,000 at 4½ % .. .. .	..	52,500	52,500	52,499	14 25	..	..	52,500	0 00	..	5 75
	365,000	177,500	542,500	542,496	5 74	..	..	177,500	0 00	3	14 26
<b>II—RENT AND INTEREST TO H.H. THE SULTAN OF ZANZIBAR .. .. .</b>											
	16,000	..	16,000	16,000	0 00	..	..	..	..	..	..
<b>III—PENSIONS AND GRATUITIES.</b>											
Total Pensions and Gratuities .. .. .	94,790	16,000	110,790	107,547	14 02	..	..	16,000	0 00	3,242	5 93
Miscellaneous Gratuities .. .. .	660	..	660	682	18 62	..	22 18 62	22	18 62	..	..
Cost of Administering Widows' and Orphans' Pension Scheme .. .. .	550	221	771	770	7 75	..	..	221	0 00	..	12 25
	96,000	16,221	112,221	109,001	0 39	..	22 18 62	16,243	18 62	3,242	18 23
<i>Carried forward ..</i>	477,000	193,721	670,721	667,497	6 13	..	22 18 62	193,743	18 62	3,246	12 49

HEAD AND SUBHEAD	AMOUNT VOTED			Actual Expenditure	Amount now to be Approved	Total Supplementary Estimates	Savings
	Estimates, 1928	Supplementary Estimates	Total				
<i>Brought forward ..</i>	£ 477,000	£ 193,721	£ 670,721	£ 667,497 s. 6 cts. 13	£ 22 s. 18 cts. 62	£ 193,743 s. 18 cts. 62	£ 3,246 s. 12 cts. 49
<b>IV—HIS EXCELLENCY THE GOVERNOR.</b>							
Personal Emoluments .. .. .	11,638	260	11,898	11,875 10 60	.. .. .	260 0 00	22 9 40
Maintenance of Government House Grounds—Nairobi and Mombasa .. .. .	600	..	600	941 14 42	341 14 42	341 14 42	.. .. .
Contingencies .. .. .	125	..	125	126 10 48	1 10 48	1 10 48	.. .. .
Local Transport and Travelling and Upkeep of Motor Cars .. .. .	2,500	800	3,300	3,225 14 17	.. .. .	800 0 00	74 5 83
Horse Allowance for Aide-de-Camp .. .. .	36	..	36	33 0 00	.. .. .	.. .. .	3 0 00
Travelling Allowance .. .. .	300	35	335	314 13 50	.. .. .	35 0 00	20 6 50
Passages .. .. .	220	225	445	397 15 38	.. .. .	225 0 00	47 4 62
Lighting .. .. .	400	..	400	403 6 00	3 6 00	3 6 00	.. .. .
Upkeep of Government House Furniture .. .. .	600	..	600	939 2 63	339 2 63	339 2 63	.. .. .
Telegrams .. .. .	120	..	120	78 8 65	.. .. .	.. .. .	41 11 35
Typewriters .. .. .	35	..	35	26 15 00	.. .. .	.. .. .	8 5 00
	16,574	1,320	17,894	18,362 10 83	685 13 53	2,005 13 53	217 2 70
<b>IVa—HIS EXCELLENCY THE GOVERNOR—EXTRA-ORDINARY.</b>							
Purchase of Motor Vehicles .. .. .	..	875	875	875 0 00	.. .. .	875 0 00	.. .. .
<b>V—CONFERENCE OF EAST AFRICAN GOVERNORS</b>	1,750	..	1,750	1,636 0 90	.. .. .	.. .. .	113 19 10
<b>VI—SECRETARIAT AND LEGISLATIVE COUNCIL</b>	18,305	300	18,605	18,079 8 14	.. .. .	300 0 00	525 11 86
<b>VII—PRINTING AND STATIONERY .. .. .</b>	37,727	..	37,727	36,113 13 20	.. .. .	.. .. .	1,613 6 80
<b>VIII—ADMINISTRATION .. .. .</b>	271,678	..	271,678	257,769 16 74	.. .. .	.. .. .	13,908 3 26
<i>Carried forward ..</i>	823,034	196,216	1,019,250	1,000,333 15 94	708 12 15	196,924 12 15	19,624 16 21

HEAD AND SUBHEAD	AMOUNT VOTED			Actual Expenditure	Amount now to be Approved	Total Supplementary Estimates	Savings								
	Estimates, 1928	Supplementary Estimates	Total												
	£	£	£	£	s.	cts.	£	s.	cts.	£	s.	cts.			
<i>Brought forward</i> ..	823,034	196,216	1,019,250	1,000,333	15	94	708	12	15	196,924	12	15	19,624	16	21
<b>VIIIa—ADMINISTRATION, EXTRAORDINARY.</b>															
Fire-fighting Appliances, Nairobi .. .. .	450	..	450	213	18	50	..	..	..	..	..	..	236	1	50
Motor Lorry, Kiambu .. .. .	250	110	360	360	0	00	..	..	..	110	0	00	..	..	..
Motor Lorry, Masai .. .. .	250	..	250	253	1	02	3	1	02	3	1	02	..	..	..
Plough, Harrow and Oxen for Prison Farm, Fort Hall	100	..	100	98	0	00	..	..	..	..	..	..	2	0	00
Mombasa Fire Brigade .. .. .	..	61	61	..	..	..	..	..	..	61	0	00	61	0	00
Famine Relief, Baringo District .. .. .	..	500	500	770	6	52	270	6	52	770	6	52	..	..	..
Famine Relief, Tana River District .. .. .	..	..	..	209	2	87	209	2	87	209	2	87	..	..	..
	1,050	671	1,721	1,904	8	91	482	10	41	1,153	10	41	299	1	50
<b>IX—STATISTICS AND RESEARCH</b> .. .. .	21,661	..	21,661	21,120	17	56	..	..	..	..	..	..	540	2	44
<b>X—TREASURY</b> .. .. .	24,910	209	25,119	24,826	19	76	..	..	..	209	0	00	232	0	24
<b>XI—CUSTOMS</b> .. .. .	44,859	..	44,859	44,032	9	95	..	..	..	..	..	..	826	10	05
<b>XII—AUDIT DEPARTMENT.</b>															
Personal Emoluments .. .. .	15,503	730	16,220	15,697	8	81	..	..	..	780	0	00	582	11	19
Passages .. .. .	770	545	1,315	1,271	17	68	..	..	..	545	0	00	43	2	32
Local Transport and Travelling .. .. .	675	..	675	673	8	21	3	8	21	3	8	21	..	..	..
Travelling Allowances .. .. .	315	..	315	255	3	00	..	..	..	..	..	..	19	17	00
Contingencies .. .. .	100	..	100	99	13	30	..	..	..	..	..	..	0	6	70
Telephones .. .. .	70	..	70	48	12	10	..	..	..	..	..	..	21	7	50
Telegrams .. .. .	20	..	20	3	5	30	..	..	..	..	..	..	16	14	70
Outfit Allowance .. .. .	..	30	30	30	0	00	..	..	..	30	0	00	..	..	..
Share of Home Expenditure .. .. .	527	29	556	679	0	00	123	0	00	152	0	00	..	..	..
	17,977	1,334	19,361	18,803	8	40	126	8	21	1,510	8	21	683	19	81
<b>XIII—JUDICIAL DEPARTMENT</b> .. .. .	28,249	..	28,249	26,118	17	39	..	..	..	..	..	..	2,130	2	61
<i>Carried forward</i> ..	961,740	198,480	1,160,220	1,137,200	17	91	1,317	10	77	199,797	10	77	24,336	12	86

HEAD AND SUBHEAD	AMOUNT VOTED			Actual Expenditure	Amount now to be Approved	Total Supplementary Estimates	Savings
	Estimates, 1928	Supplementary Estimates	Total				
<i>Brought forward</i> ..	£ 961,740	£ 198,487	£ 1,160,220	£ 1,137,200 17 91	£ 1,317 10 77	£ 199,797 10 77	£ 24,336 12 86
<b>XIV—REGISTRAR GENERAL'S DEPARTMENT.</b>							
Personal Emoluments .. .. .	4,700	36	4,736	4,656 7 00	.. .. .	36 0 00	79 13 00
Passages .. .. .	310	88	398	383 12 36	.. .. .	88 0 00	14 7 64
Local Transport and Travelling .. .. .	90	..	90	114 0 80	24 0 80	24 0 80	.. .. .
Travelling Allowances .. .. .	40	..	40	25 10 00	.. .. .	.. .. .	14 10 00
Contingencies .. .. .	100	..	100	93 15 68	.. .. .	.. .. .	6 4 32
Typewriters .. .. .	33	..	33	26 16 05	.. .. .	.. .. .	6 3 95
	5,273	124	5,397	5,300 1 89	24 0 80	148 0 00	120 18 91
<b>XV—LEGAL DEPARTMENT</b> .. .. .	10,340	..	10,340	9,812 11 19	.. .. .	.. .. .	527 8 81
<b>XVI—POLICE</b> .. .. .	148,864	..	148,864	144,428 13 85	.. .. .	.. .. .	4,435 6 15
<b>XVI<sub>a</sub>—POLICE, EXTRAORDINARY</b> .. .. .	165	..	165	150 4 05	.. .. .	.. .. .	14 15 95
<b>XVII—PRISONS</b> .. .. .	45,199	2,555	47,754	45,114 3 28	.. .. .	2,555 0 00	2,639 16 72
<b>XVIII—MEDICAL DEPARTMENT</b>	204,801	..	204,801	194,813 17 12	.. .. .	.. .. .	9,987 2 88
<b>XVIII<sub>a</sub>—MEDICAL DEPT., EXTRAORDINARY.</b>							
Leper Lazaretto and Leper Accommodation .. .. .	1,300	..	1,300	198 7 17	.. .. .	.. .. .	1,101 12 83
Capital Grants to Missions (Medical) .. .. .	500	..	500	500 0 00	.. .. .	.. .. .	.. .. .
Motor Ambulance .. .. .	..	250	250	248 2 50	.. .. .	250 0 00	1 17 50
Special Anti-Malarial Measures .. .. .	..	1,500	1,500	1,472 12 61	.. .. .	1,500 0 00	27 7 39
Capital Grant to Indian Maternity Hospital .. .. .	..	1,965	1,965	1,965 0 00	.. .. .	1,965 0 00	.. .. .
	1,800	3,715	5,515	4,384 2 28	.. .. .	3,715 0 00	1,130 17 72
<b>XIX—EDUCATION</b> .. .. .	158,241	..	158,241	152,030 5 14	.. .. .	.. .. .	6,210 14 86
<i>Carried forward</i> ..	1,536,423	204,874	1,741,297	1,693,234 16 71	1,341 11 57	206,215 11 57	49,403 14 86

HEAD AND SUBHEAD	AMOUNT VOTED			Actual Expenditure	Amount now to be Approved			Total Supplementary Estimates			Savings				
	Estimates, 1928	Supplementary Estimates	Total		£	s.	cts.	£	s.	cts.	£	s.	cts.		
<i>Brought forward</i> ..	1,536,423	204,874	1,741,297	1,693,234	16	71	1,341	11	57	206,215	11	57	49,403	14	86
XIXa—EDUCATION DEPT., EXTRAORDINARY.															
Special Equipment (European) .. .. .	650	..	650	620	4	45	..	..	..	..	..	..	29	15	55
Special Equipment (Indian) .. .. .	150	..	150	150	11	68	0	11	68	0	11	68	..	..	..
Kapsabet and Kericho Schools .. .. .	2,000	..	2,000	2,264	9	60	264	9	60	264	9	60	..	..	..
Narok and Kajiado Schools .. .. .	500	..	500	499	13	93	..	..	..	..	..	..	0	6	07
Machakos Buildings .. .. .	850	..	850	726	7	57	..	..	..	..	..	..	123	12	43
Jeanes School, Kabete .. .. .	650	..	650	651	18	06	1	18	06	1	18	06	..	..	..
Grants-in-Aid to Missions (Buildings) ..	4,400	..	4,400	4,370	0	00	..	..	..	..	..	..	30	0	00
Grant to Alliance High School, Kikuyu ..	105	..	105	94	6	33	..	..	..	..	..	..	10	13	67
Domestic Training of African Women ..	1,000	..	1,000	875	0	00	..	..	..	..	..	..	125	0	00
Native Industrial Training Depot Equipment ..	..	103	103	102	15	00	..	..	..	103	0	00	0	5	00
	10,305	103	10,408	10,355	6	62	266	19	34	369	19	34	319	12	72
XX—MILITARY .. .. .	115,380	16,889	132,269	114,447	16	57	..	..	..	16,889	0	00	17,821	3	43
XXa—MILITARY, EXTRAORDINARY.															
Ammunition, Defence Force .. .. .	6,000	..	6,000	4,327	16	45	..	..	..	..	..	..	1,672	3	55
Wireless Installation .. .. .	..	6,286	6,286	769	10	60	..	..	..	6,286	0	00	5,516	9	40
Six-wheeled Lorries .. .. .	..	3,500	3,500	1,564	12	80	..	..	..	3,500	0	00	1,935	7	20
	6,000	9,786	15,786	6,661	19	85	..	..	..	9,786	0	00	9,124	0	15
XXI—POST OFFICE AND TELEGRAPHS .. ..	151,189	..	151,189	149,625	8	54	..	..	..	..	..	..	1,563	11	46
XXIa—POST OFFICE AND TELEGRAPHS, EXTRAORDINARY.															
Telephone and Telegraph Extension and Improvements	5,000	..	5,000	4,838	19	60	..	..	..	..	..	..	161	0	40
Rural Telephone Development .. .. .	3,000	..	3,000	2,321	9	12	..	..	..	..	..	..	678	10	88
Mombasa-Tanga Telegraph Line .. .. .	5,000	..	5,000	4,765	7	88	..	..	..	..	..	..	234	12	12
Testing Instruments and Apparatus .. .. .	430	..	430	148	15	85	..	..	..	..	..	..	281	4	15
Replacement of Nairobi Telephone Exchange by an Underground System .. .. .	..	9,517	9,517	7,410	4	82	..	..	..	9,517	0	00	2,106	15	18
Aerial Telephone Cable .. .. .	..	180	180	185	15	00	5	15	00	185	15	00	..	..	..
	13,430	9,697	23,127	19,670	12	27	5	15	00	9,702	15	00	3,462	2	73
<i>Carried forward</i> ..	1,832,727	241,349	2,074,076	1,993,996	0	56	1,614	5	91	242,963	5	91	81,694	5	35

HEAD AND SUBHEAD	AMOUNT VOTED			Actual Expenditure	Amount now to be Approved	Total Supplementary Estimates	Savings
	Estimates, 1928	Supplementary Estimates	Total				
<i>Brought forward</i> ..	£ 1,832,727	£ 241,349	£ 2,074,076	£ 1,993,996 0 56	£ 1,614 5 91	£ 242,963 5 91	£ 81,694 5 35
XXII—AGRICULTURAL DEPARTMENT .. ..	144,418	1,355	145,773	128,021 5 10	.. .. .	1,355 0 00	17,751 14 90
XXIIa—AGRICULTURAL DEPARTMENT, EXTRA-ORDINARY.							
Motor Pumps .. .. .	150	..	150	97 9 58	.. .. .	.. .. .	52 10 42
Mobile Field Station .. .. .	600	..	600	534 2 65	.. .. .	.. .. .	65 17 35
Steam Sterilizer .. .. .	600	..	600	596 19 16	.. .. .	.. .. .	3 0 84
Expenses in connection with Stalk Borer Investigations .. .. .	..	565	565	42 17 24	.. .. .	565 0 00	522 2 76
Purchase of Ant Repellent .. .. .	..	660	660	417 3 65	.. .. .	660 0 00	242 16 35
Expenses in connection with Locust Destruction .. .. .	..	23,025	23,025	20,988 3 98	.. .. .	23,025 0 00	2,036 16 02
New Boiler for Maize Conditioning Plant .. .. .	..	400	400	.. .. .	.. .. .	400 0 00	400 0 00
Machinery for Cool Stores .. .. .	..	1,250	1,250	.. .. .	.. .. .	1,250 0 00	1,250 0 00
Establishment of Plant Breeding Station at Njoro and Mau Summit .. .. .	..	391	391	390 7 50	.. .. .	391 0 00	0 12 50
Purchase of Thornycroft Motor Lorry .. .. .	..	..	..	663 14 98	663 14 98	663 14 98	.. .. .
	1,350	26,291	27,641	23,730 18 74	663 14 98	26,954 14 98	4,573 16 24
XXIII—FOREST DEPARTMENT .. .. .	37,755	..	37,755	36,812 15 67	.. .. .	.. .. .	942 4 33
XXIV—GAME DEPARTMENT.							
Personal Emoluments .. .. .	5,329	..	5,329	5,123 15 16	.. .. .	.. .. .	205 4 84
Consolidated Travelling Allowance .. .. .	510	..	510	465 10 31	.. .. .	.. .. .	44 9 69
Ivory and Confiscated Trophies .. .. .	1,950	..	1,950	2,978 7 43	1,028 7 43	1,028 7 43	.. .. .
Rewards .. .. .	450	..	450	383 6 00	.. .. .	.. .. .	66 14 00
Local Transport and Travelling .. .. .	1,650	..	1,650	1,469 11 45	.. .. .	.. .. .	180 8 55
Passages .. .. .	373	..	373	329 8 60	.. .. .	.. .. .	43 11 40
Fish Hatcheries .. .. .	200	..	200	179 19 29	.. .. .	.. .. .	20 0 71
Contingencies .. .. .	60	..	60	68 15 42	8 15 42	8 15 42	.. .. .
Telephones .. .. .	16	..	16	15 13 50	.. .. .	.. .. .	0 6 50
Telegrams .. .. .	48	..	48	27 0 70	.. .. .	.. .. .	20 19 30
	10,586	..	10,586	11,041 7 86	1,037 2 85	1,037 2 85	581 14 99
XXV—SURVEY AND REGISTRATION DEPT. ..	37,975	..	37,975	35,515 18 29	.. .. .	.. .. .	2,459 1 71
<i>Carried forward</i> ..	2,064,811	268,995	2,333,806	2,229,118 6 22	3,315 3 74	272,310 3 74	108,002 17 52



HEAD AND SUBHEAD	AMOUNT VOTED			Actual Expenditure	Amount now to be Approved			Total Supplementary Estimates			Savings				
	Estimates, 1928	Supplementary Estimates	Total		£	s.	cts.	£	s.	cts.	£	s.	cts.		
<i>Brought forward</i> ..	£ 2,064,811	£ 268,995	£ 2,333,806	£ 2,229,118	s. 6	cts. 22	£ 3,315	s. 3	cts. 74	£ 272,310	s. 3	cts. 74	£ 108,002	s. 17	cts. 52
<b>XXVI—GOVERNMENT COAST AGENCY.</b>															
Personal Emoluments .. .. .	4,574	..	4,574	6,330	2	86	1,756	2	86	1,756	2	86	..	..	..
Passages .. .. .	360	..	360	249	7	65	..	..	..	..	..	..	110	12	35
Travelling Allowances .. .. .	25	..	25	2	8	00	..	..	..	..	..	..	22	12	00
Local Transport and Travelling .. .. .	250	..	250	528	14	00	278	14	00	278	14	00	..	..	..
Packing Charges .. .. .	30	..	30	15	11	08	..	..	..	..	..	..	14	8	92
Uniforms .. .. .	25	..	25	20	9	26	..	..	..	..	..	..	4	10	74
Tools and Plant .. .. .	150	..	150	96	16	66	..	..	..	..	..	..	53	3	34
Telegrams .. .. .	200	..	200	190	19	25	..	..	..	..	..	..	9	0	75
Telephones .. .. .	33	..	33	33	11	97	0	11	97	0	11	97	..	..	..
Parcels and Registration .. .. .	20	..	20	24	19	25	4	19	25	4	19	25	..	..	..
Upkeep of Motor Lorry .. .. .	130	..	130	76	11	64	..	..	..	..	..	..	53	8	36
Printing and Stationery .. .. .	..	..	..	109	7	87	109	7	87	109	7	87	..	..	..
	5,797	..	5,797	7,678	19	49	2,149	15	95	2,149	15	95	267	16	46
<b>XXVIa—GOVERNMENT COAST AGENCY, EXTRA-ORDINARY .. .. .</b>															
	320	..	320	320	0	00	..	..	..	..	..	..	..	..	..
<b>XXVII—MISCELLANEOUS SERVICES.</b>															
Purchase of Cash Safes and Boxes .. .. .	600	600	1,200	1,268	8	03	68	8	03	668	8	03	..	..	..
Commission and Fees to Crown Agents .. .. .	2,200	500	2,700	1,819	3	08	..	..	..	500	0	00	880	16	92
Commission and Fees to Bombay Agents .. .. .	1,250	..	1,250	1,426	7	57	176	7	57	176	7	57	..	..	..
Language Bonuses .. .. .	100	..	100	100	0	00	..	..	..	..	..	..	..	..	..
Telegrams .. .. .	1,600	..	1,600	1,746	11	24	146	11	24	146	11	24	..	..	..
Postages .. .. .	500	..	500	552	15	76	52	15	76	52	15	76	..	..	..
Grant to Imperial Institute .. .. .	300	..	300	300	0	00	..	..	..	..	..	..	..	..	..
Repatriation .. .. .	750	..	750	927	8	65	177	8	65	177	8	65	..	..	..
Working Expenses of Motor Ordinance .. .. .	15	..	15	5	10	10	..	..	..	..	..	..	9	9	90
Working Expenses of Beer Ordinance .. .. .	75	..	75	40	19	00	..	..	..	..	..	..	34	1	00
Grant to Nairobi Municipality in lieu of Rates .. .. .	6,471	..	6,471	6,471	0	00	..	..	..	..	..	..	..	..	..
Payment to Nairobi Municipality in respect of Rents .. .. .	3,700	..	3,700	5,087	2	62	1,387	2	62	1,387	2	62	..	..	..
Nairobi Road Grant .. .. .	2,100	541	2,641	2,641	0	00	..	..	..	541	0	00	..	..	..
Payment to Nairobi Municipality in respect of Native Burials .. .. .	80	..	80	86	17	50	6	17	50	6	17	50	..	..	..
	19,741	1,641	21,382	22,473	3	55	2,015	11	37	3,656	11	37	924	7	82
<i>Carried forward</i> ..	2,070,928	268,995	2,339,923	2,237,117	5	71	5,464	19	69	274,459	19	69	108,270	13	98

HEAD AND SUBHEAD	AMOUNT VOTED			Actual Expenditure	Amount now to be Approved	Total Supplementary Estimates	Savings								
	Estimates, 1928	Supplementary Estimates	Total												
	£	£	£	£	s.	cts.	£	s.	cts.	£	s.	cts.			
<i>Brought forward</i> .. {	2,070,928	268,995	2,339,923	2,237,117	5	71	5,464	19	69	274,459	19	69	108,270	13	98
XXVII.—MISCELLANEOUS SERVICES.—(Contd.)	19,741	1,641	21,382	22,473	3	55	2,015	11	37	3,656	11	37	924	7	82
Contingencies .. .. .	100	..	100	155	9	61	55	9	61	55	9	61	..	..	..
Commission of Inquiry and Committees .. ..	1,500	..	1,500	303	4	49	..	..	..	..	..	..	1,196	15	51
Travelling of Distinguished Visitors .. .. .	1,500	..	1,500	1,177	13	70	..	..	..	..	..	..	322	6	30
Maintenance of Destitute Peisons .. .. .	500	..	500	239	1	00	..	..	..	..	..	..	260	19	00
Refunds of Revenue .. .. .	8,450	..	8,450	7,692	8	74	..	..	..	..	..	..	757	11	26
Expenses of Issue of New Currency .. .. .	100	..	100	10	18	67	..	..	..	..	..	..	89	1	33
Insurance of Specie .. .. .	100	..	100	64	17	26	..	..	..	..	..	..	35	2	74
Loss on Exchange Maria Theresa Dollars ..	564	..	564	564	0	00	..	..	..	..	..	..	..	..	..
Remittances, Commission, etc. .. .. .	2,000	1,000	3,000	2,861	13	90	..	..	..	1,000	0	00	138	6	10
Grant to East African Natural History Society..	300	2,500	2,800	2,799	19	94	..	..	..	2,500	0	00	0	0	06
Purchase of Cycle Discs .. .. .	100	..	100	97	5	76	..	..	..	..	..	..	2	14	24
Exemptions from Native Hut and Poll Tax..	25	..	25	20	6	00	..	..	..	..	..	..	4	14	00
Rent of Lands at Mweza Creek .. .. .	125	..	125	125	0	00	..	..	..	..	..	..	..	..	..
Adjustment in Salaries .. .. .	1,700	..	1,700	..	..	..	..	..	..	..	..	..	1,700	0	00
Portraits of Kenya Governors .. .. .	150	198	348	396	2	24	48	2	24	246	2	24	..	..	..
Development of Local Government in Nairobi and Mombasa .. .. .	1,200	1,608	2,808	2,717	18	00	..	..	..	1,608	0	00	90	2	00
Expenses in connection with Salvaged Goods and Ambergris .. .. .	200	..	200	7	17	77	..	..	..	..	..	..	192	2	23
Contribution to International Institute of African Languages and Cultures .. .. .	50	..	50	50	0	00	..	..	..	..	..	..	..	..	..
Asian Family Passages .. .. .	1,700	..	1,700	..	..	..	..	..	..	..	..	..	1,700	0	00
Preservation of Ancient Monuments .. .. .	150	..	150	135	0	24	..	..	..	..	..	..	14	19	76
Geological Survey .. .. .	1,500	..	1,500	16	14	62	..	..	..	..	..	..	1,483	5	38
Expenses of Closer Settlement Scheme .. ..	3,500	..	3,500	7	18	00	..	..	..	..	..	..	3,492	2	00
Examiner of Public Works Department Costings and Accounts .. .. .	1,000	..	1,000	..	..	..	..	..	..	..	..	..	1,000	0	00
Rebate on Paraffin for Agricultural Purposes..	10,000	..	10,000	4,575	7	75	..	..	..	..	..	..	5,424	12	25
Development of Aviation .. .. .	..	600	600	93	10	07	..	..	..	600	0	00	506	9	93
Payment to Nairobi Corporation in respect of Residential Areas .. .. .	..	7,933	7,933	..	..	..	..	..	..	7,933	0	00	7,933	0	00
Nairobi Town Planning Scheme .. .. .	..	3,000	3,000	2,493	6	43	..	..	..	3,000	0	00	506	13	57
Expenses of Hilton Young Commission .. ..	..	650	650	696	1	31	46	1	31	696	1	31	..	..	..
Kenya and Uganda Railway on account of St and Premia and Rents .. .. .	..	12,000	12,000	20,093	0	79	8,093	0	79	20,093	0	79	..	..	..
Working Expenses of Arms and Ammunition Ordinance ..	..	200	200	172	11	53	..	..	..	200	0	00	27	8	47
Assisted Importation of Pedigree Livestock .. ..	..	3,000	3,000	814	10	00	..	..	..	3,000	0	00	2,185	10	00
<i>Carried forward</i> .. {	56,255	34,330	90,585	70,855	1	37	10,258	5	32	44,588	5	32	29,988	3	95
	2,070,928	268,995	2,339,923	2,237,117	5	71	5,464	19	69	274,459	19	69	108,270	13	98

80

HEAD AND SUBHEAD	AMOUNT VOTED			Actual Expenditure	Amount now to be Approved	Total Supplementary Estimates	Savings								
	Estimates, 1928	Supplementary Estimates	Total												
	£	£	£	£	s.	cts.	£	s.	cts.	£	s.	cts.			
<i>Brought forward</i> ..	2,070,928	263,995	2,339,923	2,237,117	5	71	5,464	19	69	274,459	19	69	108,270	13	98
<b>XXVII.—MISCELLANEOUS SERVICES.—(Contd.)</b>	53,255	34,330	90,585	70,551	37		10,253	5	32	44,588	5	32	29,988	3	95
Donation to Uganda on account of Trypanosomiasis Research .. .. .	..	900	900	900	0	00	..	..	..	900	0	00	..	..	..
Acquisition of Land for Eldoret School .. .. .	..	6,467	6,467	..	..	..	..	..	..	6,467	0	00	6,467	0	00
Contribution to Coryndon Memorial .. .. .	..	3,000	3,000	3,000	0	00	..	..	..	3,000	0	00	..	..	..
Contribution to the Survey of Air Route, Khartoum to Kisumu .. .. .	..	750	750	750	0	00	..	..	..	750	0	00	..	..	..
Loss of Government Money .. .. .	..	232	232	295	14	82	63	14	82	295	14	82	..	..	..
Expenses of Royal Visit .. .. .	..	10,000	10,000	15,520	10	53	5,520	10	53	15,520	10	53	..	..	..
Printing and Binding Subsidiary Legislation.. .. .	..	1,600	1,600	1,462	2	39	..	..	..	1,600	0	00	137	17	61
Grant to assist in the education of the son of the late Sir Christian Felling .. .. .	..	2,000	2,000	..	..	..	..	..	..	2,000	0	00	2,000	0	00
Compensation to Mr. W. A. Rutherford .. .. .	..	20	20	20	0	00	..	..	..	20	0	00	..	..	..
Investigations in connection with the Land Bank .. .. .	..	55	55	54	7	08	..	..	..	55	0	00	..	0	12 92
Inspection of Air-craft .. .. .	..	50	50	50	0	00	..	..	..	50	0	00	..	..	..
Contribution to Nairobi Municipality towards Upkeep of Trunk Roads .. .. .	..	9,000	9,000	..	..	..	..	..	..	9,000	0	00	9,000	0	00
Eldoret Native Location .. .. .	..	3,700	3,700	..	..	..	..	..	..	3,700	0	00	3,700	0	00
Removal of Floating Islands .. .. .	..	346	346	303	18	97	..	..	..	346	0	00	42	1	03
Removal of Nairobi Race Course .. .. .	..	3,691	3,691	1,164	0	84	..	..	..	3,691	0	00	2,526	19	16
Supply of Badges .. .. .	..	..	..	83	18	00	83	18	00	83	18	00	..	..	..
Purchase of Secretariat Plot .. .. .	..	2,515	2,515	2,515	18	95	0	18	95	2,515	18	95	..	..	..
Fees to Unofficial Examiners .. .. .	..	..	..	32	10	00	32	10	00	32	10	00	..	..	..
Fishing Survey, Lake Victoria .. .. .	..	..	..	671	16	33	671	16	33	671	16	33	..	..	..
	56,255	78,656	134,911	97,679	19	28	16,631	13	95	95,287	13	95	53,862	14	67
<b>XXVIII.—INTEREST .. .. .</b>	207,554	..	207,554	49,379	18	97	..	..	..	..	..	..	158,174	1	03
<b>XXIX.—PUBLIC WORKS DEPARTMENT .. .. .</b>	135,705	7,238	142,943	122,727	12	38	..	..	..	7,233	0	00	20,215	7	62
<b>XXX.—PUBLIC WORKS RECURRENT.. .. .</b>	193,004	3,000	196,004	190,730	6	83	..	..	..	3,000	0	00	5,273	13	17
<b>XXXI.—PUBLIC WORKS, EXTRAORDINARY .. .. .</b>	170,651	70,160	240,811	130,998	16	38	..	..	..	70,160	0	00	109,812	3	62
<b>XXXII.—TRADE, INFORMATION AND PUBLICITY BUREAU .. .. .</b>	6,100	..	6,100	6,012	15	35	..	..	..	..	..	..	87	4	65
<b>TOTAL .. .. .</b>	£ 2,840,197	428,049	3,268,246	2,834,646	14	90	22,096	13	64	450,145	13	64	455,695	18	74

6

## EXPLANATORY MEMORANDUM.

## PENSIONS AND GRATUITIES.

*Miscellaneous Gratuities, £22/18/62.*—More gratuities than anticipated.

## HIS EXCELLENCY THE GOVERNOR.

*Maintenance of Government House Grounds, Nairobi and Mombasa, £341/14/42.*—Extra labour was taken on above the normal garden establishment and extra water was used during the months of June to September last in order to have the grounds properly prepared and planted before the Royal visit.

*Contingencies, £1/10/48.*—Increased cost of uniforms supplied to drivers, orderlies, etc. A new design was approved by His Excellency the Governor (Sir Edward Grigg) for Government House staff early in 1928.

*Lighting, £3/6/0.*—Extra entertainment during the visit of the Prince of Wales.

*Upkeep of Government House Furniture, £339/2/63.*—Certain extra linen, renovation of chair covers, curtains, etc., became necessary. This would normally have fallen in 1929, but owing to the Royal visit the work had to be carried out in 1928.

## ADMINISTRATION EXTRAORDINARY.

*Motor Lorry, Masai, £3/1/02.*—Cost underestimated.

*Famine Relief, Baringo District, £270/6/52.*—In October 1928 the Senior Commissioner, Kerio, reported that the local harvest could not do more than provide the North Tuken area with food until the end of the year and that after that time relief would be necessary. It subsequently transpired that the harvest was more meagre even than had been supposed and that immediate relief was wanted not only for the North Tuken, but also for the South Tuken area and for this purpose the District Commissioner, Baringo, asked for £200. This was used for feeding the women and children, the aged and the infirm. It was anticipated that further relief would be required in 1929 and the District Commissioner proposed to construct at once arterial roads which would, *inter alia*, facilitate the distribution of food. A further sum of £70/6/52 was therefore granted for the purchase of food with which to pay the men working on the roads.

*Famine Relief, Tana River District, £209/2/87.*—On the 30th of July, 1928, the District Commissioner reported that a serious shortage of food existed on the Tana River and would continue for three months; he asked for (a) the usual proclamation prohibiting export, etc., of native foodstuffs, (b) immediate authority to spend £250 on the purchase of supplies. The proclamation was approved and duly appeared in the Official Gazette of the 28th of August. The District Commissioner was at the same time authorised under section 267 of the Colonial Regulations to incur immediately such expenditure not exceeding £250 as might be necessary. The District Commissioner spent £209/2/87 in purchasing 420 loads of maize and 73 loads of rice which he distributed among the headmen of the riverine villages for issue to the aged and infirm.

## AUDIT DEPARTMENT.

*Local Transport and Travelling, £3/8/21.*—Underestimated.

*Share of Home Expenditure, £123.*—This excess represents payment made by the Crown Agents in the month of November, 1928, on account of the balance of Home expenditure for the year ended the 31st of March, 1929. This expenditure cannot be controlled locally and deviations from Estimates figures arise owing to the difference between the financial years of Kenya and the United Kingdom.

## REGISTRAR GENERAL'S DEPARTMENT.

*Local Transport and Travelling, £24/0/80.*—More travelling required than was anticipated.

## EDUCATION DEPARTMENT EXTRAORDINARY.

*Special Equipment (Indian), Sh. 11/68.*—Underestimated.

*Kapsabet and Kericho Schools, £264/9/60.*—Corresponding savings shown under Education Department, European Education, Maintenance.

*Jeanes School, Kabete, £1/18/06.*—Underestimated.

## POST OFFICE AND TELEGRAPHS EXTRAORDINARY.

*Aerial Telephone Cable, £5/15/0.*—An amount of £180 was revoted in 1928 from the unexpended balance of a vote for £440 approved in 1927 to complete the Aerial Telephone Cable wire at Mombasa. This amount proved to be inadequate to the extent of £5/15/0.

## AGRICULTURAL DEPARTMENT EXTRAORDINARY.

*Purchase of Thornycroft Lorry, £663/14/98.*—This lorry was required for the use of an officer detailed for the special work of organising and carrying into effect a system of stock conservation in the Native Reserves. It was necessary to provide the officer with facility for rapid transport and the lorry enabled him to travel most economically as a self-contained unit. It was not possible to borrow a vehicle from another Government Department.

## GAME DEPARTMENT.

*Ivory and Confiscated Trophies, £1,028/7/43.*—More ivory than was anticipated came into the hands of Government during the year and accordingly the provision for rewards to finders proved inadequate. This expenditure is, of course, covered by increased revenue.

*Contingencies, £8/15/42.*—To meet expenses in connection with an exhibit staged by the Game Department at the Agricultural Show held in October, 1928.

## THE GOVERNMENT COAST AGENCY.

*Personal Emoluments, £1,756/2/86.*

*Local Transport and Travelling, £278/14/00.*

This expenditure is covered by revenue under Reimbursements; it is merely a book entry following agreement with Uganda regarding a contribution to Kenya towards the cost of the Coast Agency.

*Telephones, £0/11/97.*—Underestimated.

*Parcels and Registration, £4/19/25.*—Underestimated.

*Printing and Stationery, £109/7/87.*—Provision for charges of Government Printer for Printing and Stationery was omitted from 1928 Estimates under this sub-head.

## MISCELLANEOUS SERVICES.

*Purchase of Cash Safes and Boxes, £68/8/03.*—Provision inadequate.

*Commission and Fees to Bombay Agents, £176/7/57.*—This vote is provided to meet the cost of commission to Bombay Agents on expenditure incurred by them on behalf of the Colony. The provision in the current year's estimates was increased by £50, but the disbursements during the year were considerably heavier than was anticipated.

*Telegrams, £146/11/24.*—This provision is required to meet an excess due chiefly to the larger number of cables which were despatched during the period immediately prior to the visit of His Royal Highness the Prince of Wales.

*Postages, £52/15/76.*—This is required to meet an excess due to increased correspondence. It is difficult to forecast the expenditure under this sub-head with any degree of accuracy.

*Repatriation, £177/8/65.*—This is to meet an excess caused by the repatriation of an unexpectedly large number of vagrants during the year.

*Payment to Nairobi Municipality, in respect of Rents, £1,387/2/62.*—The sum of £3,700 was provided in the 1928 Estimates for payment due to the Nairobi Municipality in respect of Crown Rents in continuance of the arrangement by which Crown Rents on land within the municipal area are handed over to the Municipality. The sum actually collected in such rents in respect of the year 1928 amounted, after deducting cost of collection, to £5,087/2/62; £1,387/2/62 in excess of the provision in Estimates.

*Payment to Nairobi Municipality in respect of Native Burials, £6/17/50.*—Burial of natives who were not residents within the Municipal Area.

*Contingencies, £55/9/61.*—This excess is caused by an unusually large number of advertisements in the local papers in connection with the purchases by the Central Tender Board.

*Portraits of Kenya Governors, £48/2/24.*—Underestimated.

*Expenses of Hilton Young Commission, £46/1/31.*—It was difficult to forecast the actual requirements in respect of transport, etc., of the members of the Commission outside Nairobi.

*Kenya and Uganda Railway, on account of Stand Premia and Rents, £8,093/0/79.*—The Kenya and Uganda Railway collected £20,093/0/79 during the year 1928 on account of Rents and Stand Premia in respect of areas of land surrounding or adjacent to stations, railway lines and harbours, which areas are under Railway control. Revenue from this source is credited by the Railway to a Land Account, an annual statement of which is furnished to the Colony. Upon receipt of this statement the total revenue shown therein as collected during the year is credited to the Colony's revenue and a similar amount has to be debited to the Colony's expenditure. The charge to the Colony's expenditure was provided for by a vote for £12,000, the estimated amount required in the First Supplementary Estimates, 1928, and the balance of £8,093/0/79 is now required to be voted.

*Loss of Government Money, £63/14/82.*—This represents the balance of a sum of £80/11/0 misappropriated by a native clerk employed by the Native Affairs Department (Native Registration Section). The clerk was subsequently charged and convicted of misappropriation of Government monies. He was sentenced to three months' rigorous imprisonment and fined £100 out of which fine, if paid, £80/11/0 was awarded to Government. Every effort was made to recover the amount, but only £16/16/18 has proved recoverable.

*Expenses in connection with Royal Visit, £5,520/10/53.*—This expenditure was not foreseen when the estimates were prepared.

*Supply of Badges, £83/18/0.*—Information was received from the Secretary of State for the Colonies in December, 1924, that His Majesty the King had approved of the proposal that Governors of certain Colonies and Protectorates should be empowered to award Certificates of Honour in the King's name to non-European members of the community as a means of recognizing services while although excellent in themselves might not justify inclusion of their names in any class or order of knighthood or be considered to reach the high standard required for the King's Medal for Native Chiefs.

His Majesty also approved of the Certificates being accompanied by a Badge to be worn round the neck, pendant from a ribbon. The expenditure involved in the preparation of the Certificates and Badges was to be borne by the funds of the Territory concerned.

*Purchase of Secretariat Plot, Sh. 18/95.*—Underestimated.

*Fees to Unofficial Examiners, £32/10/0.*—To provide fees for unofficial examiners assisting the Language Board. The regulations under which these fees are payable were not brought into force until May 5th, 1928.

*Fishing Survey, Lake Victoria, £671/16/33.*—This represents Kenya's share of cost of survey in 1928. Expenditure to the extent of £1,027/19/54 was incurred in 1927.

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COLONY AND PROTECTORATE OF KENYA.

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# First Supplementary Estimates, 1929.



FIRST SUPPLEMENTARY ESTIMATES  
1929

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## FIRST SUPPLEMENTARY ESTIMATES, 1929.

HEAD AND SUBHEAD	Sanctioned Estimates, 1929	Amount approved by motions in° Leg. Council	Amount now asked for			Total Supplementary Estimates voted & to be voted	Expected Savings
			Revotes from 1928	New Services	Total		
HIS EXCELLENCY THE GOVERNOR	£ 18,400	£ ..	£ ..	£ ..	£ ..	£ ..	£ 73
—ADMINISTRATION .. .. .	267,220	..	..	..	..	..	10,000
a—ADMINISTRATION, EXTRAORDINARY—As per Schedule .. ..	..	4,350	..	715	715	5,065	..
STATISTICAL DEPARTMENT ..	23,388	..	..	..	..	..	125
TREASURY EXTRAORDINARY. Steel Cabinets for Accounts, Records, etc.	1,700	..	..	..	..	..	200
—AUDIT DEPARTMENT .. ..	19,277	..	..	..	..	..	158
—LEGAL DEPARTMENT. Fees to Crown Solicitors .. ..	50	..	..	106	106	106	..
—POLICE .. .. .	164,459	..	..	..	..	..	2,029
II—MEDICAL DEPARTMENT ..	233,506	..	..	..	..	..	3,502
IIa—MEDICAL DEPARTMENT, EXTRAORDINARY—As per Schedule	..	..	1,100	..	1,100	1,100	..
—EDUCATION DEPARTMENT ..	175,954	..	..	..	..	..	7,500
—MILITARY, SUPPLY AND TRANSPORT DEPARTMENT.							
Personal Emoluments .. .. .	10,602	..	..	260	260	260	..
Rations .. .. .	670	..	..	20	20	20	..
Clothing .. .. .	475	..	..	30	30	30	..
Upkeep of Animal Transport .. ..	75	..	..	75	75	75	..
Upkeep and Operation of Mechanical Transport .. .. .	6,700	..	..	5,177	5,177	5,177	..
Telegrams .. .. .	25	..	..	35	35	35	..
	18,547	..	..	5,597	5,597	5,597	..
—MILITARY, EXTRAORDINARY. As per Schedule .. .. .	..	..	8,452	5,775	14,227	14,227	..
—POST OFFICE AND TELEGRAPHS. Personal Emoluments .. .. .	94,229	..	..	210	210	210	4,500
Postal and Telegraph Material (including Stationery) .. .. .	5,000	..	..	..	..	..	800
	99,229	..	..	210	210	210	5,300
la—POST AND TELEGRAPH, EXTRAORDINARY—As per attached Schedule..	..	..	5,918	612	6,530	6,530	..
I—AGRICULTURAL DEPARTMENT Personal Emoluments, Coffee Services ..	148,536	..	..	..	..	..	1,236
	..	575	..	..	..	575	..
COFFEE SERVICES, OTHER CHARGES. Insectaries:							
Labour .. .. .	..	125	..	..	..	125	..
Upkeep .. .. .	..	400	..	..	..	400	..
Passages .. .. .	..	150	..	..	..	150	..
Local Transport and Travelling, etc. ..	..	100	..	..	..	100	..
Administration and General— Contribution to Imperial Agricultural Bureau .. .. .	..	..	..	200	200	200	..
	148,536	1,350	..	200	200	1,550	1,236
<i>Carried forward</i> ..	..	5,700	15,470	13,215	28,685	34,385	30,123

HEAD AND SUBHEAD	Sanctioned Estimates, 1929	Amount approved by motions in Leg. Council	Amount now asked for			Total Supplementary Estimates voted & to be voted	Expected Savings
			Revotes from 1928	New Services	Total		
<i>Brought forward ..</i>	£ ..	£ 5,700	£ 15,470	£ 13,215	£ 28,685	£ 34,385	£ 30,123
<b>XXIIa—AGRICULTURAL DEPARTMENT EXTRAORDINARY.</b>							
As per attached Schedule .. .. .	1,500	31,800	1,650	22,325	23,975	55,775	..
Expenses in connection with Stephanodores One Travelling Laboratory .. .. .	5,000	..	..	..	..	..	800
Four Insectary Units .. .. .	..	600	..	..	..	600	..
	..	7,300	..	..	..	7,300	..
	6,500	39,700	1,650	22,325	23,975	63,675	800
<b>XXIV—GAME DEPARTMENT.</b>							
Personal Emoluments .. .. .	6,651	..	..	230	230	230	300
<b>XXV—SURVEY AND REGISTRATION DEPARTMENT.</b>							
<b>SURVEY DIVISION.</b>							
Personal Emoluments .. .. .	22,611	..	..	100	100	100	..
Transport Travelling and Travelling Allowances .. .. .	4,051	..	..	125	125	125	..
	26,662	..	..	225	225	225	..
<b>XXVIIa—LOCAL GOVERNMENT, EXTRAORDINARY.</b>							
Consolidated grant to Eldoret Municipality	..	3,000	..	..	..	3,000	..
Consolidated grant to Nakuru Municipality	..	3,000	..	..	..	3,000	..
Refunds of Township Revenue to Eldoret and Nakuru Municipalities .. .. .	..	389	..	..	..	389	..
Advances free of interest to District Councils .. .. .	..	3,000	..	..	..	3,000	..
Advance to Mombasa Municipality for completion of Improvement: Valuation	..	4,000	..	..	..	4,000	..
Cost of Public Works Department Plant transferred from Unallocated Stores to Mombasa Municipal Board .. .. .	..	179	..	..	..	179	..
Road Plant for District Councils .. .. .	..	..	10,000	..	10,000	10,000	..
	..	13,568	10,000	..	10,000	23,568	..
<b>XXVIIIa—MISCELLANEOUS SERVICES, EXTRAORDINARY.</b>							
Visit of British Association for the Advancement of Science .. .. .	..	2,800	..	..	..	2,800	..
Famine Relief .. .. .	..	200,000	..	..	..	200,000	150,000
As per attached Schedule .. .. .	3,000	..	30,608	12,948	43,556	43,556	..
	3,000	202,800	30,608	12,948	43,556	246,356	150,000
<b>XXX—PUBLIC WORKS DEPARTMENT.</b>							
Personal Emoluments .. .. .	69,637	..	..	2,015	2,015	2,015	..
Local Transport and Travelling .. .. .	8,958	..	..	553	553	553	..
Government Transport, Upkeep, etc. .. .. .	1,375	..	..	..	..	..	110
Hydrographic Survey and Administration of Water Law—Instruments and Tools .. .. .	200	..	..	570	570	570	..
	80,170	..	..	3,138	3,138	3,138	110
<b>XXXI—PUBLIC WORKS RECURRENT.</b>							
Maintenance and Improvement of Roads and Bridges .. .. .	68,802	..	..	1,500	1,500	1,500	..
<b>XXXII—PUBLIC WORKS. EXTRAORDINARY.</b>							
As per attached Schedule .. .. .	29,450	..	160,967	41,164	202,131	202,131	3,568
<b>BUILDINGS.</b>							
Police Station, Kericho .. .. .	2,250	..	..	..	..	..	1,000
<b>ROADS AND BRIDGES.</b>							
Other Roads and Bridges .. .. .	10,200	..	..	..	..	..	2,568
Northern Frontier Province Roads	..	2,500	..	..	..	2,500	..
Turkana Roads .. .. .	..	2,000	..	..	..	2,000	..
	..	266,268	218,695	94,745	313,440	579,708	188,469
<b>NET EXCESS .. .. .</b>	..	..	..	..	..	..	391,239
<b>TOTAL .. .. .</b>	..	..	..	..	..	579,708	579,708

## SCHEDULE.

HEAD AND SUBHEAD	Original Estimate	Revised Estimate	Actual Expenditure, 31-12-28	Sanctioned Estimate 1929	Appro. by motion 1929	Amount now asked for		Total Expenditure in 1929
						Revotes	New Provision	
	£	£	£	£	£	£	£	£
<b>VIIIa—ADMINISTRATION, EXTRAORDINARY.</b>								
Famine Relief, Baringo District.. ..	4,350	4,350	..	..	4,350	..	..	4,350
Famine Relief, Kikuyu District .. ..	715	715	..	..	..	..	715	715
	..	..	..	..	4,350	..	715	5,065
<b>VIIIa—MEDICAL DEPARTMENT, EXTRAORDINARY.</b>								
Leper Lazaretto and Accommodation (1)	1,300	1,298	198	..	..	1,100	..	1,100
<b>IXa—MILITARY, EXTRAORDINARY.</b>								
Wireless Installation (1) .. .. .	6,286	6,286	769	..	..	5,517	..	5,517
Six-wheeled Lorries (1) .. .. .	3,500	3,500	1,565	..	..	1,935	..	1,935
Purchase of 4 Albion Lorries .. .. .	5,400	5,400	..	..	..	..	5,400	5,400
Electrical Installation, K.A.R. .. .. .	375	375	..	..	..	..	375	375
Ammunition—Defence Force (1).. .. .	6,000	5,328	4,328	..	..	1,000	..	1,000
	..	..	..	..	..	8,452	5,775	14,227
<b>CXIa—POST OFFICE &amp; TELEGRAPHS, EXTRAORDINARY.</b>								
Nairobi Telephone Exchange (2) .. .. .	13,000	20,000	..	..	..	750	..	750
Tractor and Trailer (2) .. .. .	320	320	..	..	..	320	..	320
Mombasa Wireless Station (C.W. Panel) (2)	500	500	..	..	..	500	..	500
Kitale Telephone Exchange (2) .. .. .	600	600	..	..	..	600	..	600
Kericho-Chemagel Line (2) .. .. .	1,360	1,360	..	..	..	1,360	..	1,360
Testing Instruments and Apparatus (1)..	430	430	149	..	..	281	..	281
Replacement of Nairobi Telephone Exchange by an Underground System (1)	9,517	9,517	7,410	..	..	2,107	..	2,107
Wireless Apparatus—Loud Speakers ..	612	612	..	..	..	..	612	612
	..	..	..	..	..	5,918	612	6,530
<b>CXIIa—AGRICULTURAL DEPT., EXTRAORDINARY.</b>								
New Boiler for Maize Conditioning Plant (1) .. .. .	400	650	..	..	..	400	250	650
Machinery for Cool Stores (1) .. .. .	1,250	1,500	..	..	..	1,250	250	1,500
Purchase and Distribution of Seeds in Famine Areas .. .. .	6,000	6,000	..	..	6,000	..	..	6,000
Expenses in connection with Locusts (1)..	48,825	66,918	20,988	..	25,000	..	20,130	45,930
Assisted Importation of Pedigree Livestock (1) .. .. .	9,000	8,300	815	1,500	..	..	1,485	2,985
Ant Repellent (4) .. .. .	600	810	..	600	..	..	210	810
	..	..	..	..	31,800	1,650	22,325	57,875

(1) Estimates or Supplementary Estimates, 1928. (2) Select Committee's Recommendations on 1927 Surplus Balances. (3) Select Committee's Recommendations on 1928 Surplus Balances. (4) 1929 Estimates. (5) Estimates or Supplementary Estimates, 1927.

HEAD AND SUBHEAD	Original Estimate	Revised Estimate	Actual Expenditure, 31-12-28	Sanctioned Estimate 1929	Amount now asked for		Total Expenditure in 1927
					Revotes	New Provision	
	£	£	£	£	£	£	£
<b>XXVIIIa—MISCELLANEOUS SERVICES, EXTRAORDINARY.</b>							
Nairobi Town Planning Scheme (1) .. .. .	3,000	6,000	2,493	..	507	3,000	3,507
Acquisition of Land for Eldoret School (1) ..	2,467	2,467	..	..	2,467	..	2,467
Payment to Nairobi Corporation in respect of Asiatic Residential Areas (1) .. .. .	7,933	6,116	..	..	6,116	..	6,116
Expenses of Closer Settlement Scheme (1) ..	3,500	3,500	8	..	3,492	..	3,492
Removal of Nairobi Race Course (5) .. .. .	5,000	5,000	2,474	..	2,526	..	2,526
Printing and Binding Subsidiary Legislation (1) ..	1,400	1,600	1,463	..	137	..	137
Grant to assist in the education of the son of the late Sir Christian Felling (1) .. .. .	2,000	2,000	..	..	2,000	..	2,000
Contribution to Nairobi Municipality towards Upkeep of Trunk Roads (1) .. .. .	9,000	9,114	..	..	9,114	..	9,114
Expenses in connection with Royal Visit (1) ..	10,000	15,621	15,521	..	..	100	100
Purchase of Roman Catholic Church Plot and Building at Eldoret .. .. .	1,500	1,500	..	..	..	1,500	1,500
Equipment for Central Registration Traffic Ordinance .. .. .	70	70	..	..	..	70	70
Compensation to Dutch Reformed Church for land exchange .. .. .	300	300	..	..	..	300	300
Criminal Procedure Code for the East African Dependencies .. .. .	45	45	..	..	..	45	45
Mombasa Valuation Roll (1) .. .. .	1,608	4,108	1,608	..	..	2,500	2,500
Visit of Brigadier Winterbotham to Colonial Survey Department .. .. .	200	200	..	..	..	200	200
Development of Civil Aviation (1) .. .. .	3,600	3,600	94	3,000	506	..	3,506
Native Location Eldoret (1) .. .. .	3,700	3,700	..	..	3,700	..	3,700
Removal of Floating Islands (5) .. .. .	500	500	457	..	43	..	43
Contribution to the Rowett Research Institute ..	5,000	5,000	..	..	..	5,000	5,000
Theft of Money at Narok .. .. .	..	233	..	..	..	233	233
	..	..	..	..	30,608	12,948	46,556
<b>XXXII—PUBLIC WORKS EXTRAORDINARY.</b>							
<b>BUILDINGS—</b>							
Nakuru, Post Office (1) .. .. .	4,000	4,000	2,768	..	1,232	..	1,232
Temporary Admin. Buildings, Turkana (1) ..	3,600	..	1	..	3,599	..	3,599
<b>POLICE BUILDINGS—</b>							
Police Station and Quarters, Thika (1) .. ..	3,000	3,000	1,640	..	1,360	..	1,360
Police Station, Njoro (1) .. .. .	2,300	2,300	294	..	1,006	1,000	2,006
<b>POST OFFICE AND QUARTERS—</b>							
Ruiru (1) .. .. .	830	830	..	..	830	..	830
Miwani (1) .. .. .	800	800	2	..	798	..	798
Rumuruti .. .. .	950	950	..	..	..	950	950
Three Rest Camps for Itinerant Labour (1) ..	1,000	1,000	557	..	443	..	443
Sub-Depots for Public Works Department (1) ..	2,100	2,100	664	..	1,436	..	1,436
Quarters for Native Women undergoing Medical Training at Mombasa (1) .. .. .	900	900	1	..	899	..	899
Buildings and Crushes—Veterinary Stations, Central Kavirondo and Northern Frontier (1) ..	1,200	1,200	4	..	1,196	..	1,196
Nairobi Elementary Schools (1) .. .. .	15,000	15,000	3,573	..	11,427	..	11,427
Post Office and Transit Stores, Kilindini (1) ..	2,500	2,500	..	..	500	2,000	2,500
Purchase of a Church of England Building for a Court House at Eldoret (1) .. .. .	810	810	59	..	751	..	751
Approaches to Ferry at Kilifi Creek (1) .. ..	800	800	247	..	553	..	553
Accommodation for raising Cattle under Tick-free conditions (1) .. .. .	560	560	241	..	319	..	319
Extension to Veterinary Quarantine Station, Nairobi (1) .. .. .	700	700	642	..	58	..	58
Completion of a brick house at Isiolo (1) .. ..	800	800	103	..	697	..	697
Police Stations (Police Post Koru and Turbo) (5) ..	6,323	6,038	5,654	..	434	..	434
Timber Seasoning (Kilns) (5) .. .. .	2,699	5,299	2,638	..	61	2,600	2,661
	..	..	..	..	27,599	6,550	34,149
<i>Carried forward</i>							

(1)—Estimates or Supplementary Estimates, 1928. (2)—Select Committee's Recommendations on 1927 Surplus Balances. (3)—Select Committee's Recommendations on 1928 Surplus Balances. (4)—1929 Estimates. (5)—Estimates or Supplementary Estimates, 1927.

HEAD AND SUBHEAD	Original Estimate	Revised Estimate	Actual Expenditure, 31-12-28	Sanctioned Estimate 1929	Amount now asked for		Total Expenditure in 1929
					Revotes	New Provision	
	£	£	£	£	£	£	£
<i>Brought forward</i> ..	..	..	..	..	27,599	6,550	34,149
Military Buildings at Lokitaung, Wajir, Meru and Kitale (1)—£3,850, (2)—£1,500 .. ..	5,350	7,601	2,565	..	2,785	2,251	5,036
New Aerodrome, Nairobi .. ..	591	800	400	..	..	400	400
Additional Accommodation for Africans, Mathari Mental Hospital .. ..	2,000	3,502	2,348	..	..	1,154	1,154
Record Room at the New Treasury Offices, Nairobi .. ..	674	674	..	..	..	674	674
New Prison, Kakamega .. ..	3,400	3,400	..	..	..	1,000	1,000
New Prison, Thika .. ..	1,100	1,100	..	..	..	500	500
Additions to and Alterations of G.P.O., Nairobi in connection with New Telephone Exchange (2)	7,000	11,000	..	..	3,500	..	3,500
<b>ROADS AND BRIDGES.</b>							
Other Roads and Bridges .. .. (2) £35,000 (3) £39,000 (4) £10,200	84,200	81,632	..	10,200	27,532	8,500	46,232
<i>Coast Province.</i>							
Sabaki River Bridge (1) .. ..	7,000	7,000	70	..	6,930	..	6,930
Takaungu Causeway (1) .. ..	3,800	3,800	83	..	3,717	..	3,717
Improvement of South Coast Road (1) .. ..	2,000	2,000	695	..	1,305	..	1,305
Bridges and Culverts on Public Roads in Coast Reserves (1) .. ..	1,000	1,000	..	..	1,000	..	1,000
<i>Ukamba Province.</i>							
Athi River Bridge, Kitui-Kibwezi Road (1) .. ..	3,000	3,000	578	..	2,422	..	2,422
<i>Nakuru.</i>							
Nakuru Township Roads (1) .. ..	3,600	3,600	3,081	..	519	..	519
<i>Turkana.</i>							
Kitale-Kacheliba-Lodwar-Labur Road (1) Special Improvements and Construction .. ..	2,000	2,000	1,648	..	352	..	352
<i>Northern Frontier Province.</i>							
New Roads, Bridges and Culverts (1) .. ..	2,000	2,000	1,693	..	307	..	307
<i>Nyanza Province.</i>							
Kuja and Awach River Bridge (1) .. ..	3,750	3,750	1,728	..	2,022	..	2,022
Ossawa River Bridge—Kisumu-Kisii Road (1) .. ..	1,000	1,000	..	..	1,000	..	1,000
<i>Kerio Province.</i>							
Kabarnet-Ravine Road (1) .. ..	1,000	1,000	882	..	118	..	118
<i>Various.</i>							
Construction of Arterial and Developmental Roads Bridges and Culverts (1) .. ..	16,700	16,700	9,778	..	6,922	..	6,922
<b>ROADS AND BRIDGES (Revotes).</b>							
North Coast Road, Mombasa and Roads to Eastleigh Township (5) .. ..	10,209	9,957	8,319	..	1,638	..	1,638
Construction of Roads and Drains near Plots Nos. 262-275, Mombasa .. ..	860	860	..	..	..	860	860
<b>WATER SUPPLIES AND DRAINAGE.</b>							
Extension of Service Reservoir, Mombasa Water Supply, Changamwe (1) .. ..	7,000	7,000	£48	..	6,152	..	6,152
Kilifi Water Supply (1) .. ..	2,650	2,650	1,102	..	1,548	£0	2,348
Machakos Water Supply (1) .. ..	2,200	2,200	1,722	..	478	..	478
Thika Water Supply (1) .. ..	3,600	3,600	15	..	3,585	..	3,585
<i>Carried forward</i> ..	..	..	..	..	101,431	22,689	134,320

(1)—Estimates or Supplementary Estimates, 1928. (2)—Select Committee's Recommendations on 1927 Surplus Balances. (3)—Select Committee's Recommendations on 1928 Surplus Balances. (4)—1929 Estimates. (5)—Estimates or Supplementary Estimates, 1927.

HEAD AND SUBHEAD	Original Estimate	Revised Estimate	Actual Expenditure, 31-12-28	Sanctioned Estimate 1929	Amount now asked for		Total Expenditure in 1929
					Revotes	New Provision	
	£	£	£	£	£	£	£
<i>Brought forward</i> ..	..	..	..	..	191,431	22,629	134,320
Gilgil Water Supply (1) .. .. .	1,900	1,900	638	..	1,262	..	1,262
Nakuru Township Drains (1) .. .. .	3,500	3,500	1,317	..	2,183	..	2,183
Kisumu Township Roads and Drains (1) .. .. .	4,300	4,300	2,234	..	2,066	..	4,066
Kisumu Drains (2) .. .. .	2,000	2,000	..	..	2,000	..	..
Purchase of Boring Plant (1) .. .. .	8,500	8,500	8,207	..	293	7,000	7,293
(3) .. .. .	7,000	7,000	..	..	..	..	..
Water Supply, Veterinary Depot, Ngong (1) .. .. .	1,200	1,200	1,036	..	114	..	114
Draining the Pesi Swamp (1) .. .. .	1,000	1,000	953	..	47	..	47
Nakuru School Drainage System (1) .. .. .	1,150	1,150	995	..	155	..	155
Construction of Roads and Drains in Bahati Township (1) .. .. .	150	415	82	..	68	265	333
Mombasa Water Supply, Extension to Piping (2) ..	500	500	..	..	500	..	500
Nakuru Water Supply, Extension to Piping (2) ..	1,000	1,000	..	..	1,000	..	1,000
Nyeri Water Supply (2) .. .. .	4,000	4,000	..	..	4,000	..	4,000
Kitale Water Supply (2) .. .. .	13,000	13,000	..	..	13,000	..	13,000
Nairobi Anti-Malarial Measures (1) .. .. .	20,000	20,000	2,250	..	17,750	..	17,750
General Anti-Malarial Measures (2) .. .. .	10,000	10,000	..	..	5,000	..	5,000
Minor Works, Water Supplies (2) .. .. .	3,000	3,000	..	..	3,000	..	3,000
Installation of Meters at Mombasa, Nakuru and Kisumu .. .. .	1,250	1,250	..	..	..	1,250	1,250
Water Supplies, Masai Reserve .. .. .	1,750	1,750	..	..	..	1,750	1,750
<b>MISCELLANEOUS.</b>							
Furniture for New Buildings and New Appointments (1) .. .. .	16,516	18,516	12,128	8,000	5,400	..	5,400
Furniture for New Buildings and New Appointments (3) .. .. .	2,000	..	..	..	..	2,000	..
Purchase of Lorries, Equipment and Workshop Appliances for Government Transport ..	8,000	..	7,635	..	365	..	365
Purchase of a Ford Lorry for Government Transport ..	..	..	..	..	..	210	210
Electrical Light Plant and Engine House, Nakuru School (1) .. .. .	700	700	415	..	285	..	285
Other Minor Works (3) .. .. .	6,000	20,796	..	6,000	..	6,000	12,495
Other Minor Works (1) .. .. .	14,796	..	13,388	..	495	..	..
Reserve (1) .. .. .	3,000	5,960	2,407	3,000	553	..	3,553
	..	..	..	..	160,967	41,164	219,331

(1)—Estimates or Supplementary Estimates, 1928. (2)—Select Committee's Recommendations on 1927 Surplus Balances. (3)—Select Committee's Recommendations on 1928 Surplus Balances. (4)—1929 Estimates. (5)—Estimates or Supplementary Estimates, 1927.



## FIRST SUPPLEMENTARY ESTIMATES, 1929.

### EXPLANATORY MEMORANDUM.

#### LEGAL, DEPARTMENT.

*Fees to Crown Solicitors, £106.*—Of this sum £55 is on account of professional charges paid to Messrs. Burchells, London, who were asked to represent the Crown in the matter of the Petition of Nek Alam to the Privy Council. The balance of £51 represents professional charges paid to Messrs. Atkinson, Wright and Bown, who defended an important land case at Mombasa on behalf of the Commissioner for Local Government, Lands and Settlement.

#### MILITARY.

##### SUPPLY AND TRANSPORT DEPARTMENT.

*Personal Emoluments, £260.*—This represents salaries of 5 native drivers for 7 months—4 at £7 10s. and 1 at £7 per mensem for four newly purchased Albion lorries for transport work.

*Rations, £20.*—Cost of rations for 5 natives for 214 days at Cts. 40 per diem.

*Clothing, £30.*—Cost of uniforms for 5 natives at £6 each.

*Upkeep of Animal Transport, £75.*—This requirement is due to the drought and subsequent lack of grazing; also to unforeseen abnormal repairs to waggons.

*Upkeep and Operation of Mechanical Transport, £5,177.*—Of this amount £600 is for the maintenance of 4 Albion lorries at £150 each, and the balance of £4,577 is required on account of the following abnormal reasons:—

- (a) Abnormal movements of Troops and Police in Northern Frontier Province and Turkana.
- (b) The drought and consequent shortage of crops in the Northern Frontier Province and Turkana, necessitating the transport of meal from Nairobi to stations where local purchases were effected in normal times.

*Telegrams, £35.*—Underestimated.

#### POST OFFICE AND TELEGRAPHS.

*Personal Emoluments, £210.*—This amount is required to meet the salary of an Electrical Inspector at £840 per annum on the scale of £840 by £40 to £920 for the last three months of the year. This appointment is necessary as the effective administration of the Electric Power Ordinance now requires the whole-time services of a fully qualified Electric Power Engineer. Savings are available to cover this amount but as the sanction of Council is necessary in this case the item is included herein.

#### AGRICULTURAL DEPARTMENT.

##### ADMINISTRATIVE AND GENERAL.

*Contribution to Imperial Agricultural Bureau, £200.*—An Imperial Agricultural Bureau has been instituted in England for the purpose of supplying information of value to research workers in agricultural science throughout the various parts of the Empire. The cost of this Bureau is £20,000 per annum and the contribution which is required from the Colonial Empire is £3,750.

In view of the facilities which the Bureau will afford for the interchange of information on subjects of practical interest to this Colony, this Government has agreed to a contribution of £200.

## GAME DEPARTMENT.

*Personal Emoluments, £230.*—The Secretary of State has approved of the salary attached to the post of the Senior Assistant Game Warden, held by Captain K. F. T. Caldwell being fixed at £720 a year with effect from the 1st January, 1926.

The salary drawn by Captain Caldwell for 1926 for eleven months of 1927 was at the rate of £600 per annum and the difference between this rate and £720 per annum is payable to him.

Leave for one month of 1927 was without pay.

The Game Warden has reported savings of £300 on his expenditure votes but as the sanction of Council is necessary in this case the item has been included herein.

## SURVEY AND REGISTRATION DEPARTMENT.

*Survey Division Personal Emoluments, £100.*—In respect of engagement of a Cadet in connection with Town Planning Scheme. Expenditure will be met from savings under Head VIII, Administration, Local Government, Lands and Settlement—Personal Emoluments.

*Transport, Travelling and Travelling Allowances, £125.*—To meet additional travelling allowances and transport in connection with Town Planning Scheme which are now being undertaken by the Survey Staff. Expenditure will be met from savings under Head VIII, Administration, Local Government, Lands and Settlement—Personal Emoluments.

## LOCAL GOVERNMENT.

*Contributions to Local Authorities—Extraordinary Road Plant for District Councils, £10,000.*—The Select Committee on Draft Estimates, 1929, recommended this expenditure out of 1927 surplus balances for supplying road plant for District Councils and it has now been approved by the Secretary of State.

## PUBLIC WORKS DEPARTMENT.

*Personal Emoluments, £2,015.*

*Local Transport and Travelling.—£553.*

These sums are required to provide for additional temporary road foremen, together with their travelling expenses and camp equipment, in connection with the additional programme of road work to be met from 1927 surplus balances, as shown under Public Works Extraordinary Roads and Bridges. They were originally included in the sum of £35,000 appearing on page 45 of the Report of the Select Committee on 1929 Estimates, but as the proper charge will be against the above votes, occasion is taken to adjust the matter in the First Supplementary Estimates.

## HYDROGRAPHIC SURVEY AND ADMINISTRATION OF WATER LAW.

*Instruments and Tools, £570.*—To cover the cost of some recording gauges which were ordered through the Crown Agents in 1928 but not paid for by the end of the year. The instruments were chargeable to funds provided in the Second Supplementary Estimates, 1928, but as the amount was not paid in time the vote lapsed.

## PUBLIC WORKS RECURRENT.

*Maintenance and Improvements of Roads and Bridges.—£1,500.*—In the 1928 Estimates the amount provided for the Northern Frontier Province and Turkana Roads was £2,914. In the Estimates for 1929 the amount provided for Northern Frontier Province is £1,000, Turkana Roads having been omitted. It has been possible up to the present to provide the Assistant Engineer, Turkana, with sufficient funds to keep ordinary maintenance works going on the road, but the sum will be exhausted on May 31st. Representations have been received from the Senior Commissioner, Kerio, and the Officer Commanding Troops to the effect that parts of the road are almost impassable

on account of the rains, and it is quite clear that if maintenance work is relaxed the whole road will quickly become impassable. Considerable importance is attached to this road in view of military operations in Northern Turkana. The amount provided is for the maintenance of this road up to the end of the year for 200 miles of road between the Trans Nzoia boundary and Lodwar.

#### ADMINISTRATION EXTRAORDINARY.

*Famine Relief, Kikuyu Province, £715.*—To cover the cost of the staff, etc., in respect of famine relief, details are as under :—

	£
2 Asiatic clerks for 6 months, February to July, 1929, at Sh. 255 per mensem each ... ..	153
16 Native storekeepers for 6 months at Sh. 45 per mensem each ... ..	216
60 porters for handling stores, etc., for 6 months at Sh. 12 each per mensem ... ..	216
Transport charges for the above clerks and storekeepers ... ..	100
Incidentals to cover various small items, such as weighing machine, material for erecting stores, etc. ... ..	30
	£715

#### MEDICAL DEPARTMENT—EXTRAORDINARY.

*Leper Lazaretto and Leper Accommodation, £1,100.*—Funds were provided in 1928 for the purchase of a site at the Coast for a Leper Lazaretto. Negotiations were not concluded during the year and the money lapsed. It is anticipated that arrangements for the purchase of a suitable piece of land will be made during the present year.

#### MILITARY EXTRAORDINARY.

*Wireless Installation, £5,517.*—This represents the unexpended balance of a vote of £6,286 provided in the Third Supplementary Estimates, 1928, for the purchase of necessary apparatus, etc., for establishing a wireless station in the Northern Frontier Province and Turkana, but the purchases could not be completed during last year.

*Six-wheeled Lorries, £1,935.*—This represents the unexpended balance of a sum of £3,500 provided in the Third Supplementary Estimates, 1928. It was impracticable to conclude the purchase during 1928 and the balance unspent in that year, is now required for this purpose.

*Purchase of Four Albion Lorries, £5,400.*—These additional motor lorries are required for any necessary movement of troops from Meru to protect the western portion, Northern Frontier Province.

*Electrical Installation, King's African Rifles Lines, £375.*—This is required to cover the cost of re-wiring the buildings in the K.A.R. lines, the present wiring having been condemned as dangerous.

*Ammunition, Defence Force, £1,000.*—A part of the ammunition, Mark VII, indented for in May last did not arrive before the close of last year.

#### POST OFFICE AND TELEGRAPHS EXTRAORDINARY.

*Nairobi Telephone Exchange, £750.*

*Tractor and Trailer, £320.*

*Mombasa Wireless Station, £500.*

*Kitale Telephone Exchange, £600.*

*Kericho-Chemagel Line, £1,360.*

The above expenditure was recommended by the Select Committee on 1929 Estimates and has been approved by the Secretary of State.

*Testing Instruments and Apparatus, £281.*—Certain instruments, the cost of which was voted in 1928, were not paid for before the close of the year.

*Replacement of Nairobi Telephone Exchange by an Underground System, £2,107.*—This represents the unexpended balance of an amount of £9,517 revoted in 1928 and is required for completing the work.

*Wireless Apparatus, Loud Speakers, £612.*—The loud speakers were imported last year in connection with the visit of H.R.H. the Prince of Wales, but owing to difficulty in reconciling the amount properly payable to the suppliers, payment was not effected by the Crown Agents until this year.

#### AGRICULTURAL DEPARTMENT EXTRAORDINARY.

*New Boiler for Maize Conditioning Plant, £650.*—Of this sum £400 represents a revote of the amount voted in the Second Supplementary Estimates, 1928, to cover the cost and freight, etc., of a boiler of the same type as one which was purchased in 1924 for £250. When the order was placed in 1928, however, it was ascertained that a special price had been obtained by the Crown Agents in 1924 through a misquotation by the suppliers, who subsequently allowed the quoted price to stand. The true price of the article required is £525, and a further £250 is needed.

*Machinery for Cool Stores, £1,500.*—Of this sum £1,250 represents a revote of the amount voted in the Second Supplementary Estimates, 1928, for the purchase of certain plant for duplicating the cool store machinery as a safeguard against breakdown, the cost of which was not accurately known. It has now been found that the cost is in excess of the provision made and a further sum of £250 is now required.

*Expenses in Connection with Locusts, £20,130.*—This sum has been reserved for the purpose of providing staff, labour and materials for combating hopper bands of the third generation. Efforts will be made only in those areas where hopper bands are reasonably accessible.

*Assisted Importation of Pedigree Live Stock, £1,485.*—A vote of £3,000 was taken in the First Supplementary Estimates for 1928 under "Miscellaneous Services—Assisted Importation of Pedigree Livestock" in furtherance of the scheme for encouraging the importation of pedigree livestock. Under this scheme *bona fide* farmers in the Colony will be eligible to a refund of 50 per cent. of the ocean freight from London to Kilindini on importations of pedigree livestock. Of this sum £815 was spent in 1928 and £1,485 is now required to meet claims which were too late to be paid for in 1928.

*Ant Repellent, £210.*—In the current year's Estimates a sum of £600 was sanctioned for Ant Repellent. The cost of two consignments of Cresoto has been met from this provision and calculating from the response to a circular letter issued by the Director of Agriculture, a further supply of 2,500 gallons will be required, the cost of which will be about £280. A balance of £70 is outstanding under the existing vote, and an additional sum of £210 is therefore required. The cost of this material will be amply covered by the revenue derived from its sale.

#### MISCELLANEOUS SERVICES EXTRAORDINARY.

*Nairobi Town Planning Scheme, £3,507.*—£507 represents the unexpended balance of a vote of £3,000 taken in the First Supplementary Estimates, 1928, to cover the cost of staff and other expenditure in connection with the Nairobi Town Planning Scheme and is required to be revoted to carry on the work in 1929. An additional amount of £3,000 is required for the same purpose.

*Acquisition of Land for Eldoret School, £2,467.*—This sum was voted in the Third Supplementary Estimates, 1928, but as the transaction was not completed during that year the funds provided lapsed.

*Payment to Nairobi Corporation in respect of Asiatic Residential Area, £6,116.*—The sum of £7,933 was voted in Third Supplementary Estimates, 1928, to meet Government's liability for part of the cost of construction of the trunk road (Fort Hall Road) through the Asiatic Residential Area and for the cost of roads and drains fronting plots sold in this area. No claim was received for such contributions during 1928 and this sum is now reduced to £6,116, of which £1,793 represents the amount claimed by the Nairobi Municipality in respect of half the cost of construction of the trunk road during 1928 and £4,323 represents the liability assumed by Government for the cost of construction of roads and drains.

*Expenses of Closer Settlement Scheme, £3,492.*—The initiation of this scheme has been delayed owing to the fact that the Land Bank Bill has not been enacted; expenditure on this account will be necessary this year in connection with preliminary surveys, etc.

*Removal of Nairobi Racecourse, £2,526.*—An unexpended balance of £3,691 of a vote of £5,000 approved by motions in the Legislative Council on the 10th March, 1927, was revoted in 1928, of this sum £1,165 was spent in 1928, and the balance of £2,526 is now required to be revoted.

*Printing and Binding Subsidiary Legislation, £137.*—In the Second and Third Supplementary Estimates for 1928 sums amounting to £1,600 were provided for meeting the cost of the printing and binding of 600 copies of the Kenya Subsidiary Legislation. Of this sum £1,463 was spent in 1928 and the balance is required during the current year.

*Grant to Assist in the Education of the son of the late Sir Christian Felling, £2,000.*—This amount was provided in the Second Supplementary Estimates for 1928, but could not be paid before the close of the year, as His Excellency the Governor (Sir Edward Grigg) while in England was unable to get into touch with Rhodes Scholarship Trustees, to whom the amount is payable.

*Contributions to Nairobi Municipality towards upkeep of Trunk Roads, £9,114.*—A sum of £9,000 was provided in the Third Supplementary Estimates, 1928, to cover this service, but was not claimed by the Municipality before the close of the year. A claim has now been made for £9,114.

*Expenses in connection with Royal Visit, £100.*—This amount is required to meet certain outstanding bills which were not received in time to be dealt with in 1928.

*Purchase of Roman Catholic Church Plot and Building at Eldoret, £1,500.*—This represents provision for the acquisition of the plot at present occupied by the Mill Hill Catholic Mission at Eldoret, together with the building erected thereon, on the basis of an exchange of land plus a payment of £1,500 in recompense for existing improvements and for disturbance.

*Equipment for Central Registration Traffic Ordinance, £70.*—To meet the cost of cabinets and Shannon signals for the accommodation of, and easy reference to, the card index in connection with central registration.

*Compensation to Dutch Reformed Church for Land exchange, £300.*—His Excellency the Acting Governor in Council has approved of a proposal that Plot No. 1, Section XIII, Eldoret, now held by the Dutch Reformed Church, shall be exchanged for a plot on the eastern side of the Township, and that a cash payment of £300 shall be made to the Church authorities as compensation for disturbance.

*Criminal Procedure Code for the East African Dependencies, £45.*—To meet Keuya's share of the cost of printing 75 copies of a Draft Model Criminal Procedure Code for the East African Dependencies.

*Mombasa Valuation Roll, £2,500.*—This sum is required to complete the advance, of which instalments amounting to £1,608 were voted in Supplementary Estimates, 1928, to meet payments due to Licensed Surveyors

for the preparation of the Mombasa Valuation Roll. In respect of certain areas in the Municipality it is intended that recovery of this amount will be effected from the Mombasa Municipal Board.

*Visit of Brigadier Winterbotham to Colonial Survey Departments, £200.*—At the request of the Secretary of State for the Colonies, Brigadier Winterbotham, who has been Head of the Geological Section of the General Staff of the War Office, is making a comprehensive tour of the Colonial Survey Departments with a view to advising the Governments included in the tour on survey matters. The expenses of the tour are being met proportionately by the said Governments. It is estimated that the share of this Colony in the general expenses of the visit will be approximately £143. It will be necessary to provide, in addition, for the expenses of travelling within the Colony. In the opinion of the Surveyor General a further sum of about £50 should be added for this purpose.

*Development of Civil Aviation, £506.*—At the Colonial Conference held in London in 1927, it was decided that the Air Ministry of Civil Aviation should send to East Africa an official of the Directorate of Civil Aviation to advise the Governors of the possibilities of Civil Aviation in their respective Colonies, the Colonies between them sharing the necessary expense. Of the sum of £600 approved in the First Supplementary Estimates, 1928, £300 represents the share of Mr. Tymm's salary and passages and £300 his travelling expenses, etc., whilst within the Kenya border. Expenditure against this vote in 1928 amounted to £94 and the balance is now required to meet further commitments.

*Native Location, Eldoret, £3,700.*—This sum was voted in the Third Supplementary Estimates, 1928, but the work was not carried out before the close of the year.

*Removal of Floating Islands, £43.*—This represents the unexpended balance of an amount of £346 revoted from the vote of £500 originally voted in 1927, and is required to meet further commitments.

*Contribution to the Rowett Research Institute, £5,000.*—This sum has been offered by Government to the Rowett Research Institute to equip the Government Farm, Naivasha, for the purpose of research work in animal nutrition.

*Theft of money at Narok, £233.*—In August, 1927, the office of the District Commissioner, Narok, was broken into and a total sum of Sh. 7,478/41 was stolen by the four police constituting the night guard, acting in collaboration with the office boy. A portion of the cash stolen was subsequently recovered and the culprits were duly tried, convicted and given exemplary sentences, as was another member of the police unit who was found in possession of some of the money.

The sum of Sh. 5,256/41 still remaining unrecovered was comprised of the following items:—

- (a) Sh. 4,407/91 : Cash belonging to the Masai Local Native Fund;
- (b) Sh. 242/50 : " Ghee Money ", i.e., money due to various natives operating as a business concern under the general guidance of the District Commissioner.
- (c) Sh. 200/00 : Unclaimed compensation awarded out of a fine in a criminal case.
- (d) Sh. 406/00 : Fines in a criminal case collected but at the time not yet credited to revenue in the cash book.

The Secretary of State has approved of items (a) and (b) being made good to Native funds from Government funds. Prior to the transfer of Provincial Headquarters from Narok to Ngong, Native funds in the custody of the District Commissioner were kept in a special safe purchased from Local Native Council funds, but when the transfer took place this safe was

removed to Ngong, and native moneys were kept in a locked and padlocked cupboard in the office, which was locked at night and guarded by a police guard.

Items (c) and (d) are receiving further consideration by the Secretary of State.

Revotes of £160,967.—Of this sum the following :—

PUBLIC WORKS EXTRAORDINARY.		£
Buildings at Lokitaung, Wajir, Meru and Kitale...		1,500
Addition to and alterations of General Post Office, Nairobi, in connection with the new Telephone Exchange ... ..		3,500
Roads and Bridges ... ..		27,532
WATER SUPPLIES AND DRAINAGE.		
Kisumu Drains ... ..		2,000
Mombasa Water Supply, Extension to piping ...		500
Nakuru Water Supply, Extension to piping ...		1,000
Nyeri Water Supply ... ..		4,000
Kitale Water Supply ... ..		13,000
General Anti-Malarial Measures ... ..		5,000
Minor Works—Water Supplies ... ..		3,000
		£61,032

represents expenditure recommended by the Select Committee on Draft Estimates, 1929, and passed by motion in the Legislative Council on the 21st December, 1928, which has been approved by the Secretary of State. Of the balance £98,887 represents revotes on various works approved in 1928, and is now required to continue the works; and £1,048 represents revotes of £495 under "Other Minor Works" and £553 under "Reserve" details of which are as follows :—

<i>Other Minor Works.</i>	<i>Grant in</i>	<i>Unexpended</i>
	<i>1928. Expenditure.</i>	<i>Balance.</i>
	£	£
Resident Commissioner's Office, Kitale ...	155 ...	141 ... 14
Bedboards for Prisons ... ..	167 ...	54 ... 113
Quarters for Forester, Kisii ... ..	600 ...	504 ... 96
Kitchen store and latrines, Malindi Hospital ... ..	150 ...	— ... 150
Sheep dip, Isiolo ... ..	300 ...	178 ... 122
<i>Total ...</i>		<i>£495</i>
Erection of a Windmill at the Veterinary Depot, Ngong ... ..	210 ...	7 ... 203
Re-roofing old Staff Wing at Government House, Nairobi ... ..	360 ...	232 ... 128
Quarters for Native Women undergoing Medical Training, Mombasa ... ..	150 ...	— ... 150
Purchase and alteration of building for Administration, Kikuyu Province, Thika ... ..	643 ...	571 ... 72
<i>Total ...</i>		<i>£553</i>

## PUBLIC WORKS EXTRAORDINARY.

## POLICE BUILDINGS.

*Police Station, Njoro, £1,000.*—In the 1928 Estimates £2,300 was provided for the construction of a Police Station at Rongai, but it has since been decided that the new Police Station shall be built at Njoro. A vote of £1,300 was taken for this work in the Second Supplementary Estimates, 1928, of which £294 was spent during the last year and the balance of £1,006 is to be re-voted. In addition to this amount a further sum of £1,000 is required to complete the work.

## BUILDINGS.

*Post Office and Quarters, £950.*—A new Post Office building is urgently required at Rumuruti. The old building collapsed a few years ago, and since then the Post Office has been housed in a very temporary wood and iron structure, which contains only one room about 14ft. x 16ft. The structure is not weatherproof, and is not a healthy one to work in.

It was tentatively agreed some time ago that accommodation for the Post Office would be found in the new Government Offices which are being constructed out of the Loan funds. The Loan Works (Buildings) Committee decided, however, that the proper course was to make separate provision for the Post Office building. As the necessary Public Works Department plant was actually at Rumuruti when other building work was in progress in April this year, the time seemed opportune to build the new Post Office, and the expenditure has therefore been authorised by Government in anticipation of the approval of the Legislative Council.

*Post Office and Transit Store, Kilindini, £2,000.*—The construction of a permanent building to include a lock-up store for up-country mails in transit was recommended by the Port Commission. The work is estimated to cost £2,500, of which £500 was provided in the Second Supplementary Estimates 1928, but the work was not started before the close of last year.

*Timber Seasoning Kilns, £2,600.*—In addition to an amount of £61, representing the unexpended balance of a re-vote of £2,699 which is required for providing apparatus for timber seasoning kilns, £2,600 is required for carrying out additions and improvements to existing plant. The existing kilns are unable to cope with the demand for kiln-seasoned timber required for joinery and furniture, and it has been necessary to utilise imported timber, which is not so satisfactory as kiln-seasoned local timber and at times not available, and, further, is more expensive than kiln-seasoned local timber. Works, both Loan and Revenue, have been badly held up for joinery, which naturally leads to excess costs of construction.

2. The Conservator of Forests and the Forest Adviser to Government strongly support the demand, the details of which have been prepared in consultation with those officers. It should be noted that the charges for kiln-seasoning provide for full overhead charges for operating the plant and, in addition, for liquidation of the capital cost of the plant.

3. The details of requirements are as follows :—

(a) Installation of two additional kilns in order to increase out-turn	£1,750
(b) Provision of additional shedding at the kilns to allow of air-seasoning of timber and thus reduce time for kiln-seasoning	600
(c) Improvements to existing kilns to expedite seasoning operations and improve quality of out-turn	250
	<hr/>
	£2,600
	<hr/>

*Military Buildings at Lokitaung, Wajir, Meru and Kitale, £2,251.*—This sum is required for the construction of military buildings at Lokitaung and Wajir, and for carrying out additions to the Mechanical Transport Buildings at Meru and Kitale.



*New Aerodrome, Nairobi, £400.*—Certain work has to be carried out for the new Aerodrome, Nairobi, including the preparation of the surface, filling in of dongas and placing of leading marks. The estimated cost of this is £800, of which sum £400 was provided in the Third Supplementary Estimates, 1928. The amount now asked for is to complete the work.

*Additional Accommodation for Africans in Mathari Mental Hospital, £1,154.*—The present accommodation for Africans at Mathari Mental Hospital is entirely inadequate, and it is considered essential that the following works should be undertaken :—

1. Sick bay	...	...	...	...	...	£1,061
2. African male exercise ground	...	...	...	...	...	388
3. Four African female wards	...	...	...	...	...	567
4. African female exercise ground	...	...	...	...	...	741
5. African inmates' kitchen	...	...	...	...	...	316
6. African patients' bathroom	...	...	...	...	...	73
7. Native attendants' quarters	...	...	...	...	...	208
8. Alteration to African female block	...	...	...	...	...	92
9. Laundry for African inmates	...	...	...	...	...	56
						£3,502

Of this sum, £2,348 was spent in 1928, and the amount now asked for is to complete the work.

*Record Room at the New Treasury Offices, Nairobi, £674.*—Apart from the inconvenience caused by the present record building being situated at a distance from the Treasury Offices, the building itself is in an advanced state of decay, and cannot properly be used at all. The Treasury records are actually housed in the building at the moment because there is nowhere else to keep them, but it cannot be said that they are safe, and it is impossible to keep them in any proper order or condition. They are frequently eaten by rats, and the many openings in the walls, ceiling and floor admit a quantity of dust. The building has been condemned by the Public Works Department, and if a new one is not provided now the records will be lost or irremediably damaged.

*New Prison, Kakamega, £1,000.*

*New Prison, Thika, £500.*

A new prison to replace the existing decayed bandas has long been needed at Kakamega where the average prison population is between 50 and 60.

A small prison is urgently needed at Thika, where committals to prison are numerous and of daily occurrence necessitating considerable expenditure on rail fares for escorts and prisoners to and from Fort Hall.

In respect of both these buildings, until a short time ago it was believed that Loan funds might be made available for these requirements but the Loan Works Committee have recently pointed out that there is no provision for prison buildings in their programme. It is, therefore, necessary to make a commencement with the more urgently needed prison buildings and as the 1929 Public Works Extraordinary estimates included no provision therefor, a Supplementary Estimate is required. The amounts now asked for are first instalments only.

*Roads and Bridges, £8,500.*—This expenditure represents that portion of the £39,000 recommended by the Central Roads Committee as a charge against 1928 Surplus Balances, which will be required for expenditure in 1929.

*Construction of Roads and Drains near Plots Nos. 262 to 275, Mombasa, £860.*—When Plots Nos. 262 to 275 Mombasa were sold in 1928, the following provision was inserted in the Conditions of Sale:—

“ Each grantee is liable to be held responsible by the authority for the proportionate cost of the construction of the roads and drains on which this plot fronts or abuts when construction is completed.”

In view of the change in policy made in 1929 in accordance with which plots are sold at an inclusive price to include cost of roads and drains it is considered that the policy should be made retrospective to this sale especially having regard to the prices paid for these plots which were very largely in excess of the upset price plus cost of roads and drains.

#### WATER SUPPLY AND DRAINAGE.

*Kilifi Water Supply, £800.*—A sum of £2,650 was included in the Estimates for 1928 for a water supply for Kilifi. The estimate was based on a scheme proposed by the Hydraulic Engineer. This scheme provided for the construction of a storage reservoir for gravitation of the supply to a service tank near Kilifi boma, and for distribution of the water to the station. During 1928 it was decided that before proceeding with that scheme an endeavour should be made to find probable water by boring.

The first bore attempted proved to be extremely difficult and expensive on account of running sand and other circumstances. Water was obtained at a shallow depth but it was too saline for use. It was then abandoned and the machine moved to a point about a mile and three quarters inland from the boma, where the chance of obtaining potable water appeared to be fair. The bore was carried to 258 feet in depth and yielded 40,000 gallons of good water for 24 hours. A scheme has been proposed for pumping this water to a service tank near the boma and for distributing it to the houses in the station. The estimated cost of this work is £2,300.

The expenditure which has been incurred in the boring operations is £1,102, leaving a balance of £1,548 on the 1928 vote which is to be revoted. As the construction of the water supply is an urgent matter and the Loan Buildings at Kilifi cannot be constructed until the water supply is laid on an additional provision of £800 is required to carry on the work.

*Purchase of Boring Plant, £7,000.*—This expenditure was recommended by the Select Committee in 1929 Estimates as a charge against 1928 Surplus Balances and has now been approved by the Secretary of State.

*Construction of Roads and Drains in the Bahati Township, £265.*—One of the terms under which Bahati Township was acquired by Government was that Government should recognise all sales of plots made by the Kitale Estate, Ltd., up to date of acquisition by the Government, and should transfer the plots to the purchasers.

The agreement entered into between the Kitale Estate, Ltd., as vendors, and the purchasers of these plots contained a clause to the effect that the purchaser agreed to pay the sum of £5 per annum in respect of the construction and maintenance of roads and drains. Payments in this connection up to the end of 1926 amounting to £415 have been credited to Revenue, and in order to carry out its contract Government is, therefore, committed to the expenditure of this sum on roads and drains. £150 was provided for this purpose in the Third Supplementary Estimates, 1928, of which £82 was spent in 1928. In addition to this a further provision of £265 is required to complete the work.

*Installation of Water Meters at Mombasa, Nakuru and Kisumu, £1,250.*—Amount required for the installation of meters at Mombasa, Nakuru and Kisumu.

*Water Supply, Masai Reserve, £1,750.*—Owing to the non-demarcation of a boundary the Kaputei section of the Masai have in the past uninterruptedly used three water holes which are actually situate outside their Reserve; these holes are located as follows:—

- (1) Between Magadi Junction and Ulu.
- (2) About one mile below Kiu Station.
- (3) Near Simba Station. ••

It is proposed shortly to demarcate the boundary and when this is done the Masai will be deprived of these water holes which they have always regarded as their own.

To obviate any hardships it is proposed to provide them with three bore holes free of charge, the estimated cost of each hole being £350. In addition to this there will be expenditure in respect of reservoirs, troughs and piping and possibly in respect of unsuccessful boring.

#### MISCELLANEOUS.

*Furniture for New Buildings and New Appointments, £2,000.*—This expenditure was recommended by the Select Committee on 1929 Estimates as a charge against 1928 Surplus Balances, and has now been approved by the Secretary of State.

*Purchase of a Ford Lorry for Government Transport, £210.*—The Commissioner of Police required urgently ten mules for transport work in Turkana. A new motor lorry was required by the Public Works Department for transport work in Nairobi and, provided this was obtained, ten Public Works Department mules could be spared for transfer to the Commissioner of Police. The provision of £210 is for the purchase of this lorry, £100 is covered by savings on Head XVI, Police Department, Item 72, Animal Transport; and £110 from savings on Head XXX, Public Works Department, Item 109, Government Transport, Upkeep of Transport Vehicles, etc.

*Other Minor Works, £6,000.*—This expenditure was recommended by the Select Committee on 1929 Estimates as a charge against 1928 Surplus Balances, and has now been approved by the Secretary of State.



COLONY AND PROTECTORATE OF KENYA.

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**Statement of Excesses on Sub-heads which  
have been met out of Savings under the  
same Head as at the 30th of September and  
31st December, 1928**

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**Statement of Excesses on Sub-heads which have been met out of Savings under the same Head as at the 30th of September and 31st December, 1928.**

HEAD AND SUB-HEAD	Sanctioned Expenditure	Expenditure as at 31-12-1928	Excess Expenditure as at		Excess Expenditure during the Quarters ended		Remarks
			31-3-28	30-6-28	30-9-1928	31-12-1928	
<b>SECRETARIAT &amp; LEGISLATIVE COUNCIL.</b>							
Local Transport and Travelling .. .. .	300	407 4 73	..	..	26 4 41	81 0 32	} Heavy expenditure at Mombasa in connection with the August Session of the Legislative Council.
Travelling Allowances .. .. .	90	119 16 50	..	..	..	29 16 50	
Travelling Expenses of Unofficial Members of Legislative Council .. .. .	1,300	1,430 14 20	..	..	..	130 14 20	
Contingencies .. .. .	340	372 6 74	..	..	..	32 6 74	} Amount provided proved inadequate owing to increased Committee Work, the abnormal length of the Mombasa Session, and payment of certain 1927 claims in 1928.
Outfit Allowance .. .. .	..	30 0 0	..	..	..	30 0 0	
<b>PRINTING AND STATIONERY.</b>							
Printing Paper and Sundries .. .. .	7,000	7,377 5 80	..	..	..	377 5 80	} Provision for Office equipment under-estimated.
Contingencies, etc. .. .. .	150	176 15 70	..	..	..	26 15 70	
Contract Printing .. .. .	100	314 4 81	..	137 12 32	32 18 12	43 14 37	} Outfit Allowance paid to a Legislative Council Reporter on first appointment.
Ration and Hostel Charges for Apprentices ..	30	61 3 82	..	..	17 2 73	14 1 04	
<b>ADMINISTRATION, GENERAL STAFF.</b>							
Transport and Incidental Expenses of Frontier Agent, Maji—£300 Half payable by Sudan Govt., and Quarter by Uganda .. .. .	75	346 7 00	..	..	21 7 00	250 0 00	} Cost of handling, Wharfage Charges and Commission omitted from Original Estimate.
Passages for General Staff .. .. .	7,500	8,847 8 56	..	..	..	1,347 8 56	
Local Transport .. .. .	3,600	4,119 11 02	..	..	..	519 11 02	} Transfer of Water from Flat-rate to Meter.
Outfit Allowances .. .. .	150	180 0 00	..	..	30 0 00	..	
African Tropical Service Course .. .. .	1,000	1,545 6 67	..	..	..	545 6 67	} Cost of printing Medical Dept., Annual Rpt., 1926 Rates increased by the Railway.

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**STATEMENT OF EXCESSES ON SUB-HEADS WHICH HAVE BEEN MET OUT OF SAVINGS UNDER THE SAME HEAD AS AT THE 30TH SEPTEMBER AND 31ST DECEMBER, 1928.**

HEAD AND SUB-HEAD	Sanctioned Expenditure	Expenditure as at 31-12-1928	Excess Expenditure as at		Excess Expenditure during the Quarters ended		Remarks
			31-3-28	30-6-28	30-9-1928	31-12-1928	
	£	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	
<b>LOCAL GOVERNMENT LANDS AND SETTLEMENT.</b>							
Local Travelling .. .. .	400	429 11 72	..	..	..	29 11 72	Negotiations with Local Bodies in regard to Local Government necessitated rather more travelling than was anticipated.
Passages .. .. .	87	278 3 91	..	..	186 9 08	4 14 83	The original estimate was the passage of the Town Planning and Municipal Engineer only as it was expected that the Local Government Inspector would arrive in 1927. The latter Officer, however, arrived in 1928. Further when the estimates were prepared, the clerical personnel to be transferred from the Land Office had not been decided upon and when a decision was made, this personnel included two clerks due for leave in 1928.
Contingencies .. .. .	200	226 19 12	..	..	..	26 19 12	No provision had been made in the estimate for advertisements of Land Sales.
<b>NON-NATIVE AREAS, ELDORET.</b>							
Personal Emoluments .. .. .	363	364 6 40	..	..	..	1 6 40	
<b>GENERAL NON-NATIVE AREAS.</b>							
Carts, Harness and Livestock .. .. .	520	530 13 44	..	..	..	10 13 44	
Telephones .. .. .	115	124 6 33	..	..	..	9 6 33	
<b>NATIVE AREAS—UKAMBA.</b>							
Personal Emoluments .. .. .	753	753 5 00	..	..	..	0 5 00	
<b>KERIO.</b>							
Rations to Staff .. .. .	1,804	1,909 14 41	..	..	..	105 14 41	Owing to heavy mortality of transport animals caused by drought, rations had to be conveyed from Kitale to Kacheliba by motor transport; the cost of which was an unforeseen charge against this vote.
<b>NORTHERN FRONTIER.</b>							
Personal Emoluments .. .. .	216	242 1 25	..	..	..	26 1 25	

31st DECEMBER, 1928.

HEAD AND SUB-HEAD	Sanctioned Expenditure	Expenditure as at 31-12-1928	Excess Expenditure as at		Excess Expenditure during the Quarters ended		Remarks
			31-3-28	30-6-28	30-9-1928	31-12-1928	
	£	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	
<b>KABETE REFORMATORY.</b>							
Transport .. .. .	100	138 19 39	..	..	..	38 19 39	More admissions and lack of departmental transport.
Maintenance .. .. .	583	807 12 70	..	..	..	224 12 70	Failure of Reformatory crops.
<b>STATISTICS AND RESEARCH.</b>							
<b>STATISTICAL SECTION.</b>							
Travelling and Office Contingencies .. ..	200	228 3 80	..	..	..	28 3 80	Expenses in connection with earthquake.
Meteorological Services .. .. .	1,150	2,250 0 20	..	..	339 1 23	760 18 97	A large amount of equipment ordered in 1927 was not supplied until 1928.
<b>REGISTRATION SECTION.</b>							
Personal Emoluments .. .. .	7,875	7,897 0 84	..	..	..	22 0 84	Very slight excess due to grading of African Staff after the estimate had been framed.
Native Registration Material .. .. .	1,485	2,757 15 82	..	..	..	1,272 15 82	£587 due to payment in 1928 for material ordered in 1927, the contractor having been unable to complete the order before the close of the year. The balance represents the cost of a reserve stock of Metal Containers which it was found desirable to maintain in the Colony.
Local Transport and Travelling .. .. .	200	202 6 53	..	..	..	2 6 53	
Postal Charges .. .. .	25	30 0 10	..	..	..	5 0 10	This vote cannot be estimated accurately.
<b>TREASURY.</b>							
Personal Emoluments .. .. .	22,587	22,682 6 99	..	..	..	95 6 99	£90 represents the salary of a clerk engaged to replace a clerk seconded to the East African Currency Board, and this sum has been reimbursed by the Board. In addition £119 was required for the employment of a clerk for work in connection with the Asian Widows' and Orphans' Pensions Scheme, but of this £114 was covered by savings. Cost of one machine slightly more than estimated.
Typewriters .. .. .	60	62 19 17	..	..	..	2 19 17	
Telephones .. .. .	120	122 19 80	..	..	..	2 19 80	After the evacuation of the old Treasury Building, the Treasury Offices could not at first be located in one building, and in consequence certain telephone extensions were necessitated.

STATEMENT OF EXCESSES ON SUB-HEADS WHICH HAVE BEEN MET OUT OF SAVINGS UNDER THE SAME HEAD AS AT THE 30TH SEPTEMBER AND 31ST DECEMBER, 1928.

HEAD AND SUB-HEAD	Sanctioned Expenditure	Expenditure as at 31-12-1928	Excess Expenditure as at		Excess Expenditure during the Quarters ended		Remarks
			31-3-28	30-6-28	30-9-1928	31-12-1928	
	£	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	
<b>CUSTOMS DEPARTMENT.</b>							
Local Transport and Travelling .. ..	1,100	1,249 17 80	..	..	..	149 17 80	Payment of arrears of transport claims in terms of adjustments approved by Government.
Printing and Stationery .. .. .	1,100	1,159 7 38	..	..	..	59 7 38	Unforeseen charges by Government Press.
Purchase of Monroe Calculating Machine ..	..	92 12 53	..	..	92 12 53	..	An essential labour saving appliance purchased after an opportunity had arisen of investigating the possibility of using such machines in the Dept.
<b>JUDICIAL DEPARTMENT.</b>							
Jurors, Assessors, Witnesses, etc. .. ..	1,200	1,632 13 93	..	..	..	432 13 93	Increase in the number of Jury Trials and other Criminal Cases.
Fees to Counsel, etc. .. .. .	200	274 10 00	..	..	..	74 10 00	More murder and rape cases in which accused persons require to be defended by Advocates.
<b>LEGAL DEPARTMENT.</b>							
Contingencies .. .. .	90	115 7 69	..	..	..	25 7 69	Re-organisation of Records.
Local Transport and Travelling .. .. .	450	460 5 24	..	..	..	10 5 24	
Travelling Allowances .. .. .	175	212 0 00	..	..	..	37 0 00	Prolonged Session of Legislative Council at Mombasa. Allowance paid to Mr. Huggard in England when drafting Criminal and Penal Codes.
Telegrams .. .. .	10	12 6 10	..	..	..	2 6 10	
<b>POLICE.</b>							
Rewards to N.C.O's. and Men .. .. .	175	179 7 00	..	..	..	4 7 00	
Rations for Persons in Police Custody ..	165	223 3 93	..	..	..	58 3 93	This vote is difficult to estimate accurately. More prisoners had to be fed than was expected.
Miscellaneous Stores .. .. .	2,024	2,032 16 14	..	..	..	8 16 14	
Local Travelling .. .. .	5,190	5,705 4 07	..	..	..	515 4 07	Payment of arrears of Motor Mileage Allowance following a decision that in certain circumstances a higher rate of allowance was payable.
Railway Warrants .. .. .	3,550	3,703 18 20	..	..	..	153 18 20	Underestimated.
Purchase of, and Repairs to Typewriters ..	175	199 3 00	..	..	20 3 50	3 19 50	Typewriter required for Arms Bureau.
Conservancy Fees and Water Rates .. ..	900	965 14 96	..	..	..	65 14 96	Underestimated.
Electric Lighting .. .. .	350	354 5 35	..	..	..	4 5 35	
Animal Transport .. .. .	880	944 13 10	..	..	..	64 13 10	Increase due to drought—large quantities of Lucerne had to be purchased. Also mule casualties had to be replaced.



31st DECEMBER, 1928.

HEAD AND SUB-HEAD	Sanctioned Expenditure	Expenditure as at 31-12-1928	Excess Expenditure as at		Excess Expenditure during the Quarters ended		Remarks
			31-3-28	30-6-28	30-9-1928	31-12-1928	
	£	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	
<b>POLICE—Contd.</b>							
Postmortems and Medical Examinations Fees—							
Expenses in connection with .....	240	426 0 43	..	..	57 10 55	128 9 88	This vote cannot be estimated accurately. Grant of travelling allowance to European Police Constables who did not draw travelling allowance when the Estimates were prepared.
Travelling Allowance .....	750	856 15 25	..	..	..	106 15 25	
Police Bugle Band .....		14 15 42	14 8 50	0 6 92	..	..	
Expenses in connection with the defence of African Constables wrongly charged ..		62 10 00	..	..	..	61 10 00	Fees of Advocates engaged to defend two Constables. In each case the accused was acquitted.
Fees to Medical Officers for instructions to Police Officers ..		23 8 70	..	..	..	23 8 70	Inauguration of Kenya Branch of the St. John Ambulance Brigade.
Equipment for Police Officers Mess ..		239 10 92	..	..	..	239 10 92	Purchase of furniture, cutlery, china, etc., for a Police Officers' Mess.
<b>KENYA AND UGANDA RAILWAY AND PORT POLICE.</b>							
Miscellaneous Stores ..	150	150 0 63	..	..	..	0 0 63	
Local Travelling ..	200	222 14 87	..	..	..	22 14 87	Underestimated.
<b>PRISONS.</b>							
Prisoners Food ..	10,000	11,398 17 51	..	..	..	1,398 17 51	Increase in population of prisons and increased prices of foodstuffs. In addition, the prison farms produce was affected by drought.
Local Travelling ..	1,900	1,907 18 21	..	..	..	7 18 21	
Passages ..	525	553 14 83	..	..	..	28 14 83	Return passage taken for one Officer, a single passage only having been provided for.
Water Rates ..	220	310 1 49	..	..	..	90 1 49	Kisumu Prison placed on meter; more water used at Nairobi.
<b>MEDICAL DEPARTMENT.</b>							
Maintenance of Government Officials in Private Hospitals ..	750	930 8 50	..	..	..	180 8 50	More patients; increase in malarial incidence.
Passages ..	7,420	7,667 3 98	..	..	..	247 3 98	
Travelling Allowances ..	1,600	1,767 4 14	..	..	..	167 4 14	Travelling on hookworm campaign. Had the establishment been complete this excess would have been much greater.

**STATEMENT OF EXCESSES ON SUB-HEADS WHICH HAVE BEEN MET OUT OF SAVINGS UNDER THE SAME HEAD AS AT THE 30TH SEPTEMBER AND 31ST DECEMBER, 1928.**

HEAD AND SUB-HEAD	Sanctioned Expenditure	Expenditure as at 31-12-1928	Excess Expenditure as at		Excess Expenditure during the Quarters ended		Remarks
			31-3-28	30-6-28	30-9-1928	31-12-1928	
	£	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	
Upkeep of European Hospitals .. .. .	3,150	3,514 1 90	..	..	..	364 1 90	More patients than anticipated.
Fees and Expenses of Medical Officers attending courses of instruction in England.. .. .	1,000	1,403 0 75	..	..	42 11 59	360 9 16	Increased number of compulsory courses.
Water Supply for Hospitals .. .. .	450	634 3 60	..	..	..	184 3 60	Introduction of meters.
Assistance to Private Hospitals for Maintenance of Indigent Patients .. .. .	250	325 12 50	..	..	28 12 50	47 0 00	It was decided to give assistance to one institution after the Estimates had been framed.
Outfit Allowances .. .. .	300	360 0 00	..	..	..	60 0 00	Underestimated.
Parcel Post and Registered Letters .. .. .	50	57 5 11	..	..	..	7 5 11	
<b>EDUCATION DEPARTMENT.</b>							
<b>ADMINISTRATION.</b>							
Contingencies, etc. .. .. .	240	246 12 11	..	..	..	6 12 11	Underestimated.
Passages .. .. .	440	587 15 34	..	..	..	147 15 34	A large amount of inspection work was carried out by the Director of Education and the Chief Inspector of Schools after the former's arrival.
Travelling Allowance .. .. .	350	393 15 00	..	..	..	43 15 00	
<b>EUROPEAN EDUCATION.</b>							
Local Transport and Travelling .. .. .	350	370 7 10	..	..	..	20 7 10	Supervision of Farm Schools from Eldoret.
Contingencies .. .. .	130	201 5 22	..	..	..	71 5 22	Charges for courses of instruction taken by Assistant Masters while on leave.
Books, Stationery and Equipment .. .. .	2,304	3,104 3 34	..	..	..	800 3 34	Provision inadequate.
Life Insurance Premium of Donation Governor Christ's Hospital .. .. .	20	21 1 25	..	..	..	1 1 25	
Outfit Allowances .. .. .	..	60 0 00	..	..	..	60 0 00	Provision omitted in original Estimates.
<b>INDIAN EDUCATION.</b>							
Books, Stationery and Equipment .. .. .	1,200	1,885 3 80	..	..	..	685 3 80	Provision inadequate.
<b>ARAB AND AFRICAN EDUCATION.</b>							
Personal Emoluments .. .. .	24,156	24,598 14 13	..	..	..	442 14 13	Adjustment of certain expenditure charged to Loan Funds in previous years.
Maintenance and Purchase of Materials .. .. .	5,487	6,231 12 41	..	..	..	744 12 41	
Grants-in-Aid to Schools .. .. .	25,000	25,215 6 23	..	..	..	215 6 23	

76

STATEMENT OF EXCESSES ON SUB-HEADS WHICH HAVE BEEN MET OUT OF SAVINGS UNDER THE SAME HEAD AS AT THE 30TH SEPTEMBER AND 31ST DECEMBER, 1928.

HEAD AND SUB-HEAD	Sanctioned Expenditure	Expenditure as at 31-12-1928	Excess Expenditure as at		Excess Expenditure during the Quarters ended		Remarks
			31-3-28	30-6-28	30-9-1928	31-12-1928	
	£	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	
<b>LOCAL TRANSPORT AND TRAVELLING.</b>							
Local Transport and Travelling .. .. .	1,000	1,658 14 13	..	..	114 17 79	543 16 34	Underestimated, and adjustment of certain expenditure charged to Loan Funds in previous years.
<b>CONTINGENCIES.</b>							
Contingencies .. .. .	200	446 7 83	..	..	..	246 7 83	Adjustment of certain expenditure wrongly charged to Loan Funds in previous years.
Outfit Allowances .. .. .	90	540 0 00	..	..	..	450 0 00	Ditto.
Native Newspaper, "Habari" .. .. .	800	805 6 29	..	..	..	5 6 29	
Books, Stationery and Equipment .. .. .	1,500	1,914 15 56	..	..	..	414 15 56	Provision inadequate.
<b>ARAB AND AFRICAN EDUCATION.</b>							
Domestic Training of African Women .. .. .	1,000	1,125 0 00	..	..	..	125 0 00	Corresponding saving under—Education Dept. Extraordinary "Domestic training of African Women."
<b>TENTS AND EQUIPMENT.</b>							
Tents and Equipment .. .. .	..	158 19 17	..	..	..	158 19 17	Adjustment of certain expenditure wrongly charged to Loan Funds in previous years.
<b>MILITARY HEADQUARTERS.</b>							
<b>DEFENCE FORCE.</b>							
Construction and Upkeep of Rifle Ranges .. .. .	200	201 0 11	..	..	..	1 0 11	
Contingencies .. .. .	100	107 19 00	..	..	..	7 19 00	
<b>3rd KING'S AFRICAN RIFLES.</b>							
Passages .. .. .	2,310	2,857 3 42	..	..	..	547 3 42	Unforeseen new appointments of Officers and repatriation of troops to Aden on reduction of establishment.
Outfit Allowances, Officers and B.N.C.O's. .. .. .	350	522 4 76	..	..	..	172 4 76	Unforeseen new appointments of Officers.

STATEMENT OF EXCESSES ON SUB-HEADS WHICH HAVE BEEN MET OUT OF SAVINGS UNDER THE SAME HEAD AS AT THE 30TH SEPTEMBER AND 31ST DECEMBER, 1928.

HEAD AND SUB-HEAD	Sanctioned Expenditure	Expenditure as at 31-12-1928	Excess Expenditure as at		Excess Expenditure during the Quarters ended		Remarks
			31-3-28	30-6-28	30-9-1928	31-12-1928	
	£	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	
<b>SUPPLY AND TRANSPORT SERVICES, K.A.R.</b>							
Personal Emoluments .. .. .	1,850	10,647 11 69	..	..	6,265 8 58	2,532 3 11	<p>The original Estimates provided for the transfer of the Supply and Transport Services to the Public Works Department, but it was not found possible to arrange the transfer, and provision was accordingly made in the 3rd Supplementary Estimates for an additional amount under "Military, Supply and Transport Services." of £16,889. This sum was covered to the extent of £12,114 by savings under "Public Works Department," and savings to the extent of £684 were available under "Military, K.A.R." where provision had been made for a European Clerk, animal transport drivers and porters for Military transport work. At the same time a sum of £4,091 additional to those mentioned above had to be provided to meet (a) the cost of certain services for which provision had been omitted in the original Estimates (b) the cost of animal transport; the retention of which was found to be necessary until the completion of the arrangements for mechanical transport; and (c) unforeseen expenditure on the transport of food to posts affected by drought, of the total amount provided £19,389, only £18,572 was spent, savings being affected under Personal Emoluments (the establishment being under strength), Travelling, Contingencies and Loss of Stores.</p>
Rations .. .. .	200	784 6 93	..	..	446 13 66	137 13 27	
Passages .. .. .	150	372 12 06	..	..	96 15 70	125 16 36	
Clothing .. .. .	..	205 17 57	..	..	..	205 17 57	
Upkeep of Animal Transport .. .. .	..	267 14 44	..	..	6 9 35	261 5 09	
Local Transport and Travelling .. .. .	..	890 19 53	..	..	..	890 19 53	
Upkeep and Operation of Mechanical Transport .. .. .	..	5,187 13 20	..	..	..	5,187 13 20	
Loss of Stores .. .. .	..	4 14 85	..	..	..	4 14 85	
Travelling Allowances .. .. .	..	36 14 00	..	..	..	36 14 00	

STATEMENT OF EXCESSES ON SUB-HEADS WHICH HAVE BEEN MET OUT OF SAVINGS UNDER THE SAME HEAD AS AT THE 30TH SEPTEMBER AND 31ST DECEMBER, 1928.

HEAD AND SUB-HEAD	Sanctioned Expenditure	Expenditure as at 31-12-1928	Excess Expenditure as at		Excess Expenditure during the Quarters ended		Remarks
			31-3-28	30-6-28	30-9-1928	31-12-1928	
	£	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	
<b>POST OFFICE AND TELEGRAPHS.</b>							
<b>TRAFFIC AND ENGINEERING BRANCHES.</b>							
Return Commission on Money Orders.. ..	950	1,098 0 67	..	..	..	148 0 67	Remittances al road heavier than anticipated.
Conservancy Charges .. .. .	550	616 5 26	..	..	..	66 5 26	Extended night attendance in connection with Kenyaradio Service and heavy volume of telegraph traffic during the last two months of the year
Workshop Tools and Plant .. .. .	100	100 19 66	..	..	..	0 19 66	
Office Equipment .. .. .	700	1,125 18 66	..	..	..	425 18 66	Additional Private Letter Boxes required at Nairobi earlier than expected.
Conveyance of Mails in Kenya .. .. .	2,700	2,883 2 36	..	..	..	183 2 36	Increase in weight of Inland mail matter slightly greater than anticipated.
<b>EXPENDITURE COMMON TO KENYA AND UGANDA.</b>							
Personal Emoluments .. .. .	25,259	26,091 9 04	..	..	..	832 9 04	Special payments in connection with introduction of long grade system for the Asian Clerical Staff. Leave salary payments heavier than anticipated.
Passages .. .. .	5,350	5,376 11 32	..	..	..	26 11 32	
Conveyance of Mails by Sea and by Local Rail and Steamer Services .. .. .	12,250	12,839 1 59	..	..	..	589 1 59	Bounty fee payments heavier than anticipated.
Cost of Printing Stamps .. .. .	1,180	1,408 14 74	..	..	217 8 74	11 6 00	Fresh supplies required greater than anticipated.
Contingencies, etc. .. .. .	240	328 9 11	..	..	45 8 63	43 0 48	
Maintenance of Wireless Stations .. .. .	300	305 10 12	..	..	..	5 10 12	
<b>AGRICULTURAL DEPARTMENT.</b>							
<b>ADMINISTRATIVE AND GENERAL.</b>							
Passages .. .. .	1,850	2,135 17 81	..	..	..	285 17 81	Changes in leave arrangements.
Contribution to Amani Institute .. .. .	1,200	1,700 0 00	..	..	..	500 0 00	The Estimates for 1929 contain provision for an increase of £500 in the annual contribution to be paid by Kenya, and the Secretary of State asked that a similar additional contribution might be made by Kenya in respect of the year 1928, in order to secure further assistance from the Empire Marketing Board.

30  
6

**STATEMENT OF EXCESSES ON SUB-HEADS WHICH HAVE BEEN MET OUT OF SAVINGS UNDER THE SAME HEAD AS AT THE 30TH SEPTEMBER AND 31ST DECEMBER, 1928.**

HEAD AND SUB-HEAD	Sanctioned Expenditure	Expenditure as at 31-12-1928	Excess Expenditure as at		Excess Expenditure during the Quarters ended		Remarks
			31-3-28	30-6-28	30-9-1928	31-12-1928	
	£	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	
<b>Expenses of Research Workers under Rowett Institute Contingencies</b>	200	218 1 93	..	..	..	18 1 93	Additional travelling by Research Workers.
<b>Telegrams</b>	300	301 14 01	..	..	..	1 14 01	Advertising charges in connection with vacant posts heavier than anticipated.
<b>Outfit Allowances</b>	90	270 0 00	..	60 0 00	30 0 00	90 0 00	Allowances not originally provided for certain new appointments.
<b>DIVISION OF NATIVE AGRICULTURE.</b>							
<b>Seeds, etc., for Issue</b>	1,000	1,002 9 95	..	..	..	2 9 95	
<b>Local Transport and Travelling</b>	1,500	1,634 11 35	..	..	..	134 11 35	Payment of arrears of Motor mileage allowances following a decision that in certain circumstances a higher rate of allowance was payable.
<b>SCOTT AGRICULTURAL LABORATORIES.</b>							
<b>Personal Emoluments</b>	5,374	5,429 13 02	..	..	..	55 13 02	Assistant Entomologist appointed at a salary above the minimum rate.
<b>Plant Breeding Services.</b>							
<b>Local Transport and Travelling</b>	300	426 11 84	..	..	..	126 11 84	Payment of arrears of motor allowance following a decision that in certain circumstances a higher rate of allowance was payable.
<b>GRADING AND INSPECTION (Imports and Exports), GRAIN CONDITIONING AND COOL STORES SERVICES.</b>							
<b>Personal Emoluments</b>	3,006	3,305 0 97	..	..	..	299 0 97	Appointment of additional temporary grader and an additional temporary mechanic.
<b>Cool Stores—Upkeep and Labour</b>	720	932 7 41	..	..	..	212 7 41	Increased use of Cool Stores.
<b>VETERINARY DIVISION.</b>							
<b>Compensation payable under the Diseases of Animals Ordinance</b>	150	462 2 00	..	100 0 00	24 0 00	188 2 00	
<b>Library Books and Periodicals</b>	150	159 15 33	..	..	6 11 16	3 4 17	Cost of publications higher than anticipated.

**STATEMENT OF EXCESSES ON SUB-HEADS WHICH HAVE BEEN MET OUT OF SAVINGS UNDER THE SAME HEAD AS AT THE 30TH SEPTEMBER AND 31ST DECEMBER, 1928.**

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			31-3-28	30-6-28	30-9-1928	31-12-1928	
	£	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	
<b>FOREST DEPARTMENT.</b>							
Protection and Exploitation .. .. .	1,540	1,580 8 41	..	..	..	40 8 41	Increase in labour for forest protection against fire owing to drought.
Nurseries .. .. .	1,764	1,866 11 81	..	..	..	102 11 81	Increased demand for plants.
Upkeep of Forest Stations .. .. .	550	664 15 88	..	..	..	114 15 88	Opening of new Forest Station at Mount Elgon.
Purchase and Upkeep of Uniforms .. .. .	200	203 2 49	..	..	..	3 2 49	
Contingencies .. .. .	100	119 11 14	..	..	15 10 02	4 1 12	Underestimated.
Telegrams .. .. .	14	23 10 00	..	..	2 1 90	7 8 10	
Purchase of Food for Labourers.. .. .	800	930 10 63	..	..	..	130 10 63	Increased demand by labourers for partial payment of wages in foodstuffs.
<b>SURVEY AND REGISTRATION DEPT.</b>							
Travelling Allowances .. .. .	230	451 17 50	..	..	..	221 17 50	Increase in field work generally, and certain special Surveys, e.g., Demarcation of Native Reserves.
Outfit Allowance .. .. .	..	30 0 00	..	..	..	30 0 00	New appointment, provision omitted.
<b>PUBLIC WORKS DEPARTMENT.</b>							
Personal Emoluments .. .. .	63,075	63,221 7 58	..	..	..	146 7 58	
Passages .. .. .	2,974	4,777 12 71	..	..	236 16 66	1,566 16 05	Charges on account of passages of twelve foremen engaged in Australia in 1927 were not received until 1928. Certain appointments had to be filled by recruitment in England as suitable men were not available locally.
Contingencies .. .. .	350	352 5 60	..	..	..	2 5 60	
Uniforms .. .. .	50	50 3 50	..	..	..	0 3 50	
Outfit Allowances .. .. .	240	510 0 00	..	..	120 0 00	150 0 00	Appointments filled from overseas instead of locally as suitable local men were not available.
Telegrams .. .. .	200	338 17 70	..	..	73 15 17	65 2 53	Under-estimated.

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			31-3-28	30-6-28	30-9-1928	31-12-1928	
	£	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	
Technical Training of African Artizans .. .. .	..	2,739 3 71	..	..	..	2,739 3 71	It was decided by Government on the recommendation of the Select Committee on the Estimates, 1928, that the Public Works Department should embark on a policy of training African artizans. To enable this policy to be put in force, certain buildings, etc., were required for the accommodation of Natives and their supervisions, and also appliances, extensions of workshops, etc., and funds were provided to meet this expenditure in the First Supplementary Estimates, on the understanding that the £1,000 provided in the original Estimates under item 54a would be saved.
Pesi Swamp Maintenance .. .. .	..	170 3 38	..	..	..	170 3 38	
<b>MOMBASA WATER SUPPLY.</b>							
Passages .. .. .	31	151 13 58	..	..	..	120 13 58	Passage and family passage allowance for Inspector not provided for.
<b>NAKURU WATER SUPPLY.</b>							
General Maintenance, Material and Casual Labour .. .. .	400	419 9 71	..	..	..	19 9 71	Additional meters installed, resulting in increased Revenue.
Local Transport and Travelling .. .. .	50	55 4 99	..	..	..	5 4 99	
Installation of Meters .. .. .	..	44 5 23	..	..	..	44 5 23	
<b>KISUMU WATER SUPPLY.</b>							
Local Transport and Travelling .. .. .	50	57 0 70	..	..	..	7 0 70	Under-estimated.
General Maintenance .. .. .	400	522 6 37	..	..	..	122 6 37	
Installation of Meters .. .. .	..	176 2 16	..	..	..	176 2 16	Meters installed with the result that Revenue was increased.
<b>ELDORET WATER SUPPLY.</b>							
General Maintenance .. .. .	200	222 7 31	..	..	..	22 7 31	Under-estimated.



STATEMENT OF EXCESSES ON SUB-HEADS WHICH HAVE BEEN MET OUT OF SAVINGS UNDER THE SAME HEAD AS AT THE 30TH SEPTEMBER AND  
31ST DECEMBER, 1928.

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			31-3-28	30-6-28	30-9-1928	31-12-1928	
	£	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	
<b>GOVERNMENT TRANSPORT.</b>							
Transport Expenses .. .. .	..	60 0 00	..	..	..	60 0 00	Allowances to Station Masters for performing local duties as transport agents.
<b>WATER BORING BRANCH.</b>							
General Tools and Plant, Consumable Stores and Casing .. .. .	2,000	3,161 5 93	..	..	..	1,161 5 93	Payment in 1928 for Stores ordered in 1927.
<b>HYDROGRAPHIC SURVEY AND WATER CONTROL.</b>							
Personal Emoluments .. .. .	..	501 8 39	..	..	..	501 8 39	Provision was made for these services under "Public Works Recurrent" (Items 7 & 7a), but as the services are inseparable and in both cases they involve the employment of Staff, and as they are partly Administrative and partly Surveying, it was considered to be more appropriate for the provision to be made under "Public Works Department." The transfer of funds was accordingly made in the 2nd Supplementary Estimates, 1928. Delay in the appointment of Staff resulted in the full amount provided not being spent before the end of the year.
Passages .. .. .	..	11 13 84	..	..	..	11 13 84	
Local Transport and Travelling .. .. .	..	79 2 72	..	..	..	79 2 72	
Purchase and Installation of Guages and Gauging Wires .. .. .	..	56 6 51	..	..	..	56 6 51	
General Expenses .. .. .	..	429 6 17	..	..	..	429 6 17	
<b>PUBLIC WORKS RECURRENT.</b>							
Rents of Offices and Houses, and House Allowance in lieu of Quarters .. .. .	59,000	63,641 16 50	..	..	..	4,641 16 50	Under-estimated. It is impossible to forecast the requirements under this Sub-head with any high degree of accuracy.
Tools and Plant .. .. .	10,000	10,709 16 33	..	..	..	709 16 33	Under-estimated.
<b>PUBLIC WORKS, EXTRAORDINARY.</b>							
<b>BUILDINGS.</b>							
Temporary Administration Buildings, Northern Frontier Province .. .. .	1,800	1,874 19 03	..	..	..	74 19 03	Under-estimated.

16  
51

**STATEMENT OF EXCESSES ON SUB-HEADS WHICH HAVE BEEN MET OUT OF SAVINGS UNDER THE SAME HEAD AS AT THE 30TH SEPTEMBER AND 31ST DECEMBER, 1928.**

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			31-3-28	30-6-28	30-9-1928	31-12-1928	
	£	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	
<b>ROADS AND BRIDGES.</b>							
Ngong-Kajiado Road .. .. .	1,000	1,197 17 99	..	..	..	197 17 99	Under-estimated.
<b>MISCELLANEOUS.</b>							
Furniture for New Buildings, and New Appointments .. .. .	12,000	12,128 9 15	..	..	..	128 9 15	
<b>MINOR WORKS</b> .. .. .	12,000	13,387 19 11	..	..	..	1,387 19 11	Further funds provided in Supplementary Estimates for various Minor Works.
<b>BUILDINGS.</b>							
African Ward at the Native Civil Hospital .. .. .	..	183 15 15	..	..	..	183 15 15	Funds provided in Supplementary Estimates.
Additional Buildings for Secretariat, Nairobi .. .. .	..	550 0 00	..	..	..	550 0 00	Ditto.
Extension, Infectious Diseases Hospital, Nairobi .. .. .	..	43 16 47	..	..	..	43 16 47	Ditto.
Buildings for the Manufacture of Sera .. .. .	..	99 9 24	..	..	..	99 9 24	Ditto.
Disinfecting Buildings, etc. .. .. .	..	213 18 68	..	..	..	213 18 68	Funds provided in Supplementary Estimates. Erection of two small disinfecting buildings to replace others destroyed by fire.
Quarters for African Apprentices at the Medical Training School, Nairobi .. .. .	..	785 7 51	..	..	..	785 7 51	Funds provided in Supplementary Estimates. Housing accommodation for apprentices undergoing training for posts as Hospital Assistant.
Bungalows for Foresters .. .. .	..	89 19 04	..	..	..	89 19 04	Completion of work begun in 1927.
Establishment of Plant Breeding Station at Njoro .. .. .	..	4,405 6 97	..	..	1,053 16 06	3,351 10 91	Completion of work begun in 1927.
Nairobi Elementary Schools .. .. .	..	3,573 3 90	..	..	..	3,573 3 90	Erection of Schools at Kilimani, Parklands and Upper Parklands. Works not completed. Funds provided in Supplementary Estimates.
New Press Buildings .. .. .	..	732 5 67	..	..	..	732 5 67	Completion of work begun in 1927.
Postal Buildings .. .. .	..	917 1 02	..	..	..	917 1 02	Ditto.
Timber Seasoning .. .. .	..	2,638 1 88	..	..	..	2,638 1 88	Ditto.
Police Stations .. .. .	..	5,654 3 35	..	..	..	5,654 3 35	Continuation of work begun in 1927.
Temporary Buildings for Buret Sotik Police Post .. .. .	..	150 9 73	..	..	..	150 9 73	Completion of work begun in 1927.
New Buildings and Improvements for Accommodation of Africans at Mathari Mental Hospital .. .. .	..	2,347 14 16	..	..	..	2,347 14 16	Funds provided in Supplementary Estimates.

14  
21

**STATEMENT OF EXCESSES ON SUB-HEADS WHICH HAVE BEEN MET OUT OF SAVINGS UNDER THE SAME HEAD AS AT THE 30TH SEPTEMBER AND 31ST DECEMBER, 1928.**

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			31-3-28	30-6-28	30-9-1928	31-12-1928	
	£	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	£ s. cts.	
Purchase of a Church of England Building for a Court House at Eldoret .. .. .	..	58 17 50	..	..	..	58 17 50	Funds provided in Supplementary Estimates. Work not completed.
Approaches to the Ferry at Kilifi Creek .. .. .	..	246 10 11	..	..	..	246 10 11	Ditto.
Accommodation for Raising Cattle under "Tick Free" Conditions .. .. .	..	240 18 49	..	..	..	240 18 49	Ditto.
Extension of Veterinary Quarantine Station, Nairobi .. .. .	..	641 10 63	..	..	..	641 10 63	Ditto.
New Aerodrome, Nairobi .. .. .	..	399 16 72	..	..	..	399 16 72	Ditto.
Completion of Brick House at Isiolo .. .. .	..	102 12 34	..	..	..	102 12 34	Alterations and additions to the existing building to be used as an office and temporary residence for the Provincial Commissioner, Northern Frontier Province. Funds provided in Supplementary Estimates. Work not completed.
Police Station, Njoro .. .. .	..	294 6 14	..	..	..	294 6 14	Funds provided in Supplementary Estimates. Work not completed.
Two Huts for Veterinary Laboratory Staff at Kabete .. .. .	..	30 12 22	..	..	..	30 12 22	Expenditure covered by savings under "Agricultural Department, Upkeep of Kabete Laboratory."
<b>ROADS AND BRIDGES.</b>							
Kacheliba-Lodwar Wagon Road .. .. .	..	1,648 18 00	..	..	..	1,648 18 00	Completion of work begun in 1927.
Bridge over Myanga River .. .. .	..	439 9 87	..	..	..	439 9 87	Ditto.
Bridge over Rwarai River .. .. .	..	897 17 10	..	..	..	897 17 10	Funds provided in Supplementary Estimates, as the bridge required reconstruction.
Two small Bridges on Kisumu-Mumias Road.. .. .	..	365 2 14	..	..	..	365 2 14	Funds provided in Supplementary Estimates to replace temporary structures.
Construction of Bridge over Uaso-Njoro River at Archer's Post .. .. .	..	0 14 04	..	..	..	0 14 04	
Other Roads and Bridges .. .. .	..	8,318 12 88	..	..	..	8,318 12 88	Continuation of works begun in 1927.
<b>WATER SUPPLIES AND DRAINAGE.</b>							
Water Supply, Veterinary Depot, Ngong .. .. .	..	1,085 17 49	..	..	..	1,085 17 49	Funds provided in Supplementary Estimates for a new water supply, the existing one being insufficient. Work not completed.

119

STATEMENT OF EXCESSES ON SUB-HEADS WHICH HAVE BEEN MET OUT OF SAVINGS UNDER THE SAME HEAD AS AT THE 30TH SEPTEMBER AND  
31ST DECEMBER, 1928.

HEAD AND SUB-HEAD.	Sanctioned Expenditure	Expenditure as at 31-12-1928	Excess Expenditure as at		Excess Expenditure during the Quarters ended		Remarks.
			31-3-28	30-6-28	30-9-1928	31-12-1928	
	£		£ s. sct.	£ s. cts.	£ s. cts.	£ s. cts.	
Draining the Pesi-Swamp .. .. .	..	953 2 79	..	..	..	953 2 79	Funds provided in Supplementary Estimates in view of the cessation of the flow of the Pesi River below the swamp, and the consequent hardship to riparian owners. Work not completed.
Mombasa Water Works, Distribution, Hobley Road Area .. .. .	..	177 15 43	..	..	..	177 15 43	Funds provided in Supplementary Estimates, but project curtailed.
Mombasa Water Supply, Extension of Distribution System .. .. .	..	267 14 87	..	..	..	267 14 87	Funds provided in Supplementary Estimates.
Nakuru School Drainage System .. .. .	..	994 18 56	..	..	..	994 18 56	Continuation to work begun in 1927.
Construction of Roads and Drains, Bahati Township .. .. .	..	82 8 16	..	..	..	82 8 16	Funds provided in Supplementary Estimates. Purchasers of plots in the Township pay £5 per annum to Government in respect of the construction and maintenance of roads and drains, and these payments are credited to Revenue under "Reimbursements." Work not completed.
MISCELLANEOUS.							
Loss and Depreciation of Stores .. .. .	..	3,508 16 54	..	..	..	3,508 16 54	For the first time for nearly six years it was possible in 1928 to verify stock in the six Unallocated Stores of the Public Works Department. The accumulated shortage, chiefly due to breakages and errors in nomenclature, which cannot be entirely avoided in large stores, had to be written off. These shortages represented 0.66 per cent of the total receipts and transfers during that period.
TOTAL .. £	413,211	511,810 4 97	14 8 50	297 19 24	9,650 6 71	88,636 10 52	

CONVENTION    o f    ASSOCIATIONS.  
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"BLUE    BOOK    No. 1.  
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A PRECIS of RESOLUTIONS Passed by the  
CONVENTION of ASSOCIATIONS in 1926 and 1927:  
the ACTION taken by the EXECUTIVE and the  
RESULTS obtained.

ERRATA.

- P.7. line 16. For "cources" read "sources".
- P.8. Resolution No 32½ line 1. For "was"  
read "way".
- P.9. Resolution No. 39. last word. For "roads"  
read "loads".

of

RESOLUTIONS Passed by the CONVENTION of  
ASSOCIATIONS in 1926 and 1927: the ACTION  
taken by the EXECUTIVE; and the RESULTS obtained.

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FEBRUARY 1926..

Resolution No.2.

"That Government be asked to publish the Report of the Irrigation Expert without further delay.

This resolution was referred to the Colonial Secretary who replied in June 1926 that the report had been sent to the Secretary of State for the Colonies for printing in England.

The Report has since been published.

Resolution No.3.

"That this Convention requests that the question of Oil Refineries being established by Government in conjunction with the people of the Colony, be thoroughly investigated with a view to ascertaining whether by such means Petrol, Kerosene and Fuel Oil could be manufactured and sold at the lowest possible prices and much under those which obtain at the present time".

This resolution was discussed at a meeting of the Executive with His Excellency the Governor. His Excellency stated that this subject was being considered by the Economic and Finance Committee. On a suggestion by the Executive he agreed to co-opt Mr. Powys Cobb on this Committee.

Resolution No.4.

"That the Kenya Government be asked to approach the Uganda Government with a view to investigating the exploration of the probable oil deposits indicated in the report of the Geological Survey of Uganda 1925".

Uganda 1925.

This resolution was also brought to the notice of His Excellency the Governor who stated that he had already taken such action.

Resolution No.5.

"That Government be requested to use the Public Press more freely than at present in order to advertise to the Public matters which may concern them".

This resolution was brought to the notice of the Colonial Secretary.

The Result is self-evident. The movements of Officers of the Agricultural Department are regularly notified in the Press; extracts from the Official Gazette are frequently published.

Resolution No. 7.

"That the Officer or Officers responsible to Government for the inspection of Squatter Registration working records be requested to make such inspections and that this Convention would welcome the strict enforcement of the Resident Native Ordinance both as regards employer and employee".

This resolutions was also discussed with His Excellency the Governor.

The Result has been certain amendments to the Ordinance in question.

Resolution No.8.

"That in view of the inability of the present administration of this Colony to deal with the very serious situation arising out of the general labour shortage; and in view of the fact that neighbouring territories in Africa refuse to permit recruitment of labour; this Convention urges upon Government and the Elected Members the necessity of immediately tightening up administration in the reserves and of making clear their intention that all able-bodied adult male natives do work of some sort."



This resolution also was brought to the notice of His Excellency the Governor.

His Excellency said he was unable to accept the view that Government was responsible for any labour shortage or that such shortage actually existed. He read a resolution passed by the Governors' Conference which showed that the desire of Government was that natives should be left in no doubt on the point raised in the last para of the resolution.

The Result of this and subsequent resolutions on the same question was the appointment of the Government Labour Commission.

#### Resolution No. 10.

"That Government seriously consider instituting official or demi-official labour exchanges or bureaux in the reserves and the disallowance of professional recruiting".

This question was discussed with the Chief Native Commissioner.

In view of the almost insurmountable difficulties incidental to Government undertaking such work, and the equal difficulty of devising any scheme to replace existing conditions, the Executive has not pressed this resolution.

#### Resolution No. 11.

"That closed areas, e.g., Suk, Nginips, Kamasia, Maraguet etc., should be opened".

Was discussed with His Excellency the Governor who promised to enquire into the matter.

A further resolution on this subject appears in the October Session 1926..

sion 1926.

Resolution No. 13.

"That in the interest of and for the due protection of the General Public Government, be asked to adopt some effective measure whereby an undesirable nature or habitual criminal would be prevented from entering the service of a new master as (a) domestic or office servant (b) shamba employee, without due warning."

The Executive suggested to His Excellency the possibility of endorsing convictions on the boys kipandi. The kipandi, however, being a registration certificate and not a record of character it was found impossible to give effect to this suggestion.

The Registration of Domestic Servants Bill and the proposed introduction of an Official Character Book is a result of the Convention Action in this case.

Resolution No. 14.

"That whereas the Resident Native Labourers Ordinance 5 of 1925 appears to be drafted in ambiguous terms and in some cases doubt exists whether

- (a) All adult indigenous Farm Labour must be attested under the New Ordinance, or,
- (b) Both employer and employee are permitted to exercise the option of contracting under the Masters and Servants Ordinance of 1925 ( i.e., on the 30 day ticket system ) and having regard to the benevolently worded preamble of Ordinance 5 of 1925 and the wording of the attached schedule there seems no doubt that such option is permissible.

That the Native Affairs Department be requested to issue a clear and full exposition of the meaning that it is intended should be read into the Ordinances and that if such meaning is in agreement with the belief of the Convention that both employer and employee have the option of contracting as attested squatters or as resident labourers on a continuous series of 30 day tickets to be completed within 42 days this Convention earnestly

Convention earnestly

requests the Native Affairs Department fully to instruct Administrative Officers in whose hands lie the application of these Ordinances".

This resolution was discussed with His Excellency the Governor and subsequently, on several occasions, with the Chief Native Commissioner.

As a Result, very clear instructions have been issued by the Chief Native Commissioner to Administrative Officers. On the few occasions when the Executive have quoted instances of these instructions being disregarded, the Chief Native Commissioner has immediately taken action.

#### Resolution No.21.

"That this Convention wishes to emphasise its view that all projects of loan expenditure by Government should be communicated to Elected Members in ample time to enable them to lay such projects before, and explain them to their constituents, providing the information necessary for informed discussion and criticism of such projects".

This resolution was brought to the notice of Government and, it is hoped, will achieve the desired result.

#### Resolution No 22.(a).

"That in the opinion of this Convention the present per capita taxation of Europeans is so high that any suggestion of further increase is unjustifiable except in so far as revenue for some specific purpose ( e.g. Education) may be needed. Should such need arise, then this Convention is of opinion that Government should put before the Country its specific need and request that the Country will consider the question and direct its Elected Members either to accept or refuse the increased taxation

necessitated.

This resolution was brought to the notice of His Excellency the Governor, and it is hoped that in future Government will consider the suggestion contained therein.

#### SPECIAL RESOLUTION.

"That this Convention regards with disappointment and anxiety the failure of Government to comply with repeated requests to consolidate and clarify the laws relating to Masters and Servants, the unsettled condition of which is one of the main causes of the labour difficulties of the Colony, and earnestly requests the Government to take immediate steps to reconcile conflicting Ordinances and Judicial decisions into intelligible law".

This resolution was discussed with the Chief Native Commissioner.

As a Result: the laws have been amended.

#### SPECIAL RESOLUTION.

"That this Convention wishes to record its gratitude to the governing body of the Rowett Institute in Aberdeen for having allowed Dr. Orr to come to Kenya and investigate the vital question of nutrition and food deficiencies and to give his valuable advice to the Colony and trusts that the Institute will allow the Government to publish the result of Dr. Orr's research".

This resolution was forwarded, per the Secretariat, to the Rowett Institute.

The Civil Research Committee of the Cabinet has advised the Secretariat that any publication at present of the results of Dr. Orr's investigations would be premature.

#### Resolution No.27.

"That in view of the serious denudation in the Wakamba and Kamasia reserves, due to overstocking, this Convention is apprehensive that a similar state of affairs may arise in other native reserves through the same cause and therefore asks the Elector

ccordingly".

Passed to the Elected Members Organisation.

Resolution No..28.

"That this Convention is of opinion that the failure to deal efficiently with the East Coast Fever outbreak in West Kenya, Nanyuki and Laikipia, bringing as it has the stock farmer in these districts face to face with heavy losses, calls for an immediate enquiry into the organisation of the Veterinary Department".

This resolutions was communicated to Government.

Resolution No. 29.

"That the Coffee Ordinance shall be strongly enforced, more particularly with reference to the cources of supply to traders".

This resolution was brought to the notice of the Acting Colonial Secretary,

As a Result, the Commaissioner of Police immediately drew the attention of his Officers to the necessity for more rapid inforcement of this Ordinance.

Resolution No. 30.

"That this Convention requests Government to disallow title to land in the Highlands to wives or dependants of Indians".

This resolution was brought to the notice of His Excellency the Governor.

Resolution No. 31. (a).

"That, the attention of this Convention having been directed to a case in which the owner in freehold of a farm in the Fort Hall District has been forbidden by the District Commissioner of that District to cultivate his own land on which the District Commissioner is alleged to have refused to sign on squatters under the Squatters Ordinance, this Conventior

this Convention

considers that the action of the District Commissioner in this matter has apparently been partial and contrary to the interests of good administration. It therefore requests the Unofficial Members to make every effort to elucidate and make public the real facts of the case".

The Elected Members took up this case and a compromise was effected.

There was a further motion in connection with this case at the next Session (See Resolution No.42. of October 1926. )

Resolution No. 31 (b)

"That this Convention views with serious alarm the recent tendency on the part of Government to relax the principle known as the "White Highlands", and insists on rigid adherence to the rule that no beneficial or any ownership can be acquired by other than Europeans in any land demarcated for or alienated to Europeans".

This resolution was discussed with His Excellency the Governor who stated that the alarm was groundless and that the principle of the "White Highlands" was accepted by Government.

Resolution No. 32.

"That provided it will in no way tend to increase cost of freight on other produce or material, it is the opinion of this Convention that internal freights on maize meal being excessive and tending to operate hardly both on producer and consumer, should be reduced. While advocating such reduction this Convention does not suggest any interference with the flat rate on export which it believes to be in the best interests of the whole Country".

untry".

Resolution No.32. (a)

"That a public telephone system be installed along the Railway lines throughout the Colony, with call boxes at each station."

This matter was referred to the Postmaster General. The telephone service is being extended by the installation of a trunk line from Mombasa to Nakuru.

Resolution No 33.

"That Government be asked to appoint an Assessor of Railway Damage to farms by construction through alignment and to regulate the Ordinance connected with Railway rights and liabilities in connection with Railway construction through private property."

Resolution No. 37.

"That Government Officials be granted horse allowance in lieu of motor allowance at their option in suitable districts."

Resolution No. 39.

"That Convention urges the Government to introduce at the earliest possible moment a comprehensive Ordinance dealing with traffic on public roads, both country roads and township streets, especially in regard to:-  
1. Identification marks and numbers.  
2. Leaders in case of animals not controlled by reins. 3. Lighting at Night. 4. Outspanning in a public road. 5. Use of blind oxen for draught. 6. Regulation of use of whips. 7. Brakes. 8. Obstruction. 9. Obligations of drivers in case accidents. 10. Sleeping when in charge of a vehicle in motion. 11. Regulation of traffic and rules of the road. 12. Overloading, and unduly projecting Roads."

This resolution was brought to the notice of the Government. No results having been obtained a further resolution on the subject was passed at the First Session in 1927..

Resolution No.40.

"That this Convention is of opinion that the Inspecting of Weights and Measures Ordinance be strictly enforced."

een appointed.

TRESPASS by MASAI.

This subject was discussed at a meeting of the Executive with His Excellency the Governor, with the Result that the necessary instructions were issued to Administrative Officers to prosecute any Masai found without permits outside their Reserve.

During the interval between the First and Second Sessions in 1926 the Colony was deeply shocked by the "Kijabi Outrage".

The Executive held several emergency meetings and the Chairman interviewed His Excellency the Governor and put before him the view of the European community that the punishment for rape and similar offences was no deterrent.

It is, in a great measure, due to the action taken by the Executive that the law has been amended to include the death penalty for such offences.

During the period when the accused was in custody and awaiting trial, feelings among the White community ran very high. The Executive, working in close cooperation with the Elected Members and the East African Womens' League, were able to assure the Colony that Government was alive to the necessity for amending the law and so, in all probability, were instrumental in the avoidance of any undesirable incidents taking place.

It may here be mentioned that the Executive does a vast amount of work of a confidential nature, details of which it is impossible to publish, which reacts to the benefit of the supporters of Convention and the Colony generally.



generally.

OCTOBER 1926.

Resolution No.1.

"That having regard to the growing necessity for conserving our available labour supply and the fact that the use of the Agricultural tractor results in considerable saving of labour, this Convention trusts that Government will come to the conclusion that power parafin, crude oil and low grade petrol should be imported and transported at the lowest possible cost".

This resolution was discussed at a meeting of the Executive with His Excellency the Governor, who was in sympathy with the views expressed therein, but was of opinion that the best hope of any material reduction in price lay in promoting competition. The Railway rate on power parafin was reduced in November 1927.

Resolution No.4.

"That this Convention urges:-

- (a) That nonnative-owned cattle be allowed in clean settled areas.
- (b) That, in areas only where it is generally desired, after the necessary number of dips have been established on the recognised stock routes, no cattle except regularly dipped or immune cattle shall be allowed to move along public roads.
- (c) That, in order to obtain the best results from the very useful research work of the Veterinary Research Department, it is essential that field work should be carried out under the control of that Department.
- (d) That maximum penalties, including confiscation where the circumstances demand it, be inflicted in cases of conviction for the illicit movement of cattle".

This resolution was referred to the Agricultural Department and the subject dealt with at the Stock Owners Conference.

Resolution No.5.

..in view".

Result: the formation of the Stock Owners Conference.

Resolution No.7.

"That this Convention of Associations urges the Railway Council to reduce the cost of importing cement into this Country to the lowest possible figure by adjusting the railage and import duty charges."

This resolution was referred to the Inter Colonial Railway Council with the Result that the Railway rate was reduced in December 1926.

Resolution No.8.

"That this Convention again desires to direct Governments attention to the increasing tendency amongst the native population to truculence, insubordination and crime, which in the opinion of this Convention is largely the outcome of mistaken methods of administration; the undue importance still attached to the purely literary side of education; the unsettled and conflicting state of the law; and judicial decisions regulating the condition of employment and contract between master and servant; the unsuitability of British law of evidence in cases in which the African native is concerned; the frequency of inadequate sentences following convictions and the easy conditions of life in the prisons of the Colony

Further that this Convention is convinced that this tendency is a prime factor in the inefficiency and low economic value of native labour in general which, in its turn, is one of the aggravating circumstances in the existing labour shortage".

This resolution was discussed with His Excellency the Governor.

The Results achieved have been that lately education, both in Mission and Government schools, has laid more stress on practical instruction: and amendments have been

produce.

Resolution No.10.

"That Convention requests Government to state whether the visible and available man-power of the native tribes of the Colony is sufficient, if economically applied, to maintain the existing development of the Colony and its future development; and, if the same be insufficient, what steps Government propose to take to alleviate the situation."

The Labour Commission reported in the affirmative to the first portion of this resolution. The question in the second portion, therefore, did not arise.

Resolution No 11.

(a) "That this meeting of the Convention of Associations views with the great apprehension the increasing shortage and inefficiency of labour in Kenya, which will gravely endanger the future stability of the country, and requests that immediate steps be taken to re-relate the supply and demand".

(b) "That this Convention considers that a Committee should be appointed by Government to enquire carefully into the available labour supply of this country and ascertain how far it will meet present and probable future demands, and in the meanwhile should make enquiries as to suitable sources of supply outside the Colony ascertaining terms of employment and devising necessary measures for tapping such sources".

His Excellency appointed the Labour Commission which issued an exhaustive report on this subject see note to Resolution No. 10. above.

Resolution No.14.

"That the Executive of Convention be asked to appoint a Labour Supply Committee - if possible with the sanction of the Government - to make full inquiries as to the possibility of importing over-seas labour to this country".

.this Country".

This Committee was formed, gave evidence before the Government Labour Commission, and issued a report to the First Session of Convention in 1927...

Resolution No.15.

"That this Convention is of opinion that some drastic revision of the application of the Dual Policy is necessary, so as to make it a practical economic policy as laid down by the Governors' Conference, which policy is defined as a duty on the part of Government to raise the capacities of its subjects combined with the equally imperative duty to develop to the utmost extent the producing power of its possession".

This resolution was discussed with His Excellency who again referred to the Resolution on this subject passed at the Governors' Conference (See note to Resolution No.8. of February 1926.) He called attention to the fact that the Nyanza Province not only exported a large quantity of native produce but also provided a large proportion of the labour employed by Europeans.

The following five Resolutions were discussed at a meeting of the Executive with the Chief Native Commissioner.

Resolution No.18.

"That in the opinion of this Convention it is to the advantage of natives to reside on European farms and that the maximum limit of contract under the Resident Natives Ordinance should be extended to ten years".

Resolution No.19.

"That this Convention urges that the Resident Native Labourers Ordinance be so amended as to avoid the necessity for the employer to keep a register of squatter labour in the farm now laid down in the Ordinance and to so permit him to keep his register in such a form that it will be possible for the

..the year".

Resolution No.20.

"That, as it is an undoubted fact that a large number of natives are still unregistered, this Convention urges Government strictly to enforce the Native Registration Ordinance."

See note to Resolution No.24. below.

Resolution No.23.

"That all casual labour employed by Government Departments under a calendar monthly contract should be employed under the 30-day ticket system. It is the opinion of this Convention that the resultant economies will more than compensate for any alteration of Government methods".

Resolution No.24.

"That this Convention requests Government to state whether it is the intention of certain Departments e.g., Railway and the Public Works Department, to maintain a higher standard of wages for unskilled labour than that paid by private employers for work of a similar or more exasting nature".

As a Result; various amendments have been made to the Ordinances in question. The Chief Native Commissioner assured your Executive that Registration was being completed as fast as the available staff permitted.

The question of casual employment in Departments presented difficulties. Road work is unpopular. Heavy rushes of goods on the Railway necessitated employing casual labour at high rates to clear quays and godowns.

Resolution No.28..

"That this Convention urges Government to give immediate effect to the findings of the Stock and Produce Thefts Committee."

Result:-

Amendments to the Ordinance placing the onus

spected person.

Resolution No.29.

"That this Convention recommends to Government to adoption of the proposed rules, adopted by the Nakuru District Committee relating to the sale of produce in settled areas, as a Government measure to be applied to such settled areas as akki'for it".

Result: Amendments to the Ordinance regulating trading in settled areas.

Resolution No.30.

"That this Convention urges on Government that the registration certificates of native criminals convicted of crimes of violence, burglary or theft, involving long terms of imprisonment, should be endorsed with particulars as to the nature of their crimes".

This Resolution was discussed with His Excellency who could not accept the suggestion. ( See note to Resolution No. 13 of February 1926.) He was, however, considering the possibility of having a list of all dangerous criminals compiled by the Native Registration Department, which list would be kept up to date and circulated to all District Officers.

The introduction of the Domestic Servants Ordinance has gone far to meet the views expressed by Convention.

Resolution No.31.

"That this Convention of Associations requests Government to institute without delay a form of book-kipandi or registration for personal servants, and cooks, similar to that in use in Uganda."

This resolution was discussed with the Chief Native Commission and the Result is the recent Domestic Servants Ordinance.

It is hoped that this Ordinance will be put in force at an early date.

early date.

Resolution No.32.

"That in view of the constantly increasing number and violence of crimes committed by natives, this Convention is of opinion that the sentence imposed by the Courts should include the infliction of corporal punishment in all serious cases."

This resolution was forwarded to the Colonial Secretary for submission to the Lord Chief Justice.

Resolution No.33.

"This Convention resolves that:-

(a) The law should be altered so that the maximum number of days to be worked by a squatter should read 270 and not 180 as at present.

(b) The employer should make himself responsible for the collection and payment to Government of the tax of every squatter and every labourer who contracts to work 270 days each year.

(c) The employer should be enforced by law to endorse the kipandi of every boy whose tax he has collected with the date, number of official hut tax receipt ticket, name and address of employer. The employer to keep the official hut tax receipt. The law to be altered so that any native who fails to produce his kipandi with the current hut tax endorsement, or to produce the official hut tax receipt ticket, shall at once be liable to pay the hut tax for that year.

(d) For every native who does not pay his tax through an employer, the D.C., or other receiving Official shall complete the endorsement of the Kipandi, as in (c) above."

This resolution was brought to the notice of the Elected Members.

Additional Resolution No.4.

"That, in the opinion of this Convention any legislation dealing with the Registration of Juvenile males should make provision for a Juvenile Registration form whereby employers of labour could distinguish between this class and adults".

ice of

the Elected Members and also discussed with the Chief Native Commissioner.

The Result is that the principle of Juvenile Registration has been approved and will take effect as soon as the necessary staff is at liberty. It is hoped that all Juvenile kipandis will be stamped with the word JUVENILE, showing that the owner is not subject to hut tax; when the owner reaches taxable age, this word would be erased by an administrative Officer.

Additional Resolution No.6.

"That all closed native reserves be thrown open. That this Resolution be stressed as no action was taken on a similar resolution passed at a former Session" ( See Resolution No.11 of February 1926.)

This resolution was discussed with the Chief Native Commissioner, who explained that no native was prevented from leaving such closed area in search of work: undesirable natives of other tribes are prevented from entering such areas.

Resolution No.35.

"That this Convention submits to Government that the economic, political and social growth of this Colony has reached a point which justifies the grant of such a further measure of self-government as will enable its affairs to be guided by those persons who are familiar with its condition and are ultimately responsible for its future".

This resolution was discussed with His Excellency who suggested that this question was intimately bound up with that of a Central Authority for all the East African Territories.

That Chairman of Convention stated that an Unofficial Majority in the Kenya Legislative Council was a necessary prelude to any federation.

The Result is the appointment of the Hilton Young



for the Colonies.

Resolution No.36.

..  
"That this Convention is of opinion that:-

- (a) The condition of the roads of the Colony has not kept pace with its development.
- (b) No material improvement in either construction or maintenance has been apparent since the introduction of mechanical graders.
- (c) An expert in road construction and maintenance is urgently needed in order to institute a policy of scientific road engineering and repair and that such policy, when instituted should be systematically and persistently carried out.
- (d) The Existing methods of road construction and maintenance, involving gross waste of labour and supervision, should be replaced to a far greater extent than they have been by mechanical operations".

This resolution was discussed with His Excellency who stated that an expert on the construction and maintenance of earth roads had been engaged and was expected to arrive shortly.

Mr. Moore has since arrived and is working in this Colony now as Road Engineer.

Resolution No.38.

"That this Convention urges the Government immediately to implement the unanimous recommendations of the Port Control Commission, representative as it was of every interest concerned in the control of the Port, and urges the Elected Members to oppose the adoption of any alternative recommendation dictated by particular interests as distinct from the general interests of the users of the Port".

This resolution was brought to the notice of His Excellency.

The Result has been that His Excellency, during his visit to England, was enabled to effect a satisfactory arrangement for the Control of the Port.

the Port.

Resolution No.40.

"That this Convention approves the principle of a Compulsory Defence Force".

This resolution was brought to the notice of the Colonial Secretary. Later, when a petition against such a Force was being circulated for signatures, the Colonial Secretary was requested to communicate the terms of this resolution to the Secretary of State for the Colonies.

The Result is that the Defence Force Bill has received the Royal assent.

Resolution No.41.

"That Convention requests Government to take steps to expedite land transfers, with special reference to the delay at present existing in the Survey Office".

This resolution was brought to the notice of the Colonial Secretary.

Resolution No.42.

"That this Convention disapproves Government's action in the Clark Land case, and trusts that this will create no precedent for the future".

(See Resolution No.31. of February 1926.)

This resolution was discussed with His Excellency who explained the particular difficulties connected with this case, and assured the Executive that there was no intention on the part of Government to make this a precedent.

precedent.

Additional Resolution No.1.

"That with a view to increasing the European Population of the Colony, all available Crown Land should be forthwith alienated".

This Resolution was discussed with His Excellency who said that Government was faced with the difficulty of finding the right type of settler and of reconciling the agitation re shortage of labour with the demand for further settlement,

.. Result has been the establishment of the Kenya Advisory Committee, and the formation of a tentative scheme of closed settlement and the establishment of a Land Bank.

Additional Resolution No.5.

"That in order to make prison life a greater deterrent to crime than it is at present the case and with a view to improving sanitary conditions in Nairobi and other Townships ( for which purpose labour is almost unobtainable) Government should revert to its former practise of carrying out essential sanitary services by the employment of sanitary squads composed of prisoners who are incarcerated for serious offences".

This resolution was discussed with His Excellency who promised to enquire as to the practability of the suggestion.

It was, subsequently discussed with the Chief Native Commissioner who explained the difficulty of guarding such squads of prisoners on work spread over large areas which mostly took place after dark.

The Executive appreciated this difficulty and did not press this Resolution.

Resolution No. 45.

"That this Convention endorses resolution No.29 of the Unofficial Conference 1926 relating to Film Censorship".

..His Excellency

who stated that he had asked the Trade Commissioner for South Africa to obtain particulars of the regulations in force there. These particulars were forthcoming.

Since then the position has undergone a change and the situation of late has not been such as to meet with the views of the Executive or the East African Womens League who have worked in close cooperation on this question.

A Select Committee has been considering the whole subject and their Report is expected to be made in Legislative Council at an early date.

Resolution No46.

"That this meeting of the Convention supports the principle of the establishment of a medical centre near Nairobi provided that any scheme adopted shall provide for (a) adequate space for expansion in the future and on a site not less than 60 acres in extent; (b) for the beneficial segregation of the various races!"

This resolution was discussed with His Excellency. Subsequently the original scheme was changed in many important details and a further resolution was passed at the First Session 1927.

Resolution No.47.

"That Government be asked to arrange for increased hospital accommodation for natives in the settled areas".

This resolution was brought to the notice of the Colonial Secretary.

Resolution No.48.

"That this Convention considers that legislation is necessary to oblige native employees to take advantage of hospital or

asonable circumstances".

This resolution was brought to the notice of the Colonial Secretary and the Elected Members.

Resolution No.52.

"That this Convention approves the principle embodied in the Rules cited as the Native Labourers (Medical Treatment) Rule 1926 issued under the Masters and Servants Ordinance 1910, but is of opinion that this Ordinance should be amended, in so far as it affects those Rules, so as to except from their provisions injuries or illness wantonly incurred or incurred in acts involving illegal conduct or direct disobedience".

This resolution was brought to the notice of the Elected Members.

Resolution No.54.

"That in view of the fact that the present high rate of postage constitutes a severe tax on the whole community, this Convention requests Government not to lose sight of the possibility of reducing postal charges for inland service at the earliest possible moment".

This resolution was brought to the notice of the Elected Members.

Resolution No.55.

"That this Convention is of opinion that a late-fee letter box should be installed at every station".

This resolution was referred to the Postmaster General who replied that he regretted it has not been found practicable to give effect to this suggestion.

NOVEMBER 1927.

The following action has been taken with reference to the Resolutions passed at this Session.

Results achieved will be published in the next Blue Book.

Resolution No.1.

Brought to the notice of His Excellency the Governor who expressed his thanks to Convention for passing such resolution.

Resolution No.3.

Circulated to all Associations.

Resolution No.4.

Circulated to all Associations asking for a nominal roll of their membership. A sub-committee has been appointed to prepare an alternative scheme of contribution to Convention Funds. The Secretary is still awaiting replies from various Associations.

Resolution No.5.

Brought to the notice of the Secretariat, the Chairman of the Civil Servants Association and the Elected Members.

Resolution No.7.

Discussed with His Excellency and brought to the notice of the Elected Members.

His Excellency explained how this question had come before the Legislative Council, which explanation was appreciated by the Executive.

Resolution No.10.

Discussed with His Excellency, who pointed out the difficulties raised by the fact that Tanganyika is a Mandated Territory.

ected Members.

Resolution No.11.

Discussed with His Excellency.

Brought to the notice of the Colonial Secretary, the Director of Education and the Elected Members.

Resolution No.12.

Brought to the notice of His Excellency and the Elected Members.

Resolution No.13.

Discussed with His Excellency.

Brought to the notice of the Secretariat, the Intercolonial Railway Council, the Director of Agriculture.

The Railway rate on power parafin was reduced in November 1927.

Resolution No.15.

Brought to the notice of His Excellency, the Secretary of State for the Colonies and the Elected Members.

Resolution No.16(a)

Brought to the notice of His Excellency and the Secretary of State for the Colonies.

Resolution No.16(b)

Brought to the notice of the Elected Members .  
The Executive prepared a Memorandum which was circulated to all Associations on 16.11.27..

Resolution No.18.

Brought to the notice of the Colonial Secretary the Director of Medical and Sanitary Services and the Elected Members.

The Hon. Capt. H.E. Schwartz M.L.C., has been requested to discuss this question with the Attorney General.

Resolution No. 19.

Brought to the notice of the Colonial Secretary the Chairman of the Labour Commission and the Statistical Officer.

tatistical Officer.

Resolution No.22.

Brought to the notice of the Colonial Secretary the Commissioner of Lands and the Elected Members.

Resolution No.23.

Discussed with His Excellency who stated that Government adhered to their Policy regarding alienation of land. He expressed the opinion that as the Settlers of the Colony had proved their good faith with the Natives by their ready acceptance of the demarkation of the Native Reserves, it was incumbent of Government to ensure that no land which had been allocated for further White Settlement should ever be withdrawn for any other purpose.

The resolution was brought to the notice of the Colonial Secretary and the Elected Members.

Resolution No.24.

Brought to the notice of the Colonial Secretary.

Resolution No.25.

Discussed with His Excellency.

Brought to the notice of the Colonial Secretary and the Elected Members.

Resolution No.24.

Brought to the notice of the Colonial Secretary.

Resolution No.25.

Discussed with His Excellency.

Brought to the notice of the Colonial Secretary and the Game Warden.

Resolution No.27.

Brought to the notice of the Colonial Secretary, the Director of Agriculture and the Elected Members.  
The law on this subject has since been amended.



en amended.

Resolution No.30.

Discussed with His Excellency who concurred with the opinion expressed by the Colonial Secretary that there is slight hope of finding a site for a combined hospital that would meet with the views of all sections of the community.

Brought to the notice of the Director of Medical and Sanitary Services.

Dealt with in the November Session 1927 of Legislative Council.

Resolution.No.31.

For action by the Executive.

Resolution No.32.

For action by the Executive.

Brought to the notice of the Chief Native Commissioner.

Resolution No.34.

Brought to the notice of the Colonial Secretary the Chief Native Commissioner and the Elected Members.

Resolution No.35.

Discussed with His Excellency.

Brought to the notice of the Colonial Secretary the Chief Native Commissioner, the Commissioner of Prisons and the Elected Members.

Resolution No.36.

Brought to the notice of the Colonial Secretary, the Chief Native Commissioner and the Elected Members.

The Colonial Secretary replied that the Nairobi Municipality deal with this matter in Nairobi and that convicts are employed to deal with it in other Township areas; and that Government does not contemplate taking any further action.

action:

Resolutions No. 38. and 39.

Brought to the notice of the Colonial Secretary and the Postmaster General.

The Postmaster General writes that he considers it but right that, in the circumstances stated, a franked addressed envelope should be enclosed for the reply.

Resolution No. 43.

Discussed with His Excellency. The sub-committee of the Executive is now drafting a scheme which His Excellency has promised to give careful consideration.

Resolution No. 44.

Discussed with His Excellency.

Brought to the notice of the Colonial Secretary, the Director of Public Works, the Road Engineer and the Elected Members.

Resolution No. 46.

Brought to the notice of the Colonial Secretary the Director of Public Works, the Road Engineer and the Elected Members.

Resolution No. 47.

Brought to the notice of the Director of Agriculture, the Chief Veterinary Officer and the Elected Members.

Resolution No. 49.

Brought to the notice of the Colonial Secretary the Director of Agriculture, the Chief Veterinary Officer and the Veterinary Research Officer.

Resolution No. 50.

Brought to the Notice of His Excellency, the Colonial Secretary, the Director of Agriculture and the Elected Members with a request that a question be asked in Legislative

Resclution No.52.

Brought to the notice of the Colonial Secretary,  
The Director of Public Works, and the Elected Members.

As recommended in the motion passed in Legislative  
Council on 20th., September, His Excellency the Governor has  
appointed a Committee, with the Director of Public Works as  
Chairman, to make recommendations concerning water legislation  
and control.

CONVENTION OF ASSOCIATIONS  
OF..

K E N Y A

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BLUE BOOK

No. 2

THE EAST AFRICA COMMISSION  
ON CLOSER UNION  
NAIROBI 1928.

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CONTENTS.

	Page
Convention Circular letters to Affiliated Associations ... ..	2. 36. 38
Convention Resolutions December 1927 ...	1
Correspondence with Commission ... ..	3
Elected Members' Manifesto 1926. Extract ..	20
Index ... ..	39
Meetings with the Commission: Notes on ...	26. 33
Memorandum presented to the Commission ...	8
Minutes of Meetings of Elected Members and Executive ... ..	13. 25. 31
Conference Resolutions 1927: Extracts ... ..	21

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F8

EXTRACT FROM THE MINUTES OF THE SESSION OF THE  
CONVENTION OF ASSOCIATIONS, 30th December, 1927.  
-----

Page 7 of Minutes:

The following Resolution was carried unanimously.

"That this Convention, influenced by broad Imperial considerations, is willing to give fullest consideration to any proposals put up by the Royal Commission which will be for the benefit of Kenya Colony and East Africa as a whole, with the proviso that all the countries concerned shall have the right to refuse federation or closer union should it be clear that the opinion of the countries concerned is expressly against the proposals when they have been propounded".

Page 8 of Minutes:

The following Resolution was carried, Nem. con.

"That this Convention, having affirmed its willingness to give the fullest consideration to any proposals of the Commission, adopts as essential safeguards the terms of the Manifesto of the Elected Members of the Legislative Council dated December, 1926, with the exception of paragraph (1) for which paragraph the Convention substitutes the following: (a) The grant of a European Elected Majority over all parties in the Kenya Legislative Council, and (b) A satisfactory classification of transferred and reserved subjects: and instructs its Executive to collaborate with the Elected Members and, if practicable, with the other parties concerned, in drafting a memorandum on the lines of this Manifesto to form the basis of its evidence to the Commission".

COPY OF CONFIDENTIAL LETTER No. YH/AA/1/1/1078 of  
6. 1. 28 FROM THE SECRETARY OF THE CONVENTION OF  
ASSOCIATIONS TO THE HON. SECRETARIES OF ALL  
AFFILIATED ASSOCIATIONS.

-----

Subject: Hilton Young Commission.

As instructed at the recent Session, my Executive are arranging to meet the Hon. Elected Members and prepare a memorandum to be submitted to this Commission after their arrival in Nairobi.

My Executive consider it would be ill-advised if District Associations gave any formal evidence to the Commission should the Commission visit the various Districts on their way to Nairobi. It is the opinion of my Executive that the evidence given by the White Community of this Colony should be unanimous on main principles and that this can best be achieved by proceeding on the lines laid down by Convention at the recent Session.

I am instructed to write and solicit the co-operation of you and your Members in this matter.

COPY OF LETTER No. YH/CA/1/1/1092 of 23. 1. 28 FROM  
 THE SECRETARY, CONVENTION OF ASSOCIATIONS, TO THE  
 SECRETARY, CONFERENCE OF EAST AFRICAN GOVERNORS, NAIROBI.  
 -----

Subject:- Hilton Young Commission.

We are instructed by the Elected Members Organization and the Executive of the Convention of Associations respectively, to request that these bodies may be granted an interview by the above Commission during their stay in Nairobi.

Owing to the fact that our Members are widely scattered and that the Chairman of Convention is away on safari, we are instructed to request that, if possible, a date subsequent to the 6th, February be arranged, and to suggest Tuesday, 7th February.

A memorandum has been prepared by the Chairman of Convention and approved by the Right Hon. Lord Delamere.

Copies will be forwarded to you in the course of this week.

COPY OF LETTER No. C/F/A.11 OF 23. 1. 28 FROM THE  
 SECRETARY TO THE GOVERNORS' CONFERENCE, TO SECRETARY,  
 CONVENTION OF ASSOCIATIONS.  
 -----

The Hilton Young Commission.

I have the honour to acknowledge the receipt of your letter No. YH/CA/1/1/1092 of the 23rd January 1928 and to inform you that a copy has been forwarded to the Secretary to the Commission who will reply to you in due course in regard to the time of interview.



COPY OF LETTER DATED 28. 1. 28 FROM SECRETARY,  
 EAST AFRICAN COMMISSION ON CLOSER UNION TO THE  
 SECRETARY, ELECTED MEMBERS ORGANIZATION AND THE  
 SECRETARY, CONVENTION OF ASSOCIATIONS.  
 -----

With reference to letter C/F/All dated the 23rd January from the Secretary of the Governors' Conference, which was in reply to your YH/CA/1/1/1092 of the 23rd January, I am directed by the Commission on Closer Union to inform you that the Commission will be glad to see the representatives of the Elected Members Organization and the Executive of the Convention of Associations on Tuesday, February 7th at 9. 30 a.m., in the Conference Room at Government House, Nairobi, which it is understood has been placed at the disposal of the Commission during the time they are in Nairobi.

The memorandum which is referred to in your letter has not yet been received, but this is doubtless due to the fact that the Commission has recently been travelling.

COPY OF LETTER No. YH/CA/1/4/1115 OF 1.2.28 FROM THE  
 SECRETARY, CONVENTION OF ASSOCIATIONS TO THE  
 SECRETARY, EAST AFRICAN COMMISSION ON CLOSER UNION.  
 -----

Subject:- Meeting.

Reference:- Your letter of 28. 1. 28

I have the honour to acknowledge receipt of your letter, reference above, and note that the Commission will receive representatives of the Elected Members Organization and my Executive on Tuesday 7th, at 9. 30 a.m., in the Conference Room at Government House.

I will inform you on the afternoon of the 6th, the names of those who are representing each body.

I personally handed ten copies of our joint Memorandum to Mr. Waddington on the 26th, January.

COPY OF LETTER No. YH/CA/1/5/1116 OF 6.2. 28 FROM  
 THE SECRETARY, CONVENTION OF ASSOCIATIONS, TO THE  
 SECRETARY EAST AFRICAN COMMISSION ON CLOSER UNION.  
 -----

Subject:- Meeting of Elected Members and  
 Executive of Convention with the  
 E.A. Commission for Closer Union.  
Reference: My YH/CA/1/4/1115 of 1.2.28

As far as I can ascertain at present the following will  
 represent us tomorrow.

Hon. Elected Members.

The Right Hon. Lord Delamere,  
 The Hon. C. Conway Harvey,  
 The Hon. Lt. Col. Lord Francis Scott D. S. O.,  
 The Hon. Capt. H. E. Schwartz, e,  
 The Hon. Lt. Col. Durham, D. S. C.,  
 The Hon. Major Robertson Eustace, D. S. O.,  
 The Hon. Major H. F. Ward,  
 The Hon. Capt. E. Vaughan Kenealy,  
 The Hon. T. J. O'Shea.

Capt. W. Tyson (late Legislative Council vice  
 Capt. Schwartz and Chamber of Commerce).

Col. G. Phillips, Secretary, Elected Members Organization.

Convention Executive.

C. Kenneth Archer,  
 E. Powys Cobb,  
 R. H. Fringle,  
 Col. A. I. Lean, D. S. O.,  
 Capt. M. S. H. Montagu,  
 Col. C. G. Griffiths,  
 A. C. Tannahill (Chamber of Commerce).  
 Major C. Gaitskell (Secretary of Convention).

COPY OF A LETTER OF 23.1.28 FROM THE SECRETARY OF  
 THE CONVENTION OF ASSOCIATIONS AND THE SECRETARY  
 OF THE ELECTED MEMBERS ORGANIZATION, TO THE  
 RIGHT HON. SIR E. HILTON YOUNG, P.C., G.B.E., D.S.C.,  
 GOVERNMENT HOUSE, NAIROBI.

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We have been instructed by the Right Hon. Lord Delamere, M. L. C., Chairman of the Elected Members Organization, and Mr. C. Kenneth Archer, Chairman of the Convention of Associations to offer you and your colleagues a very sincere welcome on the occasion of your visit to Kenya.

Our Executive Committees will be only too happy to do anything in their power to help towards making your short stay in the Colony a pleasant one and to assist the Commission in the important investigations with which they are entrusted.

Under separate cover are being forwarded to you copies of a short memorandum prepared by the Elected Members of the Legislative Council and the Executive of the Convention of Associations, together with copies of Minutes and Resolutions referred to therein, outlining the scheme of closer union which they jointly advocate would provide for effective co-ordination of the three Northern Territories in the immediate future. This memorandum necessarily gives the scheme in brief outline and, acting under instructions, we have written to the Secretary of the Governors' Conference asking that our organization may be accorded the opportunity of meeting the Members of the Commission to reinforce their proposals with arguments, and to request that the Elected Members and the Executive of Convention be received together.

We have been given to understand that you have expressed the wish of the Commission to receive individual views rather than the views of various bodies, but we trust that an exception may be made in our case representing, as we do, the European Producing and Commercial elements of this Colony.

The Chairman of the Convention of Associations has asked us to express his deep regret that his unavoidable absence on tour in the country prevents him welcoming you personally on your arrival in Nairobi.

COPY OF A LETTER OF 4. 2. 28 FROM THE PRIVATE  
SECRETARY TO SIR E. HILTON YOUNG, TO THE  
SECRETARY OF CONVENTION OF ASSOCIATIONS.  
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..

Sir Hilton Young desires me to send you this line to ask you to convey the thanks of the Commission to the Rt. Hon. Lord Delamere and Mr. Kenneth Archer for their kind message of welcome to Kenya and for their offer of assistance to the Commission in its enquiries.

With regard to the suggestion contained in your letter that the Commission have expressed the wish to receive individual views rather than the views of various bodies, Sir Hilton Young wishes me to make it clear that the Commission desire to hear all evidence which may be of assistance to them from every quarter and are as anxious to hear the views of representative bodies as those of individuals.

MEMORANDUM

8

PRESENTED TO THE EAST AFRICAN COMMISSION ON CLOSER UNION  
OUTLINING THE SUGGESTED METHOD OF INITIATING FEDERATION  
FOR THE THREE TERRITORIES OF KENYA, UGANDA AND TANGANYIKA.

-----oOo-----

The subject of federation has for the past two or three years been in the minds of most of those taking part in the public affairs of Kenya Colony. There are many who think that from the purely parochial aspect, it would be to Kenya's interest to refrain from federation with the adjoining Territories and to pursue her own unhampered course towards self-government in the future, but, looked at from the broader and Imperial viewpoint, some form of closer union between Kenya and her neighbours seems desirable.

Lately, since the appointment of the Royal Commission, meetings have been held in all parts of the Colony, and the Convention of Associations had met twice in session in Nairobi, to discuss the subject of federation, and, without exception, the view has been expressed that closer union must be effected in such a way as not to interfere with the white settlement policy established in Kenya, but rather to further and extend that policy where-ever practicable throughout East Africa. Further, that federation should be no bar to the natural political progress of Kenya towards self-government, and that the time is now ripe for the grant to the Colony of a new constitution providing for a European unofficial majority of members.

The Commissioners have no doubt seen the Memorandum issued in December last by the Convention of Associations and published in the local press. It should be reiterated, as was pointed out in the Memorandum itself, that the object of the Memorandum was to evoke discussion and elicit opinions, and that it did not embody the considered and final views of any individual or body of individuals. The scheme which it is now proposed to suggest to the Commission is on a different basis from the scheme outlined in the Convention's Memorandum.

It is believed that to attempt to establish a hard and fast federal constitution before any experiment at co-ordination is tried would be a mistake and would probably end in failure, even if a scheme could be devised which would meet the views and sentiments of the three States concerned. It is therefore urged that a Federal Council composed on the lines and with the functions hereinafter proposed should be constituted for a period of seven years only, with provisions for a review of the whole situation and a revision of the existing scheme should it be found necessary to modify it in any way or to extend it to a fully developed Federal Constitution.

It is proposed that closer union be effected by the appointment of a High Commissioner for East Africa and the establishment of a Federal Council, which should be composed of senior officers of the services hereafter mentioned and six unofficial members, two from each of the three Territories.

That the functions of the Federal Council should be to co-ordinate the services assigned to it, but that the control of finance (except in the case of the Railway which is hereinafter more specifically dealt with) should be in the hands of the legislatures of the three Territories. In other words, the Federal Council should have control only over such funds as are voted for its purposes by the local Legislative Councils.

The fixing of the unofficial representation of the three Territories on an equal basis is intended to apply to the "interim period" only, and is without prejudice to the right of any of the three Territories to demand an increased representation in the final federation scheme should it be desired to do so.

The subjects with which the Federal Council should deal are those services in which co-ordination throughout the three Territories is most desirable.

These are:-

- Railways.
- Customs.
- Posts and Telegraphs.
- Defence (including Military and Police).
- Law.
- Native Affairs.
- Land (including mines and geological surveys).

In addition, the subject of through-communications by main trunk roads should also fall within the purview of the Federal Council, though it is not suggested that an officer should be specially detailed to take charge of this subject.

As regards the appointment of the unofficial members, it is desirable that the representatives of each Territory should be elected by their Legislative Councils from among the non-official members of the community.

The appointment of a High Commissioner holding no other office would saddle the Territories with an expense out of all keeping with the experimental nature of the temporary scheme of co-ordination, and it is urged that the Governor of Kenya should act as High Commissioner during the interim period and that the seat of the Federal Government should be in Nairobi.

It is felt very strongly that the veto at present reposed in the Secretary of State for the Colonies should in practice be exercised by the High Commissioner.

The position of the Railway calls for special consideration. At present, in view of the provisions of the Order in Council of January 1926, its activities are to a considerable extent uncontrolled by the Legislative Councils of Kenya and Uganda. It is proposed that the present system of management should be extended to the three Territories, and that the procedure set out in the following Resolution adopted with regard to the passing of the Resolution.

Members of the Resolution passed at a recent Joint meeting of members of the Legislative Council and the Convention of Associations is as follows:-

"That this Meeting is in favour of an  
 "extension of the present Railway system  
 "of management under the Railway Order in  
 "Council of January 1926 to the three  
 "Territories, substituting the High  
 "Commissioner of East African and the  
 "Federal Council for the High Commissioner  
 "of Transport and (so far as is practicable)  
 "the Secretary of State for the Colonies.  
 "That the procedure on the preparation and  
 "passing of the yearly Estimates of Railway  
 "Revenue and Expenditure shall be as  
 "follows:-  
 "The Estimates shall be prepared and laid  
 "before the Federal Council and shall,  
 "subsequently, be laid on the tables of  
 "the three Legislative Councils and that  
 "such Estimates shall not be finally  
 "passed by the Federal Council until  
 "consideration has been given to any  
 "Resolutions which may be submitted by  
 "the Legislative Councils of the three  
 "Territories.  
 "And further that this meeting does not  
 "agree to any alterations being made  
 "during the Preliminary Period in the  
 "ownership of the Railways".

With regard to the portfolio for Native Affairs on the Federal Council, it was decided that this subject should be under the charge of the High Commissioner as Commissioner for Native Affairs.

It is considered that so long as the Federal Council is on the basis proposed, the Secretariat attached to it should be no more extensive than the present Secretariat of the Governors' Conference and that the expenses of such Secretariat and the other expenses of the Federal Council should be provided by the three Territories in equal proportions.

One of the Terms of Reference of the Royal Commission is to consider and report as to the desirability of an alteration in the existing constitution of Kenya Colony. The whole country feels the time has arrived when more control of its own affairs should be given to the Colonial community, a control which, for all practical purposes, must be unhampered by racial antagonisms or jealousies. In fact, Kenya is not prepared to enter into any federation scheme unless she is granted a step towards self-government.

It is submitted that a new Constitution should be granted to Kenya providing for her Legislative Council being constituted as follows:-

<u>Chairman.</u>	The Attorney General (with a deliberative and casting vote).
<u>Members.</u>	The Colonial Secretary.
	The Treasurer.
	The Secretary for Native Affairs.
	The Secretary for Defence.
	The Secretary for Agriculture (including Forestry and Veterinary Services)
	The Secretary for Lands and Settlement.

The Secretary for Education.  
 The Director of Health & Medical Services.  
 The Director of Posts and Telegraphs.  
 The Commissioner of Customs.  
 25 European Elected Members.  
 1 Elected Arab Member  
 1 Nominated Arab Member  
 5 Indian Members  
 2 Nominated European Members representing  
 Native interests.

It is suggested that it would be inappropriate, that the Governor of Kenya (if the proposal that he should, during the interim period, be High Commissioner for East Africa, is adopted) should be also the Chairman of the Legislative Council of Kenya, and the Attorney General, is consequently proposed as Chairman in his place. He would probably be a more suitable Chairman than the Colonial Secretary, who is usually entrusted with the conduct of most of the Government Bills introduced into the Council.

It is further proposed that the portfolios for Agriculture and Public Works should be given to elected members, who should be paid for their services and who should retain office only for so long as they remain elected members of the Council.

There remains for consideration whether there should be any power of certification, such as is vested in the Viceroy of India and certain Governors in other Colonies, should the local legislature refuse supplies and so create a deadlock. The view is strongly held that no such power of certification should exist in the case of this Colony. It is submitted that it is only necessary in the case of legislative bodies whose elements are largely of mixed races, where a comparatively trivial situation may give rise to unnecessarily obstructive tactics on the part of the legislature. In the case of the Legislative Council such as is proposed the predominating element will be British members, imbued with a strong feeling of responsibility, and it is unlikely that any issue but one of the first magnitude would drive them to take a step which would prevent the King's Government from being carried on.

As regards the Commission's Term of Reference 3. (c).

"To make recommendations in regard to  
 "possible changes in the powers and  
 "composition of the various Legislative  
 "Councils of the several Territories so  
 "as ultimately to secure more direct  
 "representation of native interests".

It is suggested that the names of the proposed nominated European Members of the Legislative Council for the representation of Native interests should, before nomination, be submitted by the Governor to the Native Councils which have been established throughout the Colony. In this way Natives would be able to lodge an objection or protest to any person in whom they had no confidence.



For the rest, it is submitted that the direct Association of Natives with political matters is to be deprecated. It is inadvisable that, in their present state of development, a Native should sit on the Council as representing Native interests, and it is undesirable that the Native should have any voice in the election of the members of the Council. Apart from all other considerations it is hoped to avoid in Kenya the evils which have been attendant on the "Blanket Vote" in South Africa. There is no wish to retard the development of the Native on sound lines, but in the opinion of practically everyone who concerns himself with Native welfare, the political education of the Native can be best achieved through the Native Councils which were established in Kenya some two years ago on a modification of the lines of the Glen - Gray Councils of South Africa.

MINUTES OF A MEETING OF THE EXECUTIVE OF THE CONVENTION OF ASSOCIATIONS AND THE HON. ELECTED MEMBERS, HELD IN THE MEMORIAL HALL, NAIROBI ON JANUARY 19th., 20th., and 21st., 1928; for the purpose of discussing the TERMS OF REFERENCE OF THE HILTON YOUNG COMMISSION and formulating the EVIDENCE TO BE GIVEN BEFORE THAT COMMISSION.

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## PRESENT:-

Mr. C. Kenneth Archer, Chairman of the Convention of Associations, in the CHAIR.

Mr. Powys Cobb, Vice President of the Convention of Associations.

Major F. de V. Joyce Member of the Executive  
 Col. A. I. Lean do  
 Capt. M.S.H. Montagu do  
 Mr.A.C.Tannahill do (Chairman Nairobi Chamber of Commerce).  
 Major C. Gaitskell (Secretary, Convention of Associations).

And the following Hon. Members of Legislative Council:-

The Right Hon. Lord Delamere,  
 Mr. Conway Harvey,  
 Lt. Col. Lord Francis Scott, D. S. O.,  
 Mr. J. Cumming,  
 Lt. Col. C. G. Durham, D. S. O.,  
 Lt. Col. J. G. Kirkwood, C. M. G., D. S. O.,  
 Major Robertson-Eustace, D. S. O.,  
 Mr. T. J. O'Shea,  
 Major H. F. Ward,  
 Capt. W. Tyson  
 Col. G. Phillips (Secretary Elected Members' Organisation).

THE CHAIRMAN read the resolution of the recent Session of the Convention, in accordance with which this Meeting was called.

LORD DELAMERE, on behalf of the Elected Members expressed their approval of this close co-operation on this subject.

PROCEDURE TO BE EMPLOYED IN THE GIVING OF EVIDENCE BEFORE THE COMMISSION: It was decided that an endeavour should be made to reach agreement on General Principles at this Meeting. It was also decided that delegates at this Meeting should be free to give personal evidence on any questions not dealt with at this Meeting should such questions arise before the Commission.

ELECTED MEMBERS MANIFESTO 1926. The principles embodied in this Manifesto were approved with the addition contained in the Resolution passed at the recent Session of Convention. (See page 8 of Minutes).

UNOFFICIAL CONFERENCE RESOLUTIONS:- Resolution No. 1 ( I & II) of the 1927 Conference were read and the principles thereof approved.

TERRITORIAL CONVENTION. To enable delegates from each of the three Territories concerned to meet and express their views

IT WAS RESOLVED

1. "That the necessity for an ultimate Convention of the Territories of Kenya, Uganda and Tanganyika, be brought to the notice of the Commission."

PRELIMINARY PERIOD. To enable the Territories concerned to gain experience in the working of Federation or Closer Union, and to enable them to form a considered opinion as to what shall ultimately become "Transferred Subjects:-

IT WAS RESOLVED

2. "That this meeting recommends that for a certain period (Suggested seven years) the function of the Federal Council shall be to supersede the various co-ordinating bodies from the three Territories, before it is given control of Finances other than such funds as shall be placed at its disposal by the Legislatures of the various Territories"

UNOFFICIAL REPRESENTATION ON FEDERAL COUNCIL. With a view to the elimination of all Racial questions and to render more easy the transfer of some of the prerogatives at present held by the Secretary of State for the Colonies to the Federal Council:-

IT WAS RESOLVED

3. "That while opinion in this Colony is in favour of an Un-official Majority on the Federal Council, this meeting recognises the difficulties incidental to the fulfilment of that wish and therefore, to avoid prejudicing the whole scheme of Federation, does not press for such an Un-official Majority at the present time".

- (b) "That this meeting recommends that the Un-official members be nominated from the Un-official element of each Colony by their Legislative Councils; further, that during the Preliminary Period, the representation shall be two Un-official members from each of the three Territories.

These recommendations are not to be regarded as a precedent to prejudice the consideration of other distribution when full Federation shall be discussed at a later date".

RAILWAYS. The meeting was of the opinion that the ~~Railways~~ of the three Territories should be placed under unified control as soon as possible and that the present Order in Council relating to the Kenya and Uganda Railways should be extended to include the Railways of Tanganyika; further that this Service should be a "Transferred Subject" immediately on the creation of a Federal Council.

## IT WAS RESOLVED.

4. "That this meeting is in favour of an extension of the present system of Railway Management under the Railway Order in Council of January 1926, to the three Territories; substituting the High Commissioner of East Africa, and the Federal Council for the High Commissioner of Transport and (so far as is practicable) the Secretary of State for the Colonies. That the procedure on the preparation and passing of the Yearly Estimates of Railway Revenue and Expenditure should be as follows:- The Estimates shall be prepared and laid before the Federal Council and shall, subsequently, be laid on the tables of the three Legislative Councils; and that such Estimates shall not be finally passed by the Federal Council until consideration has been given to any resolutions which may be submitted by the Legislative Councils of the three Territories. And further, that this meeting does not agree to any alterations being made, during the Preliminary Period, in the present ownership of the Railways".

CO-ORDINATION OF OTHER SERVICES. To enable the Legislative Council of each Territory to retain control of its own Finance; and to enable them to profit by the experience obtained from the working of the Federal Council during the Preliminary Period:-

## IT WAS RESOLVED

5. "That this meeting recommends that there shall be no Transferred Subjects [other than Railways as dealt with in Resolution 4 above ], but that a Senior Officer of the following Departments of Government:-  
 Customs.  
 Posts and Telegraphs.  
 Defence (Military and Police).  
 Law.  
 Land  
 shall be Members of the Federal Council for the purpose of co-ordinating the work of such Services in the three Territories; and that the Federal Council shall also have power to co-ordinate the following Services:-  
 Native Affairs (See Resolution 5a following)  
 Research.  
 Mines and Geological Surveys".

## IT WAS ALSO RESOLVED

- (a) "That this meeting recommends that the subject of Native Affairs on the Federal Council shall be entrusted to the High Commissioner as Commissioner of Native Affairs".

**FEDERAL COUNCIL: POWER OF VETO.** Taking into consideration the fact that an Official Majority has been accepted and that the High Commissioner should be Commissioner of Native Affairs

IT WAS RESOLVED

6. "That in the opinion of this meeting it is vital to the success of any co-ordinating scheme that, in practice, the veto of the Secretary of State for the Colonies should be exercised by the High Commissioner".

**COMPOSITION OF FEDERAL COUNCIL.** To recapitulate the foregoing, the suggested composition is:-

- 7 Officials:- High Commissioner (Commissioner of Native Affairs).  
 Commissioner of Customs  
 Commissioner of Railways  
 Commissioner of Law.  
 Commissioner of Posts & Telegraphs.  
 Commissioner of Defence.  
 Commissioner of Land.

6 Un-Officials:- Two from each Territory.

**FEDERAL COUNCIL SECRETARIAT.** The meeting was of opinion that there would be no necessity for a large Secretariat during the Preliminary Period and

IT WAS RESOLVED

7. "That this meeting recommends that the Secretariat of the Federal Council should not be larger than that at present employed by the Governors' Conference".

IT WAS ALSO RESOLVED

- 7a. "That this meeting recommends that the contributions towards the expenses incidental to this Secretariat should be met by the three Territories concerned in the same proportion as their Unofficial representation on the Federal Council".

REVISION.

IT WAS RESOLVED

8. "That this meeting recommends that after a period of seven years, unless all the Territories concerned ask for revision at an earlier date, the whole question of Federation be revised".

**FEDERAL CAPITAL AND HIGH COMMISSIONER.** On grounds of economy and mutual convenience; and in view of the fact that the principal of the Federal Capital being in Nairobi was accepted by the delegates concerned at the Unofficial Conference 1927:-

## IT WAS RESOLVED

9. "That this meeting is of opinion that, during the Preliminary Period, the Federal Capital must be in Nairobi and that the High Commissioner should be the Governor of Kenya Colony".

## KENYA LEGISLATIVE COUNCIL: UNOFFICIAL MAJORITY.

## IT WAS RESOLVED

10. "That this meeting is of opinion that all European Unofficial Members of Legislative Council should be Elected and not Nominated with the exception of those nominated to represent African interests".

COMPOSITION OF KENYA LEGISLATIVE COUNCIL. It was decided to recommend that the following should be the composition of the Legislative Council in Kenya Colony:-

Government Members 12.

The Attorney General. Chairman. (With a deliberative and casting vote).

The Colonial Secretary.

The Treasurer.

The Director of Posts and Telegraphs.

The Commissioner of Customs.

The Secretary for Native Affairs.

The Secretary for Land and Settlement.

The Secretary for Defence.

The Director of Health & Medical Services.

The Secretary for Education.

x The Secretary for Agriculture, Veterinary & Forestry).

x The Secretary of Public Works.  
(x See note below).

Arab Members 2. 1 Nominated and 1 Elected.

Indian Members 5 elected as at present.

Nominated Europeans to represent Africans 2.

TOTAL of above 21.

European Elected Members 25.

Notes in explanation of the foregoing:-

The Chairman. It was felt that the Governor of Kenya who might be the High Commissioner of East Africa, should not be Chairman of the Legislative Council.

It was also felt that the Colonial Secretary would have more freedom of debate in the body of the House; and that the legal experience of the Attorney General would particularly fit him for the post of Chairman.

x. The Secretaries of Agriculture and Public Works.  
It was decided to recommend that Unofficial Members be nominated to fill these posts

so long as they remain Elected Members of Council, so that members of the Unofficial element may obtain experience in such responsibility. They would, naturally, work on the advice of the Heads of these Departments and they would be able to devote their energies to seeing that all legislation affecting their Department was implemented at the earliest opportunity.

Nominated Europeans to represent African Interests.

It was decided to recommend that the Government of Kenya should submit to the Native Councils, through the usual channels, the names of the two Europeans he proposes to nominate to represent African Interests.

Payment of Members. It was decided to recommend that all members - whether Official or Unofficial - holding portfolios, should be paid.

It was felt that Elected Members without portfolios should not be paid and that the Legislatures themselves can deal with any necessary revision of allowances.

Elected Members. To ensure the safeguards laid down in the Elected Members' Manifesto of 1926:-

IT WAS RESOLVED

11. "That whatever composition of Legislative Council be decided upon, there must be a definite majority of two Elected European Members over all other parties including Elected Members holding portfolios".

THE KING'S GOVERNMENT. Powers of Veto, Warrant and Proclamation. It was decided to recommend that the proposed Unofficial Majority be given a fair trial and that such powers as set out above are not necessary; attention being directed to the fact that the High Commissioner would have powers of Veto over all legislation.

ROADS AND RAILWAYS. It was decided to bring to the notice of the Commission Resolutions Nos. 4 and 5 of the Unofficial Conference of 1927.

FINANCE INCIDENTAL TO FEDERATION. It was decided to recommend that the finances of

- (a) The Railways should be a matter for the Federal Council as proposed.
- (b) The Federal Headquarters should be by contributions from each Territory proportionate to their Un-official representation on the Federal Council.
- (c) Local Services should be met by the Legislative Councils concerned.



EXTRACT FROM THE ELECTED MEMBERS' MANIFESTO  
of DECEMBER 1926. \*

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1. To press by any constitutional means for a European elected majority over all parties in the Legislative Council.
2. To give favourable consideration to a scheme of co-ordination of the northern East African Territories (Kenya, Tanganyika and Uganda) and possibly Nyasaland; with the hope of a possible co-ordination with the Rhodesias in the future when their position towards each other and between them and Nyasaland is defined by their own acts: Provided that a consideration of any such scheme is conditional on an elected majority having been granted and that the following essential safeguards are included:
  - (a) Each State to remain a separate entity with its own Constitution and Government.
  - (b) No hindrance to any of the States advancing towards self-government on constitutional lines.
  - (c) Each State to have complete control of its own finances through its Legislative Council.
  - (d) The Seat of the High Commissioner to be in Nairobi.
  - (e) The present Protectorate of Kenya to become an integral part of the Colony.

It is to be clearly understood that the Colony reserves to itself complete liberty of action and that no change in the Constitution of Kenya on such lines shall be brought into force unless and until any proposed scheme has been published and submitted to the Electorate with full opportunity of discussion and approved by them through the medium of a General Election.

EXTRACT FROM RESOLUTIONS PASSED AT THE EAST AFRICAN  
UNOFFICIAL CONFERENCE, NAIROBI, AUGUST 1927.

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Conference Resolution No. I

Inter-Colonial Co-ordination.

RESOLVED I.

"That this Conference unanimously welcomes the appointment of the Hilton Young Commission to enquire into the question of Federation with regard to Kenya, Uganda and Tanganyika and hopes its labours will result in a scheme which will provide adequate safeguards for the state of civilisation which has been reached and which will prove acceptable to our peoples of these three Territories.

This Conference is of opinion that federation without agreement would be impracticable".

RESOLVED II.

"That the delegates of Uganda Protectorate and Tanganyika Territory support the aspirations contained in the Kenya Colony manifesto of December last though acceptance of same should not be held to restrict alteration of site of Federal Legislature at some future date if found desirable. This does not imply that the High Commissioner should not have such residences as may be deemed advisable in Tanganyika and Uganda".

RESOLVED III.

"That this Conference is of opinion that any division of Northern Rhodesia for the purpose of an amalgamation of North Eastern Rhodesia with Nyasaland would be disastrous to the cause of civilisation in Central and Eastern Africa".

Conference Resolution No. IV

Railways.

(Part I) DODOMA - IRINGA - FIFE.

RESOLVED

"That this Conference endorses the Resolution passed at Tukuyu with regard to the vital necessity for the immediate construction of a Railway linking up the Central Tanganyika Line from Dodoma with the headwaters of Lake Nyassa, Northern Rhodesia and Northern Nyasaland, and notes with gratification that such construction has been unanimously

approved by the Joint East African Board, and has also been supported by the Tanganyika Government.

This Conference realising from a perusal of the East African Loan Committee's Report that the only obstacle to the immediate construction of such a Railway is the inability of the Tanganyika Government at present to meet the interest and Sinking Fund required, urges upon the Imperial Government the paramount necessity, fully justified by the admittedly great political and economic value of such a Railway, of providing the Tanganyika Government with a loan free of interest for at least five years".

(Part II) ARUSHA - DODOMA.

RESOLVED: "That this Conference is of opinion that it is desirable to construct a Railway from Arusha to Dodoma in order to connect the Northern and Southern Railways in Tanganyika Territory".

Conference Resolution No. V.

ROADS AND BRIDGES.

- RESOLVED I: "That this Conference re-affirms the following extract from Resolution No. 6 passed at the 1926 Conference, viz:-
2. The construction of main arterial roads, connecting the five Territories, should be a charge on Loan Funds, as they are of paramount importance to all five Territories both strategically and economically.
  3. The erection and maintenance of adequate rest houses in suitable places and the placing of signposts where necessary should be recommended to the Governments and Automobile Associations concerned, in view of the fact that these main arterial roads will attract an increasing tourist traffic.
  4. Main feeder roads through all agricultural districts are essential for transporting produce to the nearest main trunk roads, railway systems or waterways, and the construction and maintenance of such roads should be at the public expense throughout the five Territories.
  5. A survey of competent engineers of all main roads is essential before construction or re-alignment is commenced; the "forming" of all road-making should be undertaken at the outset, and the road making machinery should be used both for construction and maintenance where ever possible.

## BRIDGES.

6. Resolution 14 of the Tukuyu Conference should be re-affirmed and the importance of those recommendations being put into force, emphasised.

7. The Government concerned should be urged to consider the desirability of erecting, where possible, low level bridges, which, in Southern Rhodesia, have proved adequate and infinitely less expensive.

8. In view of the likelihood of further railway construction through these territories, the authorities concerned should be urged to consider the advisability of constructing, where necessary, bridges suitable both for rail and motor transport.

9. Great care should be exercised to avoid interference with the economic development of the Territories, although it is recognised after a perusal of para B. 3 and 4 of the Governors' Conference Report, that some form of protection is necessary to safeguard roads maintained at public expense from damage by unsuitable traffic.

Tukuyu Conference Resolution No. 14 reads:-

"That this Conference draw attention to the extreme urgency of the need for a programme of road construction as outlined on page 17 of the Report of the East Africa Commission.

In the opinion of this Conference, roads may be divided into two classes:-

(a) Trunk and communicating roads linking up the five East African Territories, and their respective districts.

(b) Commercial roads connecting productive areas with railways, waterways, or other forms of permanent communication.

## PERMANENCY.

Both classes of road may, in the first instance, be earth roads, and when a road is used purely for communication and not for heavy commercial vehicles, earth works, bridges and culverts may be of lighter construction. In each case all such works should be of a permanent nature and not liable to destruction by the average flood.

In the case of commercial roads all work should be constructed of sufficient strength to withstand the weight of the largest lorry practicable - it has been clearly demonstrated in East Africa that the larger the vehicle, the lower the transport charges

This Conference suggests that expenditure on permanent works must be met from Loan Funds where local resources are inadequate.

Consideration should be given to the fact that any expenditure on permanent bridging material would tend to lessen unemployment in Great Britain.

This resolution to be forwarded to the Secretary of State for the Colonies and to the Governments of the five Territories.

#### RHODESIA.

Conference Resolution No. 6 (Part 2) 1926:

#### ROADS.

**RESOLVED I:** That the Government of Northern and Southern Rhodesia be requested to urge the throwing open by the Beira and Mashonaland Rhodesia Railways of the Victoria Falls Bridge to rubber-tired traffic, and that they further be requested jointly to bear the cost of constructing the necessary approaches.

II. That the Government of Northern Rhodesia be urged to give immediate consideration to the necessity of providing some means of transporting motor traffic across the Kafue River on the Great North Road, otherwise than by railway truck".

**RESOLVED:** "That in view of the importance of the main arterial road to the South, this Conference trusts that the Governments of Tanganyika, and Kenya will make every effort to provide funds which will enable that part of the road between Arusha and Nairobi to be made reasonably fit for motor traffic".

MINUTES OF A MEETING OF THE HON. ELECTED MEMBERS OF  
LEGISLATIVE COUNCIL AND THE EXECUTIVE OF THE CONVENTION  
OF ASSOCIATIONS, held in the MEMORIAL HALL, NAIROBI on  
MONDAY 6th FEBRUARY, 1928.

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PRESENT:- Mr. C. Kenneth Archer, Chairman of  
Convention in the Chair.  
The Right Hon. Lord Delamere.  
The Hon. Conway Harvey.  
The Hon. Lt.Col. Lord Francis Scott, D.S.O.,  
The Hon. Capt. Schwartze.  
The Hon. Major Robertson Eustace, D.S.O.,  
The Hon. T.J. O'Shea.  
The Hon. Capt E. Vaughan Kenealy.  
The Hon. Major H.F. Ward,  
The Hon. Col. C.G. Durham, D. S. O.,  
Capt. W. Tyson.  
Col. G. Phillips (Secretary Elected Members  
Organisation).

E. Powys Cobb, Esqr.,  
Major F. de V. Joyce.  
Capt. M.S.H. Montagu.  
R. H. Pringle, Esqr.,  
Major C. Gaitskell (Secretary, Convention of  
Associations).

RAILWAYS. On a motion of Mr. Powys Cobb; seconded by  
Capt. Montagu:

IT WAS RESOLVED

1. "That this meeting recommends that  
there be one Railway Federal Board,  
answerable to the High Commissioner of  
Transport in Federal Council".

COMPOSITION OF RAILWAY BOARD.

IT WAS FURTHER RESOLVED

2. "That this meeting recommends that  
the Railway Federal Board should be  
composed of one Official and three Un-  
official Representatives from each of  
the three Territories".

HIGH COMMISSIONER.

IT WAS RESOLVED

3. "That this meeting approves of the  
insertion of the word "also" after the word  
"should" in the penultimate line of  
Resolution 9 of their meeting of 19th Jan; and  
following days and that the last sentence of  
that Resolution should read:  
"and that the High Commissioner should  
also be Governor of Kenya Colony".

NOTES on a MEETING of the HON. ELECTED MEMBERS and the EXECUTIVE of the CONVENTION OF ASSOCIATIONS, with the EAST AFRICAN COMMISSION on CLOSER UNION, at GOVERNMENT HOUSE, NAIROBI, on TUESDAY FEBRUARY 7th., 1928.

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26

The following attended:-

The Right Hon. Lord Delamere.  
The Hon. Conway Harvey.  
The Hon. Lt. Col. Lord Francis Scott, D. S. O.,  
The Hon. Col. Durham, D. S. O.,  
The Hon. Major Robertson Eustace, D. S. O.,  
The Hon. Capt. E. Vaughan Kenealy,  
The Hon. Capt. H. E. Schwartze.  
The Hon. T. J. O'Shea.  
The Hon. Major H. F. Ward.  
Major G. Phillips (Secretary, Elected Members Organisation),

C. Kenneth Archer, Esqr.,  
E. Powys Cobb, Esqr.,  
Major F. de V. Joyce.  
Capt. M. S. H. Montagu.  
R. H. Pringle, Esqr.,  
Major C. Gaitskell (Secretary, Convention of Associations).

In reply to questions from the Right Hon. Sir E. Hilton Young, Chairman of the Commission:

FINAL GOAL OF FEDERATION. LORD DELAMERE stated that the ultimate goal was a Federation of the East African Territories of Kenya, Uganda, Tanganyika, Northern and Southern Rhodesia and Nyasaland. He expressed the opinion that this ultimate goal could not be reached for many years owing to the difference between the various states in political status, the Asiatic Question and Native policies. He also mentioned the present difficulties of communications.

He considered that Kenya and Southern Rhodesia, one at either end of the chain of States, provided nuclei from which the principles of White civilisation could grow.

SOUTHERN GROUP. He was of opinion that Northern and Southern Rhodesia should eventually join together and that Nyasaland should join them. He was opposed to any division of Northern Rhodesia into two parts for the purpose of joining Southern Rhodesia and Nyasaland.

**NATIVE STATES.**

He was also opposed to the creation of a Native State, similar to Bechuanaland, of North West Rhodesia.

He was opposed to the creation of a large Lake Victoria Native State embracing Bukoba, Mwanza and Kavirondo. He was opposed to the creation of such Native States on the ground that withdrawal from White influence was not in the best interest of the Natives. He supported the principle of the Dual Policy.

**BELGIAN MANDATED TERRITORY.** He expressed no opinion on the subject of the Belgian Mandated Territory.

**SUDAN FRONTIER.** He expressed no opinion on the subject of the Sudan Frontier.

**CO-ORDINATED EUROPEAN AND NATIVE RESERVES UNDER SEPARATE ADMINISTRATIONS.**

He was opposed to the idea of separate reserves for various races on the ground that it is the duty of the White Community to help Government govern all races in the Colony.

**KILIMANJARO AREA.**

He was of opinion that it was to the benefit of White Civilisation in Tanganyika that the Kilimanjaro Area should be retained in that territory as at present.

**HISTORY OF FEDERATION PROPOSALS.**

He gave a short outline of the history of the question of Federation. Three years ago the subject was turned down by the Convention of Associations. It had been raised in the Manifesto issued by the Elected Members in December 1926, when this Colony had accepted the principal subject to certain safeguards.

Mr. Kenneth Archer called attention to the resolution on this subject passed at the recent Session of Convention.

**CUSTOMS.**

Discussing the Memorandum submitted to the Commission, Lord Delamere said that the intention was that the Customs Services should be extended to cover Tanganyika Territory in the same manner as they at present cover Kenya and Uganda.

**POSTAL.**

The same idea applied to Posts and Telegraphs.

**LAW.**

That attempts should be made to co-ordinate the Laws of the three territories.

**DEFENCE.**

That an elastic co-ordination of the defence of the three territories should be attempted.



## RAILWAYS.

That the present system in force in Kenya and Uganda should be extended to include Tanganyika. That there should be a complete amalgamation of management, but that the assets should remain the property of the individual States.

## RAILWAY LOANS.

That the raising of loans for the Railways should be a question for local Legislatures.

## RAILWAY REVENUES.

He agreed that surplus balances of the Kenya and Uganda System might be available for improvements in Tanganyika Territory.

He advocated the keeping of separate accounts for each territory so that assets could be divided in the event of a dissolution of partnership.

## VETO.

He stated that the Veto suggested in the memorandum was of a "negative" nature and could be used to prevent legislation; it could not be used to force legislation on any of the Territories though the Federal Council could act in an advisory capacity on any subject.

## FINANCIAL EXPERT.

In reply to Sir George Schuster, Lord Delamere said that the question of placing a Financial Expert on the Federal Council had been discussed but that it was considered that in the preliminary stage it was necessary to curtail the expense of the Federal Council as far as possible.

Sir George Schuster, suggested that such an Expert would prove an economy and be of particular value on Railway finances.

The CHAIRMAN gave it as his opinion that any such Financial Expert would be the servant of the High Commissioner and would not hold his appointment from the Colonial Office.

After an adjournment for Lunch.

The Meeting discussed the question of the constitution of the KENYA LEGISLATIVE COUNCIL.

## ELECTED MAJORITY.

Lord Delamere stated that Kenya asks for an Elected European Majority even if there is no question of Federation.

That it would be to the benefit of the Natives if the European Unofficial community were given responsibility.

That an Unofficial Majority would have the effect of avoiding delay in bringing legislation into force.

As instances of legislation that had been passed and in which effective action had been delayed he quoted the subjects of Detention Camps; mechanical appliances for road maintenance; also the question of training African artizans.

Mr. Kenneth Archer quoted instances of Labour Legislation affecting squatter labour, Labour contracts, rest camps.

Mr. Powys Cobb quoted the instance of the price of Fuel Oils which was first raised in 1925 and was the subject of an enquiry by the Economic and Finance Committee in 1926; and in which some change may be effected in March 1928.

**CONTINUITY OF POLICY.** In reply to a question as to whether an Unofficial Majority would lead to equal continuity of policy as under the present constitution, Lord Delamere said he had no experience of any continuity of policy in any Crown Colony.

**LOCAL EXPERIENCE.** Mr. Powys Cobb suggested that twenty years ago the bulk of African experience was with the Officials. That this is now reversed and that the bulk of African experience now lies with the Settlers who have made their homes here, and not with the Officials who are birds of passage.

**DEADLOCK IN GOVERNMENT.** Lord Delamere said he did not anticipate that any deadlock would occur. The High Commissioner would hold the power of veto on all legislation passed by the Legislative Council. It was true that the Legislative Council could refuse to vote supplies but it would only do so in very exceptional and grave circumstances and such a deadlock could be met by sending out a Commission from the Colonial Office to try and devise a way out of the difficulty. He quoted the precedent in the Irish Free State. He suggested that any "Power of Certification would do away with any safeguards obtained from an Elected Majority.

**DIARCHY.** He was opposed to any system of Diarchy whereby legislation on certain subjects was reserved for Government.

**RACIAL DISCRIMINATION.** He agreed with the suggestion that any legislation involving Racial Discrimination should only be introduced with the consent of the Federal Council; and that the Federal Council should decide as to what legislation involved such discrimination.

**INDIAN REPRESENTATION.** He expressed the opinion that the majority of Indians in Kenya would be satisfied with the representation suggested in the memorandum. He stated that in the past the attendance of Indian Members in Legislative Council had been very irregular. He admitted that the Indian community should be represented in Legislative Council but denied their right to dictate in the Government of the Colony.

## NATIVE POLICY

In reply to Mr. Oldham, Lord Delamere stated that he did not consider that the natives would be competent for a great number of years to sit in Council.

He advocated the education of the native through the Native Council. He was opposed to any suggestion of giving the native a vote at this stage of his development.

## NATIVE REVENUE.

He agreed in principle that money derived from Native revenue should be spent for the benefit of the natives; but he was opposed to the suggestion that revenues derived from any particular source should be devoted to any particular object.

Mr. Kenneth Archer suggested that it was impossible in many instances to differentiate between services rendered to Europeans and to Natives. Money expended on medical treatment and education of natives must benefit the European. Money spent on European education, improvements of means of transport, etc., must benefit the native.

The Meeting adjourned at 4.30 p.m., until

Thursday February 9th, at 2. 15 p.m.,

MINUTES of a MEETING of the HON. ELECTED MEMBERS and the EXECUTIVE of the CONVENTION OF ASSOCIATIONS, held in the MEMORIAL HALL, NAIROBI, on THURSDAY, FEBRUARY 9th, 1928 at 10.a.m.,

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PRESENT:- C. Kenneth Archer, Esqr., in the CHAIR.  
 The Right Hon. Lord Delamere.  
 The Hon. Lt. Col. Lord Francis Scott, D. S. O.,  
 The Hon. Major Robertson Eustace, D. S. O.,  
 The Hon. Capt. H. E. Schwartz.  
 The Hon. T. J. O'Shea.  
 The Hon. Major H. F. Ward.  
 Capt. W. Tyson.  
 Col. G. Phillips (Secretary, Elected Members' Organisation).

E. Powys Cobb, Esqr.,  
 Major F. de V. Joyce.  
 Lt. Col. G. C. Griffiths, C. M. G.,  
 Capt. M. S. H. Montagu.  
 R. H. Pringle, Esqr.,  
 A. C. Tannahill, Esqr.,  
 Major C. Gaitskell (Secretary, Convention of Associations).

A letter was read from Col. A. I. Lean explaining his absence from this and previous Meetings owing to an accident.

PUBLICATION OF MEMORANDUM. It was decided not to publish the Memorandum which had been presented to the Commission.

LIASON WITH TANGANYIKA TERRITORY. It was decided to invite General Boyd Moss to visit Nairobi and discuss as to the best manner of informing the Unofficial community of Tanganyika Territory as to the nature of evidence given by this joint Meeting to the Commission.

Lord Delamere explained that an undertaking to this effect had been given at the Nairobi Unofficial Conference.

The Secretary of the Convention of Associations was instructed to send a telegram to General Boyd Moss inviting him to visit Nairobi at the expense of the Elected Members' Organisation.

RAILWAY FINANCE. Mr. Powys Cobb spoke against the principle of diverting any profits from the Kenya and Uganda Railway for improvements on the Tanganyika system.

Capt. Tyson supported Mr. Powys Cobb suggesting that any payments so made should be in the nature of a loan.

Capt. Schwartz advised full amalgamation of funds on the ground that it would be impossible to account for separate systems.

Lord Delamere suggested that this was a subject that should be dealt with by a Convention after receipt of the final recommendations of the Commission.

Capt. Schwartze moved.-

"That this meeting is of opinion that no amalgamation of the Railways of the three Territories is feasible unless the profit and loss accounts of the whole system are treated as one".

"And this Meeting further considers that the question of whether Kenya should agree to such complete amalgamation, with its consequential possible monetary loss to her, cannot be decided until the proposed scheme of Federation is before the country for discussion".

Capt. Ward seconded and on being put to the Meeting an equal number of votes was recorded for and against; and the Chairman declared the Motion lost.

Mr. O'Shea moved:-

"That this Meeting is of opinion that it is undesirable for us to express a definite opinion in favour of or against the pooling of Railway Revenue and Expenditure until we have more detailed knowledge of the terms of agreement proposed by the Commission".

Capt. Tyson seconded and the Resolution was carried nem. con.,

On the proposal of Capt. Schwartze Seconded by Mr. Fowys Cobb it was resolved:

"That this Meeting recommends to the Commission that a Convention be appointed by the Secretary of State by order in Council, to consider the final proposals of the Commission: such Convention to consist of Members nominated by the three Legislative Councils under an independent Chairman appointed by the Secretary of State".

On the question as to the future political status of the Natives, it was resolved:-

"That Native interests can best be served by the employment at a later date by Provincial Native Councils and ultimately by a Native Council for the whole Colony with some means of liason with the Legislative Council".

NOTES of a MEETING of the HON. ELECTED MEMBERS and the EXECUTIVE of the CONVENTION OF ASSOCIATIONS, with the EAST AFRICAN COMMISSION on CLOSER UNION, at GOVERNMENT HOUSE, NAIROBI, on THURSDAY FEBRUARY 9th., 1928 at 2. 15. p.m.,  
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The following attended:-

The Right Hon. Lord Delamere.  
The Hon. Lt. Col. Lord Francis Scott, D. S. O.,  
The Hon. Col. Durham, D. S. O.,  
The Hon. Major Robertson Eustace, D. S. O.,  
The Hon. T. J. O'Shea.  
The Hon. Major H. F. Ward.  
Col. G. Phillips (Secretary, Elected Members Organisation).

C. Kenneth Archer, Esqr.,  
E. Powys Cobb, Esqr.,  
Major F. de V. Joyce.  
Col. G. C. Griffiths, C. M. G.,  
Capt. M. S. H. Montagu.  
R. H. Pringle, Esqr.,  
Major C. Gaitskell (Secretary, Convention of Associations).

**RAILWAY REVENUES.** Reverting to the question of Railway Revenues which had been left over from the previous Meeting for further consideration.

LORD DELAMERE said that no definite opinion could be given, as to whether any surplus revenue from the Kenya and Uganda System should be available for the Tanganyika system, until the final proposals for any scheme of Federation had been received from the Commission.

MR. FOWYS COBB explained that after the preliminary seven years, if full Federation came into being, the funds of the different systems would naturally be amalgamated.

LORD DELAMERE expressed the opinion that the revenues of the Railways should always be kept separate from State revenues.

**RACIAL DISCRIMINATION.** LORD DELAMERE suggested that no legislation involving racial discrimination should be introduced into the Kenya Legislative Council (if an Unofficial Majority was granted) unless the High Commissioner had previously given his consent to its introduction.

**POLITICAL FUTURE OF NATIVES IN KENYA.** LORD DELAMERE suggested that in time the existing Native Councils should be co-ordinated under District Native Councils, later that these should be co-ordinated under Provincial Native Councils which in due course should send representatives to a Colonial Native Council which might be accorded some means of liason with the Legislative Council.

THE CHAIRMAN suggested that this ultimate Colonial Native Council could put forward Resolutions to the Legislative Council which, if adopted by the latter body, would be embodied as Rules for the conducting of Native Affairs.

LORD DELAMERE agreed that the ultimate adoption or rejection of such resolutions should lie with the Legislative Council as a whole and not with the Executive Committee.

LAND.

LORD DELAMERE expressed the opinion that the unalienated land in the N. E. portion of Kenya should be alienated at the earliest opportunity either as a White Settlement area or Native Reserve or divided for both objects. That the Kenya Advisory Committee would assist in developing the land resources of the Colony and that the further area ultimately available for white settlement is probably equal to that already alienated. That it is imperative that Government makes every endeavour to encourage development. He suggested that Government might prospect water possibilities before offering land for sale.

ECONOMIC HOLDINGS. LORD DELAMERE explained that various considerations such as type of farming, distance from markets, etc., affected the question as to what was the minimum economic holding.

MR. POWYS COBB suggested that as development proceeds, the area required will tend to become less.

In reply to a question from MR. MANT:- LORD DELAMERE expressed the opinion that, under mixed farming the areas will certainly become smaller; a view which was supported by Mr. O'Shea.

CAPT. MONTAGU was of opinion that the planting industries would tend towards the formation of large companies.

MR. KENNETH ARCHER explained that even if this did eventuate it would in many instances leave the present owners as managers on the same property.

KILIMANJARO AREA. THE CHAIRMAN reverted to this subject and asked for views as to whether it is desirable that the Masai Reserve should be divided under two separate Governments.

LORD DELAMERE explained that it is difficult for Kenya to give evidence on this point. From the point of view of the administration of the Masai it might be better to include all this area in Kenya Colony; from the point of view of White Settlement in Tanganyika it might be better to make no change from the present position.

MAJOR ROBERTSON EUSTACE called attention to the fact that the Pangani River had once been discussed as the boundary between Kenya and Tanganyika Territory and suggested that this might be worth consideration again.

DEEP WATER PORTS. MR. FOWYS COBB suggested that in considering the question of the establishment of a deep-water port at Dar-es-Salaam the possibility of building a line from Tabora to join the Kenya and Uganda Railway be kept in mind. Such a line would lead to the establishing of Mombasa as the chief port of East Africa which, under ultimate Federation, would be to the economic benefit of all three territories.

#### ELECTED MEMBERS WITH PORTFOLIOS.

In reply to questions from the CHAIRMAN LORD DELAERE replied that the suggested two Elected Members with portfolios would normally support the Government.

#### SAFEGUARDS.

That Kenya Colony is progressing quite satisfactorily without Federation and only entertains the proposal on broad Imperial considerations. That local opinion is against a Federal Council with full powers during the preliminary period; but that under a loose Federation for a period of say seven years experience can be gained and the final arrangements made more perfect. That local opinion is in favour of an Unofficial Majority being granted before any sort of Federation is agreed to.

#### POLITICAL ASPIRATIONS OF NATIVES.

That he apprehends no danger of Natives pressing for equal rights if the control of Legislation is left in the hands of an unofficial majority. He quoted the examples of India and China where control from the Home Government had led to results which were not entirely desirable.

The Meeting closed at 3. 50 p.m.,



COPY OF CONFIDENTIAL LETTER NO. YH/AA/2/1/1122 of 13. 2. 28  
FROM THE SECRETARY, CONVENTION OF ASSOCIATIONS TO THE HON.  
SECRETARIES, ALL AFFILIATED ASSOCIATIONS.

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Subject:- Hilton Young Commission.

Reference:- Minutes of Session 30. 12. 27.

In accordance with the Resolution on page 8 of the Minutes, reference above:-

A Meeting of your Executive and the Hon. Elected Members was held on January 19th., 20th., and 21st., for the purpose of preparing the evidence to be given before the Commission.

I was instructed to take minutes of the Meeting which, after the approval of your acting Chairman and the Leader of the Elected Members, should be forwarded to the Commission with a short explanatory memorandum subject to the same approval.

These minutes and memorandum were completed and approved on January 22nd., ten copies bound with copies of the Convention Minutes reference above, the Elected Members' Manifesto of 1926 and the Resolutions passed at the Unofficial Conference of 1927 were delivered at Government House on January 23rd., and, by favour of His Excellency the Governor, included in the Government House Mail bag which was despatched on January 24th., to meet the Commission on their arrival at Eldoret.

I had previously applied to the Secretary, East African Governors' Conference, who made all the preliminary arrangements, for a meeting of our bodies with the Commission on or after February 7th., to enable me to give sufficient notice to our Members. The Commission wired from Eldoret fixing 9. 30 a.m., on that date for our Meeting.

We held another joint Meeting on the day previous to our Meeting with the Commission when we had the benefit of the views of several of our Members who had met members of the Commission since their arrival in Kenya.

Our meeting with the Commission took place at the time and date arranged. Lord Delamere acted as our spokesman, supported by Mr. C. Kenneth Archer and other Hon Members and Members of our Executive. The Meeting lasted till 4. 30 p.m., with an interval for lunch and was adjourned till 2. 15 p.m., on the 9th

On the morning of the 9th., another joint meeting of the Hon. Elected Members and our Executive was held, for the purpose of giving further consideration to the questions raised by the Commission.

Our final meeting with the Commission lasted from 2. 15 to 4. 30 p.m., on that afternoon.

Your representatives on our Executive and the Hon. Elected Members decided that their evidence should not be published in the Press for the following reasons:-

1. The Memorandum was in a very skeleton form and reasons for the recommendations put forward therein were explained at the meeting with the Commission. It would be difficult for anyone reading this memorandum to appreciate the points raised unless they had a copy of the other documents which had been sent with it, and also heard the arguments put forward verbally.
2. The memorandum was forwarded to the Commission for their information and, if they wish to do so they can publish it with the evidence received from other sources. Its premature publication by us might prejudice their action in other Territories.

Your Elected Members and Members of your Executive were of opinion that the action taken by other races in publishing their memoranda in the Press was an example that need not and should not be followed; and trust that the European community will support their action in this matter.

At the East African Unofficial Conference held in Nairobi in August last, the Tanganyika Delegates asked for and obtained an undertaking from the Kenya Delegates that they would inform the European community in Tanganyika as to the lines on which the Commission was proceeding in the taking of evidence.

In order to carry out that promise one of the Tanganyika Delegates has been invited and is to-day attending a meeting of our joint bodies in Nairobi when his advice will be asked as to the best method of imparting the desired information.

I have marked this letter "CONFIDENTIAL" as it is not for publication, but it can be read to your Members on the understanding that it is for their private information only.

COPY OF LETTER NO. YH/AA/3/1/1164 of 26. 3. 28 from the  
 SECRETARY, CONVENTION OF ASSOCIATIONS, to the HON.  
 SECRETARIES, ALL AFFILIATED ASSOCIATIONS.

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Subject:- Hilton Young Commission.

Reference:- My YH/AA/2/1/1122 of 13.2.28.

I am instructed to inform you that a "Blue Book" is in course of preparation in this Office.

This "Blue Book" will convey the information as to the course of action taken by your Executive in their dealings with the Commission and will contain copies of the following documents:-

1. Resolution passed at recent Session of Convention.
2. Minutes of joint meetings of your Executive with the Elected Members Organisation.
3. Skeleton Memorandum presented to the Commission.
4. Copies of all documents presented with 3 above.
5. Notes made by Secretary of Convention of the meetings of your Executive and the Elected Members with the Commission.
6. Correspondence between the Secretary of Convention and the Secretary of the Commission.

The Secretary of State for the Colonies has been requested to furnish this Office with sufficient copies of the Report of the Commission, when published, to enable a copy to be sent, together with the "Blue Book", to every Affiliated Association.

My Executive are of opinion that the publication of this "Blue Book" prior to the publication of the Report would be an act of discourtesy to the Commission.

I N D E X

	Page
RAB representation on Kenya Legislative Council	17.
BOUNDARIES of Territories	27.34.35
COMMISSION: Convention Resolutions	1.
"    Date of Meeting	3. 4
"    Delegates Attending	5.26.33
"    Delegate's absence owing to illness	31.
"    Evidence: Procedure	2.6.7.13
"    Memorandum presented to Convention of Northern Territories to discuss Report of Commission	6
Co-ordination of Services	14. 32
Customs	9.15.27
DEFENCE	9.15.27
Delegates attending before Commission	5.26.33
"    absent owing to accident	31.
Diarchy	29.
Dual Policy	27.
ELECTED Members' Manifesto 1926	20.
European representation on Kenya Legislative Council	10.17.18.28.35
Evidence before Commission: Procedure	2.6.7.13.
FEDERAL Capital	16.17.21.
Federal Council: Constitution of	8.15.16.
"    "    Co-ordination of Services	9.15.27
"    "    Finance	19.
"    "    Financial Expert on	28
"    "    High Commissioner	9.15.16.17.25.
"    "    Native Affairs	10. 15.
"    "    Railways	10.15.25
"    "    Secretariat	10.16.19
"    "    Transferred Subjects	9.15.27
"    "    Unofficial members of	8.9.14
"    "    Veto	9.16.
Federation: Kenya's views on	1.8.26.27.35.
"    Preliminary Period	8.14.16.35
"    Southern Group	26
"    Unofficial Conference Resolutions on	21.
Finance	15.
"    Each Colony to control own	10.16.19
"    Federal Council Secretariat	19.
"    Local Legislatures	10.15.
"    Railway	10.15.
Financial Expert on Federal Council	28.
Frontiers	27.34.35
HIGH Commissioner of Federal Council	9.15.16.17.25

INDIAN Representation on Kenya Legislative Council	...	...	17.29
MILIMANJARO Area	...	...	27.34
LAND	...	...	9.15.34
Law	...	...	9.15.27
Legislation involving Racial Discrimination	...	...	29.33
Legislative Council of Kenya: Arab Representation	...	...	17
Legislative Council of Kenya:Chairman	...	...	11. 17
" " " " Constitut- -ion of:	...	...	10.17.28
Legislative Council of Kenya: European Representation	...	...	10.17.18.28.35.
Legislative Council of Kenya: Indian Representation	...	...	17. 29
Legislative Council of Kenya: Native Representation	...	...	11.18.30.32.33.
Legislative Council of Kenya: Payment of Members	...	...	18
Legislative Council of Kenya: Unofficial Majority	...	...	10.17.18.28.35
Legislative Council of Kenya: Unofficial Portfolios	...	...	11.17.35
Legislative Council of Kenya: Veto	...	...	11.29
MEMORANDUM presented to Commission	...	...	8
" Publication of	...	...	31.37.38
Lines	...	...	9.15
NATIVE Affairs on Federal Council	...	...	9.10.15
" Councils	...	...	11.30.32.33
" Political Future of	...	...	32.33.35
" Representation on Kenya Legislative Council	...	...	11.12.17.18. 30.32.33
" Revenue	...	...	30
" Status	...	...	27
PORTFOLIOS: Unofficial; Kenya Legislative Council	...	...	11.17.35
Ports	...	...	35
Posts and Telegraphs	...	...	9.15.27
Preliminary Period of Federation	...	...	8.14.35
RACIAL Discrimination	...	...	29.33
Railway Board	...	...	25
" Finance	...	...	10.15.28.31.33.
Railways: Arusha - Dodoma	...	...	22.
" Dodoma- Fife	...	...	21.
" General	...	...	9.14,15.25.28 31.33
Representation on Federal Council	...	...	8.
" On Kenya Legislative Council (see under European, Indian and Native)	...	...	
Research	...	...	15
Resolutions on Commission by Convention	..	...	1
Revenue: Allocation to various races	...	...	30

	Page
Review of Federation after Preliminary Period	8.16
Roads and Bridges	9.22.23.24
SELF-Government: Kenya	8.10
Southern Group of Territories: Federation	26
TANGANYIKA Territory: Liason with Transferred Subjects to Federal Council	31. 37 9.15
UNOFFICIAL Conference Resolutions: Federation..	21
" Railways ...	21
" Roads & Bridges	22
" Portfolios: Kenya Legislative Council	11.17.35
" Representation: Federal Council ...	8.9.14.16
" " Kenya Legislative Council	8.10.17.18
VETO: Federal Council	9.16.28
" Kenya Legislative Council	11.18.29

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Kenya and Uganda Railways and Harbours 257

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*Nairobi, May* 1928  
KENYA COLONY.

*With the  
Compliments of the General Manager.*

*To The Editor  
"Democrat"  
Nairobi*

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# Kenya and Uganda Railways and Harbours



## REPORT

OF THE

## GENERAL MANAGER

ON THE

ADMINISTRATION OF THE RAILWAYS

AND

HARBOURS

FOR THE

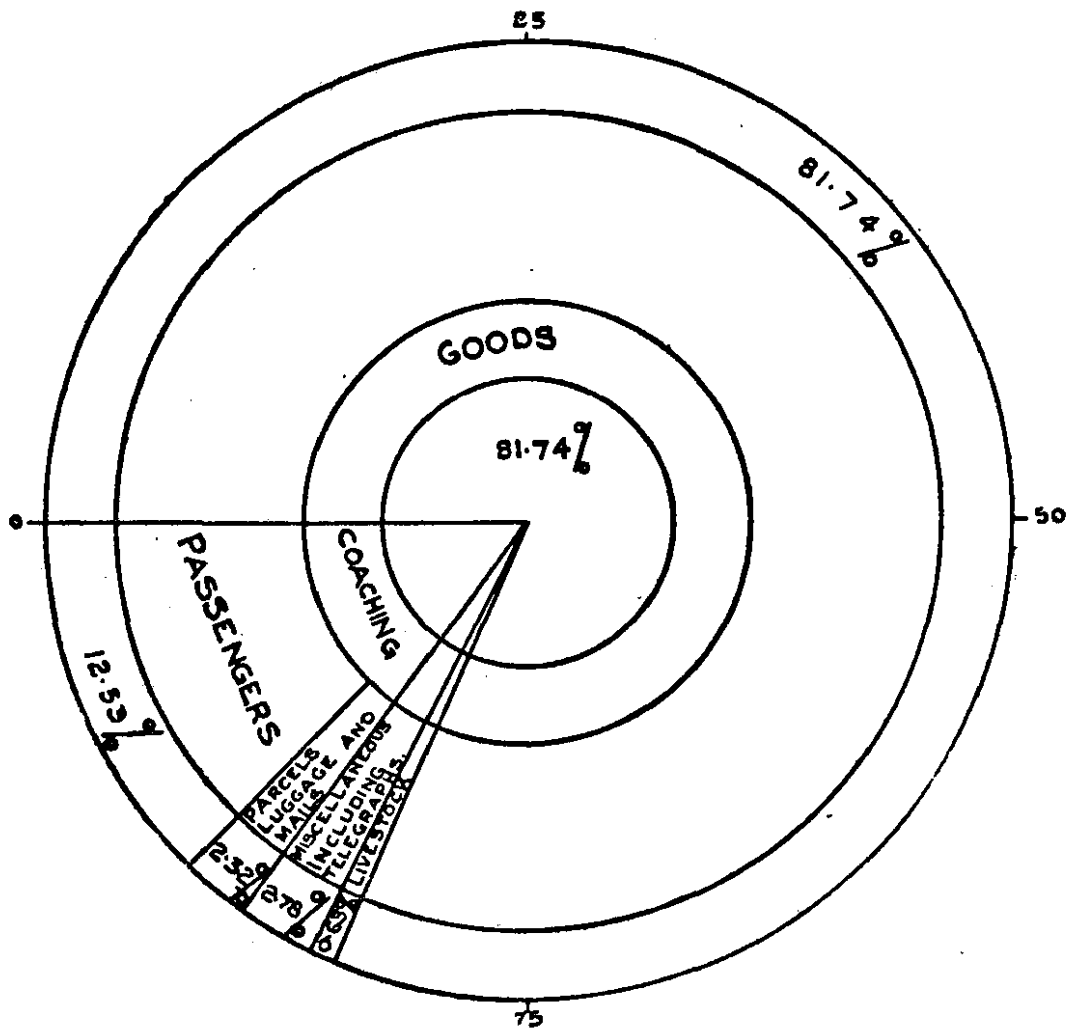
YEAR ENDED 31st DECEMBER, 1927.

RAILWAYS.

REVENUE  
1927.

HOW

IT



WAS

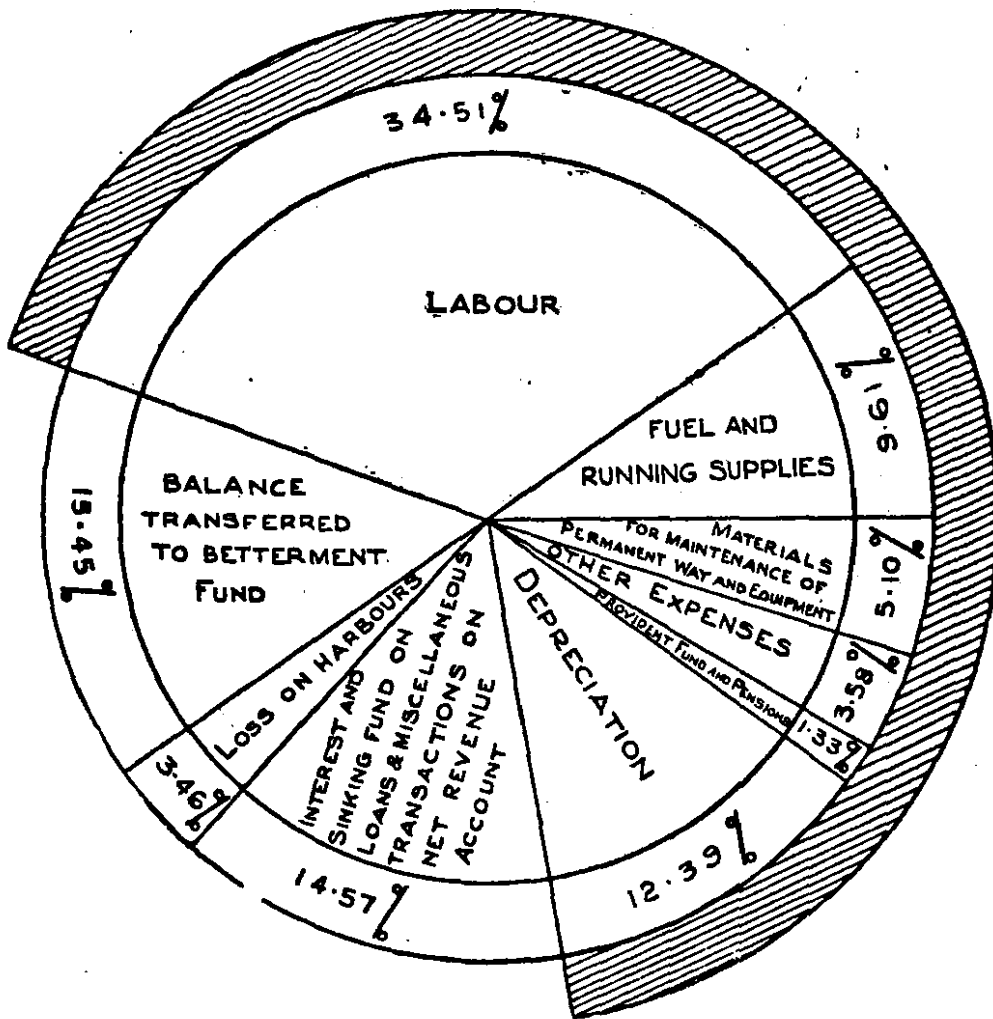
EARNED

# RAILWAYS.

## REVENUE 1927.

HOW

IT



WAS

SPENT

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# **REPORT.**

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# Report of the General Manager of the Kenya and Uganda Railways and Harbours.

For the Financial Year ended 31st December, 1927.

OFFICE OF THE GENERAL MANAGER,

NAIROBI.

6th April, 1928.

TO HIS EXCELLENCY THE HIGH COMMISSIONER FOR TRANSPORT,

NAIROBI.

YOUR EXCELLENCY,

I have the honour to submit my report on the working of the services under the control of the Kenya and Uganda Railways and Harbours Administration for the year 1927.

2. The services now include :—

The Railways in Kenya and Uganda;

Steamer Services on Lakes Victoria, Kioga and Albert and on the Nile;

Motor Transport Service between Lake Kioga and Lake Albert;

The Port Administration.

## RAILWAYS AND HARBOURS.

3. The combined working results for the year 1927 were :—

	£
Earnings ... ..	2,257,403
Ordinary Working Expenditure ... £1,219,478	
Contributions to Renewals Funds ... £273,456	
	————— 1,492,929
	—————
Balance transferred to Net Revenue Account ...	£764,474
	—————

After adding the sum of £17,608, representing an excess of miscellaneous earnings over expenditure on net revenue account, the total of £782,082 so arrived at was appropriated as follows :—

	£
Interest payments ... ..	394,787
Contributions towards redemption of loans ...	58,824
Surplus transferred to Betterment Funds ...	328,471
	—————
	£782,082
	—————

The changes in the control of the Mombasa Port services brought into operation in 1927, and the inclusion thereafter in Railways and Harbours Accounts of earnings and expenditure previously distributed between Kenya Government, Railway and Landing and Shipping Companies Accounts, have made accurate comparisons between 1927 and 1926 impossible, but so far as the Government and Railway Accounts are concerned the following may be taken as representing the approximate position :—

#### RAILWAYS AND HARBOURS.

	1927	1926	Increase.	Decrease.
Earnings .. .. .	2,257,403	2,096,000	161,403	..
Ordinary Working Expenditure (i.e., exclusive of contributions to Renewals Funds) ..	1,219,473	1,236,000	..	16,527
Gross Surplus .. .. .	1,037,930	860,000	177,930	..
Percentage of Working Expenditure to Earnings .. .. .	54.02	58.97	..	4.95

#### RAILWAY WORKING RESULTS.

4. The revenue and net revenue account results for the Railway Services (with which are included as hitherto the Lake steamer and motor transport services) for the year 1927 as compared with the years 1926 and 1925 were :—

	1927	1926	1925
	£	£	£
Earnings .. .. .	2,126,043	2,058,710	1,993,509
Ordinary Working Expenditure .. .. .	1,150,786	1,216,773	1,090,071
Surplus of receipts over ordinary working expenditure .. .. .	975,257	841,937	903,438
Contributions to Renewals Funds ..	263,433	216,605	184,075
Balance transferred to Net Revenue Account .. .. .	711,824	625,332	719,363
Interest .. .. .	286,922*	375,690	314,067
Redemption Charges .. .. .	40,524*	59,052	59,052
Miscellaneous transactions on Net Revenue Account .. .. .	Cr. 17,608	Cr. 17,205	Cr. 22,530
Surplus (transferred to Betterment Funds 1925 and 1926 and to Combined Net Revenue Account 1927) .. .. .	401,986	207,795	368,774

\*NOTE.—With the separation of Railways and Harbours accounts the Harbour interest and redemption charges are now shown in the Harbour Accounts, the net loss on Harbours being debited to the Combined Net Revenue Account.

It will be observed that the earnings for the year under review exceeded the figure for the previous year by £67,333 or 3.27 per cent., while the increase over 1925 was £132,534 or 6.65 per cent. As against these increases in earnings the ordinary working expenditure for the year 1927, notwithstanding an increase of 16.47 per cent. in the tonnage carried, was reduced in comparison with 1926 by 5.42 per cent. The percentage ratio of ordinary working expenditure to earnings was 54.13 per cent. in 1927 as against 59.11 per cent. in 1926 and 87.21 per cent. in 1922. These are, I suggest, highly satisfactory working results.

### RAILWAY EARNINGS AND WORKING EXPENDITURE.

5. Earnings under the main heads were as follows :—

Earnings.

HEAD.	1927	1926	Increase.	
			Amount.	Percentage
	£	£	£	
Passenger .. .. .	266,326	256,918	9,408	3.66
Parcels, Luggage and Mails	49,404	51,084	(Dec.) 1,680	(Dec.) 3.29
Goods .. .. .	1,737,852	1,634,700	103,152	6.31
Livestock .. .. .	13,396	10,991	2,405	21.88
Telegraphs .. .. .	1,791	1,308	483	36.93
Miscellaneous .. .. .	57,274	103,709	(Dec.) 46,435	(Dec.) 44.77
Total ..	2,126,043	2,058,710	67,333	3.27

The total earnings for the year were £23,957 or 1.11 per cent. below the estimate framed in 1926.

The failure to realise the estimate is due to substantial reductions in rates and to the fact that the import traffic expected during the last quarter of the year did not move until the commencement of 1928.

Railway receipts per ton mile in 1927 averaged 11.72 cents as against 14.33 cents in 1922. For the first six months of 1927 with the heavy low-rated export traffic the receipts per ton mile averaged only 10.82 cents. The constant reductions in rates and the steady increase in the conveyance of low-rated products, whether for local use or for export, must necessarily reduce ton-mile earnings. Decrease in ton mile receipts.

In comparison with 1922, the increase in earnings in 1927 was 94.6 per cent. as compared with an increase in expenditure of 20.78 per cent. only.

6. Railway expenditure under the main heads, as compared with the previous year, was as follows :— Expenditure.

	1927	1926	Increase.	Decrease.
	£	£	£	£
Maintenance of Way and Works .. .. .	178,769	186,286	..	7,517
Transportation Expenses ..	523,337	591,202	..	67,865
Maintenance of Engines and Rolling Stock .. .. .	181,085	157,513	23,572	..
General Charges .. .. .	94,093	91,368	2,725	..
Steamer Services .. .. .	112,833	117,688	..	4,855
Motor Services .. .. .	14,685	11,161	3,524	..
Miscellaneous .. .. .	45,984	61,555	..	15,571
Total ..	1,150,786	1,216,773	..	65,987

The expenditure was £201,568, or 14.90 per cent. below the estimate framed for 1927, the reduction being the result of the exercise of the most rigid economy in all departments.

I must express my deep appreciation of the very hard work put in by all concerned which secured this excellent result.

**Units costs.**

The following unit expenditure figures are of interest :—

HEAD.		1927	1926
Maintenance of Way and Works	Per open mile ..	£153	£187
Transportation Expenses	.. Per total train mile	Shs. 3/32	Shs. 3/82
Maintenance of Engines and Rolling Stock	.. .. do.	Shs. 1/15	Shs. 1/01
Steamer Services	.. .. Per steamer mile	Shs. 12/32	Shs. 11/48
General Charges	.. .. Percentage of total expenditure ..	9.91%	10.67%

The decrease in the transportation expenditure per train mile is particularly gratifying.

**Steamer earning.**

7. The traffic year by year on the three Lakes (Victoria, Kioga and Albert) on which the Administration maintains steamer services is shown in the following table of earnings, expenditure and tonnage carried :—

YEAR.	Earnings.	Expenditure.	Tonnage Carried.
	£	£ s	Tons.
1913-14 .. ..	80,792	52,712	72,782
1914-15 .. ..	59,879	46,574	52,695
1915-16 .. ..	48,141	52,762	41,977
1916-17 .. ..	63,196	60,486	51,214
1917-18 .. ..	75,635	71,182	48,793
1918-19 .. ..	72,209	69,721	49,580
1919-20 .. ..	79,483	78,034	62,033
1920-21 .. ..	115,672	106,956	61,200
1921 (9 months) ..	85,349	81,997	55,265
1922 .. ..	122,917	103,985	68,429
1923 .. ..	170,000	110,652	106,300
1924 .. ..	238,642	117,404	149,803
1925 .. ..	272,467	181,373	197,629
1926 .. ..	254,000	117,688	193,849
• 1927 .. ..	243,000	112,833	168,094

It will be observed from the foregoing table that earnings decreased by 4.33 per cent., tonnage by 13.29 per cent., and expenditure by 4.13 per cent. as compared with the figures for the previous year. With the opening of the through railway to Uganda a substantial shrinkage in Lake Victoria traffic is to be expected.

**Percentage of working expenses to gross receipts.**

8. The following is a comparison of working expenditure to receipts during the past fifteen years :—

Exclusive of contributions to Renewals Fund.			Exclusive of contributions to Renewals Fund.		
		Percentage			Percentage
1913-14 .. ..		61.75	1920-21 .. ..		87.01
1914-15 .. ..		66.42	1921 (9 months) ..		94.00
1915-16 .. ..		55.95	1922 .. ..		87.21
1916-17 .. ..		56.06	1923 .. ..		66.44
1917-18 .. ..		68.81	1924 .. ..		53.72
1918-19 .. ..		78.88	1925 .. ..		54.68
1919-20 .. ..		92.74	1926 .. ..		59.11
			1927 .. ..		54.13



**CAPITAL ACCOUNT AND BALANCE SHEET—  
RAILWAYS AND HARBOURS.**

9. The expenditure on Capital Account to the end of 1927 amounted to £17,165,922. Of this sum £10,137,724 was derived from interest-bearing capital, the balance being provided from :—

Parliamentary Grants, 1896 and 1902 ...	...	£5,674,339
Contributions from Revenue—		
Direct ...	...	£613,578
Through Betterment Funds ...	...	£740,281

The following statement of works completed, in progress, and authorised to date since the 1st January, 1923, will be of interest :—

HEAD OF EXPENDITURE.	Estimated total cost.	Expenditure to 31st Dec. 1926.	Expenditure 1927.	To be expended during 1928 and subsequent years.
	£	£	£	£
New Lines .. .. .	<b>5,691,858</b>	4,056,171	533,116	1,102,571
New Deep Water Berths ..	<b>2,774,529</b>	1,855,625	235,819	683,085
Rolling Stock .. .. .	<b>2,108,757</b>	1,223,572	451,448	433,737
Renewals and Improvements on existing Lines and Lake Services .. .. .	<b>3,025,280</b>	1,756,466	373,431	895,383
<b>GRAND TOTAL (including charges against Betterment and Renewals Funds.) .. .. .</b>	<b>13,600,424</b>	8,891,834	1,593,814	3,114,776

I invite special attention to the balance sheet (Statement 2).

As indicated above, £740,281 has been contributed to Capital Account from Betterment Funds. In addition, the following expenditure has been incurred as final charges against Betterment and Renewals Funds since the 1st January, 1923 :—

Betterment ...	...	£107,351
Renewals ...	...	£536,216
		Total ...
		£643,567

The expenditure from these Funds, which have been created principally by transfers from surplus revenue during the past five years, therefore amounts to **£1,383,848** in all.

**Funds on hand.**

Notwithstanding this large expenditure the balances in various Funds at 31st December, 1927, were :—

	£
Renewals Funds ... ..	376,449
Betterment Funds ... ..	706,639
Insurance Funds (Marine) ... ..	134,868
Stores Fund ( <i>i.e.</i> , stores working capital provided from revenue) ... ..	442,347
	—————)
	<b>£1,660,303</b>
	—————

**Redemption.**

10. It must not be overlooked that in addition to substantial regular contributions from Revenue Account to Renewals Funds and substantial transfers of surplus balances to Betterment Funds, the Administration is providing regularly on Net Revenue Account for contributions towards redemption of its interest-bearing loans.

**Renewals and Betterment Contributions.**

11. It is unlikely that the Administration will be able—and in any case it will not be necessary—to continue to make contributions to Renewals Funds on the very liberal scale applied during the past five years; and the surplus balances available for transfer to Betterment Funds will also be steadily decreased by rapidly increasing interest charges and rate reductions; but the figures quoted and the financial statements generally show that, after making all possible allowances for eventualities, the Administration is in a sound financial position.

With reasonable care not to move too rapidly in connection with further capital commitments the future can be faced with confidence.

### **EAST AFRICAN RAILWAY DEVELOPMENT.**

12. In connection with large scale Railway development in East Africa, I would like to repeat what I stated in the Kenya Legislative Council on the 19th September, 1927 :—

“ It is clear that it is necessary for the general development of this part of the Empire that there should be rail connection between Kenya and the Central Tanganyika line, and a steady programme also of railway construction to connect the Tanganyika Railway with Northern Rhodesia and Nyasaland. In addition, everything points to the desirability of proceeding steadily with the building of a railway line, or perhaps even two lines, to the Congo.

“ The problem is, how is the large expenditure involved to be financed? We can hardly expect the comparatively small number of European settlers in East Africa, and the natives in their present stage of development in Colonies and Protectorates which are still almost entirely agricultural, to produce immediately sufficient to pay interest charges not only on their own development lines but on these through lines while under construction or for some years thereafter.

" Is private enterprise in railway development in East Africa obtainable except with onerous subsidies or guarantees? I doubt it; and I doubt also whether, even if obtainable on reasonable conditions, construction and working of railways by private enterprise would be wise in the interests of these territories. There has been a lot of talk of private railway company development, and also of railway development and management by a form of public private company, but so far no definite proposals have been made which could be regarded as in any way practicable or likely to be acceptable to the people of East Africa.

" The disadvantages of Government ownership and management of railways are numerous, but there are also great advantages, and, in my opinion, in young developing territories, they more than counterbalance any possible disadvantages.

" So far as private enterprise is concerned, the inducement of substantial mineral development does not as yet exist; while land grants to private companies would be impracticable with our existing land alienation and native reserve principles.

" Discussions will proceed, no doubt; but I think it will be found that further extensive railway construction in East Africa will have to be undertaken by the Government or Governments concerned.

" Through trunk lines should be built by the State, but how are the East African Governments to finance them? Through trunk line development will, I fear, be very slow unless we can be assisted, and I venture to suggest again that the Imperial Government should seriously consider ways and means of providing for the capital cost to be free of interest for a long period—say ten years—after each section of the line is open for traffic, but subject, of course, to a revision of the terms if it is found that any particular line can pay its way within a shorter period.

" If such lines were built all material required would be purchased in Great Britain, and markets would be created for Great Britain.

" Such railway development in East Africa should not be looked upon so much as an East African investment as a sound Imperial investment, as in the interests of the people of Great Britain even more than in the interests of the Europeans already here, and as decidedly in the interests of the native inhabitant of the territories concerned. I sincerely trust that the time will soon come when the Imperial Government will find itself able to look at the matter from that point of view."

### SUMMARY OF RESULTS OF RAILWAY WORKING.

Summary  
of Results  
of Work-  
ing.

13. The following statement gives in summarised form the results of working and other information for the year ended the 31st December, 1927, as compared with the previous year :—

		1927.	1926.	Increase.	Decrease.
Total expenditure on Capital Account (Railways and Harbours, but excluding lines under construction, etc.) .. .. .	£	<b>15,711,545</b>	13,338,512	2,373,033	..
Total mileage of Open Lines .. .. .	Miles	<b>1,204</b>	1,128	76	..
Average mileage of Open Lines .. .. .	..	<b>1,166</b>	1,089	77	..
Locomotives .. .. .	No.	<b>165</b>	165	..	..
Coaching Vehicles .. .. .	..	<b>347</b>	305	42	..
Goods Stock .. .. .	..	<b>2,779</b>	2,546	233	..
Road Vans (Motor) .. .. .	..	<b>27</b>	24	3	..
Lake Steamers and Tugs .. .. .	..	<b>17</b>	15	2	..
Lighters, etc. .. .. .	..	<b>57</b>	54	3	..
Train mileage .. .. .	Miles	<b>3,152,983</b>	3,094,895	58,088	..
Train and Engine Mileage .. .. .	..	<b>3,723,435</b>	3,693,941	29,494	..
Passengers carried (journeys) .. .. .	No.	<b>1,065,225</b>	991,754	73,471	..
Tonnage of Goods (revenue earning, including construction) .. .. .	Tons	<b>887,076</b>	641,776	245,300	..
Tonnage of Fuel and Stores for Lines and Lake Services (free hauled) .. .. .	..	<b>407,090</b>	469,417	..	62,327
Gross Tonnage (revenue and non-revenue earning traffic) .. .. .	..	<b>1,294,166</b>	1,111,193	182,973	..
Live Stock carried .. .. .	Units	<b>36,054</b>	27,106	8,948	..
<b>EARNINGS :—</b>					
Passengers .. .. .	£	<b>266,326</b>	256,918	9,408	..
Parcels, Luggage and Mails .. .. .	..	<b>49,404</b>	51,084	..	1,680
Goods .. .. .	..	<b>1,737,852</b>	1,634,700	103,152	..
Live Stock .. .. .	..	<b>13,396</b>	10,991	2,405	..
Telegraphs .. .. .	..	<b>1,791</b>	1,308	483	..
Miscellaneous .. .. .	..	<b>57,274</b>	103,709	..	46,435
Total Earnings .. .. .	..	<b>2,126,043</b>	2,058,710	67,333	..
<b>EXPENDITURE :—</b>					
Maintenance of Way, Works and Stations .. .. .	£	<b>178,769</b>	186,286	..	7,517
Transportation Expenses .. .. .	..	<b>523,337</b>	591,202	..	67,865
Maintenance of Engines and Rolling Stock .. .. .	..	<b>181,085</b>	157,513	23,572	..
General Charges .. .. .	..	<b>94,093</b>	91,368	2,725	..
Steamer Services .. .. .	..	<b>112,833</b>	117,688	..	4,855
Motor Services .. .. .	..	<b>14,685</b>	11,161	3,524	..
Special and Miscellaneous Expenditure .. .. .	..	<b>45,984</b>	61,555	..	15,571
Total Ordinary Expenditure .. .. .	..	<b>1,150,786</b>	1,216,773	..	65,987
Surplus of Earnings over Ordinary Working Expenditure .. .. .	..	<b>975,257</b>	841,937	133,320	..
Contributions to Renewals Funds .. .. .	..	<b>263,433</b>	216,605	46,828	..
Interest on Loans .. .. .	..	<b>286,922†</b>	375,690	..	88,768
Redemption Charges .. .. .	..	<b>40,524†</b>	59,052	..	18,528
Other Miscellaneous Receipts and Charges (net) .. .. .	..	<i>Cr.</i> <b>17,608</b>	<i>Cr.</i> 17,205	403	..
Loss on Harbours .. .. .	..	<b>73,515</b>	..	73,515	..
Net surplus transferred to Betterment Funds .. .. .	..	<b>328,471</b>	207,795	120,676	..
Earnings per total train mile .. .. .	Shs.	<b>11/87</b>	11/60	0/27	..
Earnings per revenue earning train mile .. .. .	..	<b>15/17</b>	14/77	0/40	..
Earnings per open mile .. .. .	£	<b>1,606</b>	1,798	..	192
Earnings per steamer mile .. .. .	Shs.	<b>26/53</b>	24/77	1/76	..
*Expenditure per total train mile .. .. .	..	<b>6/49</b>	7/03	..	0/54
*Expenditure per revenue earning train mile .. .. .	..	<b>8/29</b>	8/95	..	0/66
*Expenditure per open mile .. .. .	£	<b>878</b>	1,090	..	212
*Expenditure per steamer mile .. .. .	Shs.	<b>12/32</b>	11/48	0/84	..
*Expenditure per cent on earnings .. .. .	..	<b>54/13</b>	59/11	..	4/98

\* Excluding depreciation.

† Including Harbour debits.

**PASSENGER TRAFFIC.**

14. The number of passengers travelling in each class during the year, as compared with 1926, is given in the following table :—

	First.	Second.	Third.	TOTAL.
1927.. .. .	18,625	66,829	979,771	1,065,225
1926.. .. .	19,272	62,347	910,134	991,753
Increase .. ..	(Dec.) 647	4,482	69,637	73,472
Per cent .. ..	(Dec.) 3.36	7.19	7.65	7.41

15. Receipts from the sources detailed in the foregoing table were as follows :—

	First.	Second.	Third.	TOTAL.
1927.. .. .	£ 55,032	£ 67,975	£ 141,915	£ 264,922
1926.. .. .	56,332	68,412	130,767	255,511
Increase .. ..	(Dec.) 1,300	(Dec.) 437	11,148	9,411
Per cent .. ..	(Dec.) 2.31	(Dec.) 0.64	8.53	3.68

The issue of week-end tickets increased from 708 during 1926 to 752 during 1927.

16. The number of tickets issued for seasonal excursions to the Coast rose from 863 in 1926 to 893 in 1927, while the number of excursion tickets issued from Uganda to the Kenya Highlands was 72 compared with 67 during the previous year. 92 tickets for golfing and fishing holidays in Uganda were issued from Kenya stations, against 62 during 1926.

The facilities granted in connection with steamer call excursions have been extended. It is not now a condition that the passenger must arrive at and depart from Mombasa by the same ship, and it is hoped that this modification of the regulations governing the issue of these excursion tickets will induce more travellers to make the journey up-country.

17. Catering receipts for the year amounted to £40,539, as compared with £41,907 in 1926, and £35,152 in 1925. The net profit under this head for the year under review amounted to £875.

**PARCELS AND LUGGAGE.**

18. The receipts from parcels and luggage compared with 1926 were :—

	1927	1926	Increase.	Decrease.
Parcels .. ..	£ 29,390	£ 30,322	£ ..	£ 932
Luggage .. ..	20,014	20,762	..	748

A reduced scale of charges for parcels and luggage was introduced on the 1st December, 1927.

## GOODS TRAFFIC.

Goods  
Traffic.

19. The revenue derived from public goods and the tonnages conveyed were as follows :—

	1927	1926	Increase.
Revenue .. ..	£1,724,328	£1,614,399	£109,929
Tonnages .. ..	Tons 813,062	Tons 573,282	Tons 239,780

Road  
Transport

20. Although up to the present competition between road transport and the railways of Kenya and Uganda has been neither general nor acute, it has assumed definite shape so far as the section between Mombasa and Nairobi is concerned and there can be no doubt that, as the public roads are improved, it will develop.

It is desirable that the problem be examined immediately with due regard to the welfare of the public as a whole, and that its regulation and control should be decided upon before it assumes the immense proportions to which it has grown in other and older countries.

The Railway is obliged to convey all classes of traffic between any points it serves, but road transport companies are able to choose their traffic, convey it as and when it suits them, and between only those points where the conditions render the service a profitable one.

Obviously, if export traffic, for which there is no road transport competition, is to be conveyed at very low rates by the Railway, competition with road transport for the higher-rated import traffic must be controlled, as otherwise rates for the country's export produce may be forced up.

I consider the time has arrived when the Colony should legislate for the control of road transport with the object of preventing unnecessary and wasteful competition, while taking care not to discourage the growth of new forms of transport where desirable.

Commodi-  
ties railed  
to the  
Coast.

21. The following table gives the tonnage of the principal commodities railed to the Coast during 1927, as compared with 1926 :—

	1927	1926	Increase.
	Tons.	Tons.	Per cent.
Beans .. .. .	1,453	883	64.55
Chillies .. .. .	170	109	55.96
Coffee .. .. .	18,369	14,834	23.83
Cotton .. .. .	25,298	33,976	..
Fibre, Sisal .. .. .	14,738	14,021	5.11
Maize .. .. .	89,423	48,126	85.81
Hides of Cattle .. .. .	5,415	4,495	20.47
Oil Seeds (Cotton) .. .. .	26,681	34,346	..
Oil Seeds (Ground Nuts) .. .. .	4,738	12,755	..
Oil Seeds (Sim sim) .. .. .	3,934	4,776	..
Soda Ash .. .. .	60,104	14,023	328.61
Skins (Goat and Sheep) .. .. .	608	592	2.70
Timber .. .. .	1,216	1,341	..
Wattle Bark .. .. .	2,459	1,946	23.36

It is pleasing to note the considerable increase in the maize tonnage.

The tonnage of soda despatched from Lake Magadi during 1926 fell to a very low figure owing to restriction of output by the Soda Company, but the tonnage for 1927 shows an increase of 13,209 tons, or 28.13 per cent. over that carried in 1925.

22. The following table indicates the growth of the traffic in certain local products. As a matter of interest, I have shown also the tonnage of the corresponding imported commodity carried :—

	1927.		1926.		1925.		1924.		1923.	
	Local Traffic.	Imported Traffic.	Local Traffic.	Imported Traffic.	Local Traffic.	Imported Traffic.	Local Traffic.	Imported Traffic.	Local Traffic.	Imported Traffic.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Flour(Wheaten)	5,079	1,851	3,327	1,582	3,172	1,463	2,792	1,307	2,439	1,358
Rice .. ..	3,081	2,132	3,510	2,080	2,624	1,915	1,976	1,503	1,756	652
Sugar .. ..	12,300	33	9,005	77	6,698	159	3,393	359	2,300	588
Soap .. ..	2,026	1,233	1,776	962	1,073	1,672	903	1,124	672	637
Ale and Beer	376	761	279	808	211	788	85	628	35	464
Timber ..	39,222	1,290	34,734	1,415	23,355	774	18,685	196	12,798	87

The steady increase in local milling is reflected in the figures for local flour. The year under review shows an increase of 52.66 per cent. over 1926, and an increase of 108.24 per cent. over 1923. The tonnage of imported flour shows an increase over 1926 of 17 per cent. and over 1923 of 36.30 per cent.

The increase in locally manufactured sugar conveyed by rail was 36.59 per cent. over 1926 and 434.78 per cent. over 1923.

23. Traffic at the principal stations during the last eight years is shown in the following statement :—

YEAR.	MOMBASA.		KILINDINI.		NAIROBI.		NAKURU.	
	Tonnage.		Tonnage.		Tonnage.		Tonnage.	
	In.	Out.	In.	Out.	In.	Out.	In.	Out.
1920-21	29,418	27,507	60,064	62,731	67,385	34,238	6,846	11,381
1921*..	20,328	23,969	88,498	44,064	56,898	25,925	4,957	4,762
1922 ..	26,701	27,293	109,748	54,893	51,018	20,976	11,942	18,252
1923 ..	54,218	30,224	123,523	64,863	54,024	22,653	7,596	14,063
1924 ..	63,522	37,506	160,525	84,770	77,290	30,608	10,569	18,625
1925 ..	70,894	42,710	175,855	89,587	112,485	33,088	21,544	22,216
1926 ..	61,140	39,783	157,174	114,649	113,141	38,037	25,062	16,208
1927 ..	46,919	38,218	235,524	192,486	154,471	48,450	27,514	24,505

YEAR.	KISUMU.		THIKA.		KAMPALA.	
	Tonnage.		Tonnage.		Tonnage.	
	In.	Out.	In.	Out.	In.	Out.
1920-21 .. ..	9,800	16,935	6,924	12,912	9,422	5,318
*1921 .. ..	6,020	11,265	5,799	9,657	6,360	7,735
1922 .. ..	6,443	16,522	5,460	7,681	9,113	6,823
1923 .. ..	6,833	19,081	5,270	15,713	9,594	9,652
1924 .. ..	20,377	17,560	8,691	16,839	13,710	17,212
1925 .. ..	34,265	17,609	10,062	17,009	19,267	20,079
1926 .. ..	42,328	12,829	9,483	8,664	20,455	24,446
1927 .. ..	21,380	8,076	11,549	11,857	20,282	38,042

\* Nine months only.

The following table shows how the traffic at these stations is growing :—

STATION.	1927.	1927.
	Increase over 1926	Increase over 1923.
	Per cent.	Per cent.
Mombasa .. .. .	37.67	88.08
Kilindini .. .. .		
Nairobi .. .. .	34.23	164.64
Nakuru .. .. .	26.05	140.17
Kisumu .. .. .	(Dec.) 46.59	13.67
Thika .. .. .	28.98	11.55
Kampala .. .. .	29.89	203.04

### LAKE TONNAGES.

Lake tonnage. 24. The following are the tonnages handled on the three lakes during 1927, as compared with the previous five years :—

#### LAKE VICTORIA.

	1927	1926	1925	1924	1923	1927 Dec- crease on 1926	1927 Dec- crease on 1925	1927 Inc- crease over 1923
	Tons.	Tons.	Tons.	Tons.	Tons.	%	%	%
Inward to Kisumu ..	72,372	84,630	87,387	73,133	54,160	..	..	..
Outward from Kisumu	57,361	72,285	66,561	42,716	24,400	..	..	..
Intermediate Ports ..	7,009	5,774	6,873	6,668	6,825	..	..	..
Total ..	136,742	162,689	160,821	122,517	85,385	15.95	14.97	60.15

#### LAKE KIOGA.

	1927	1926	1925	1924	1923	1927 Dec- crease on 1926	1927 Dec- crease on 1925	1927 Inc- crease over 1923
	Tons.	Tons.	Tons.	Tons.	Tons.	%	%	%
Inward to Namasagali	13,689	14,619	18,022	14,951	11,667	..	..	..
Outward from Namasagali .. .. .	11,354	10,945	13,871	8,486	5,678	..	..	..
Intermediate Ports ..	1,337	1,609	2,066	1,246	1,534	..	..	..
Total ..	26,380	27,173	33,959	24,683	18,879	2.92	22.32	39.73



## LAKE ALBERT.

	1927	1926	1925	1924	1923	1927 Inc- crease over 1926	1927 Inc- crease over 1925	1927 Inc- crease over 1924
	Tons. 316	Tons. 427	Tons. 457	Tons. 706	Tons. ..	% ..	% ..	% ..
Inward to Butiaba ..	316	427	457	706	..	..	..	..
Outward from Butiaba	4,483	2,999	2,596	923	..	..	..	..
Intermediate Ports ..	173	561	59	61	..	..	..	..
Totals ..	4,972	3,987	3,112	1,690	..	24.71	59.77	194.20

The Lake Albert Service was taken over from the Government of Uganda in January, 1924, and attention is invited to the steady increase in the tonnage handled on that lake during the past four years.

**RATES.**

25. Considerable attention has been paid to reductions and adjustments **Reduction**  
in rates. **in rates.**

To assist the farming community to reduce their working costs by the more extensive use of mechanical appliances such as tractors, etc., a substantial reduction was made in the rate for kerosene oil, by transferring this commodity from Class 3 to Class 1 plus 10 per cent. In December, 1927, an adjustment was also made in the highest rate of the Railway classification, *i.e.*, Class 9, which was reduced to Class 8 plus 25 per cent. On the basis of current traffic, these two reductions, together with the reduced scale of charges for parcels and luggage already referred to, were calculated to involve a total reduction of revenue of £60,000 per annum.

An examination of the basis of all the existing rates was also made during the year to ascertain whether they could not be placed upon a more scientific basis. This work proceeded in conjunction with an endeavour to secure assimilation of the rates on these railways with those of the railways in Tanganyika.

Since the end of the year the new tapers have been introduced and further reductions, estimated to amount to £65,000 per annum, have been made by the Administration. It is hoped that the Tanganyika Government will take action to establish uniformity.

Alternative railway and owner's risk rates for export traffic were introduced during 1927.

Towards the end of 1926, it was represented to the Administration that lower prices would be paid for the 1927 cotton crop than in preceding years, and that it was feared these lower prices would result in a much decreased cultivation by the natives of Uganda. With the intention of assisting the native to obtain an average price of Cts. 10 per lb., the export rate on cotton was reduced by 25 per cent. (equivalent to a sacrifice of revenue of about £35,000 per annum) for the 1927 season only, the Shipping Companies contributing a percentage reduction in ocean freights to Europe only.

During the course of the season the average price paid to the natives rose to approximately Cts. 15 per lb.

**CLAIMS.**

26. The amount paid in settlement of claims in respect of the year under review was small compared with the year 1926.

An amount of £17,246 had, however, to be paid in respect of a claim in connection with goods destroyed by fire on Jinja Pier during 1925.

**OPERATING.**

27. The transfer from the Marine to the Transportation Department of the working of lake piers and ports and the ordering, loading and unloading of vessels, effected on the 1st January, 1926, and referred to in the last report, has been fully justified by results.

During the year under review the new system secured smooth working and better control of rolling stock.

Train and  
engine  
mileage

28. The comparative figures of train and engine mileage are :—

CLASSIFICATION.	Year ended 31st December.		Increase.		Decrease.	
	1927.	1926.	Miles.	%	Miles.	%
I.—TRAIN MILES :	Miles.	Miles.	Miles.	%	Miles.	%
Passenger .. ..	<b>506,192</b>	558,597	..	..	52,405	9.38
Goods .. ..	<b>1,961,616</b>	1,871,619	89,997	4.81	..	..
Total ..	<b>2,467,808</b>	2,430,216	37,592	1.55	..	..
II.—DEPARTMENTAL MILES :						
Loco. Fuel .. ..	<b>263,411</b>	233,179	30,232	12.97	..	..
Engineering .. ..	<b>396,371</b>	406,644	..	..	10,273	2.53
Miscellaneous .. ..	<b>25,393</b>	24,856	537	2.16	..	..
Total ..	<b>685,175</b>	664,679	20,496	3.08	..	..
Total Train Miles ..	<b>3,152,983</b>	3,094,895	58,088	1.88	..	..
III.—OTHER ENGINE MILES :						
Assisting .. ..	<b>93,395</b>	27,287	66,108	242.27	..	..
Light .. ..	<b>62,741</b>	29,260	33,481	114.43	..	..
Shunting .. ..	<b>414,316</b>	542,499	..	..	128,183	23.63
Total ..	<b>570,452</b>	599,046	..	..	28,594	4.77
GRAND TOTAL ENGINE MILES .. ..	<b>3,723,435</b>	3,693,941	29,494	0.80	..	..

The total engine mileage for 1927 exceeded that for 1926 by only 0.80 per cent., despite the increase of 10.07 per cent. in the tonnage moved, the heavy maize traffic, and the additional route mileage worked. This result is due partly to the introduction of larger engines and heavier loads, and partly to improvements in operating control methods.

Maize  
traffic.

29. The maize crop railed during the early part of 1927 was the largest on record, and, in order to secure the maximum efficiency of movement, arrangements were made for the representatives of the maize growers and exporters to meet the Railway and Port Officials. As a result of this meeting, an official of the Transportation Department was stationed in the maize area to keep headquarters advised of the position day by day, and to deal quickly and promptly on the spot with any complaints that were made. An organisation between the Railway and Port headquarters was also set up to maintain the flow of maize to the Port for shipment.

This co-operative organisation, and the train control system referred to in the last report, enabled the Administration to move the record maize crop without any serious difficulty. It is to be hoped that all exporters and producers of seasonal commodities will help to continue and expand this system of co-operation in the future, and so assist not only the Railway but themselves.

30. The percentage of main line passenger trains arriving to time increased from 63.38 per cent. in July, 1926, to 77.33 per cent. in December, 1927. **Time-keeping.**

31. The net train load increased from an average of 120 tons for the six months ending December, 1926, to 134 tons for the year under review. **Train loads.**

32. On the Railway there were no fatal accidents to passengers during the year, and only three cases of injury, viz., one Asian and two natives. **Accidents.**

33. The following is a comparison of the mileage run on the three lakes during the past four years :— **Steamer mileage.**

	1927.	1926.	1925.	1924.	1927. Increase over 1926.	1927. Increase. over 1924.
	Miles.	Miles.	Miles.	Miles.	Per cent.	Per cent.
Lake Victoria ..	<b>130,596</b>	147,756	136,827	125,518	(Dec.) 11.61	4.04
Lake Kioga ..	<b>30,397</b>	35,303	32,995	31,818	(Dec.) 13.90	(Dec.) 4.47
Lake Albert ..	<b>22,214</b>	22,059	17,769	17,996	0.70	23.44
Total ..	<b>183,207</b>	205,118	187,591	175,332	(Dec.) 10.68	4.49

34. The trouble with sudd blockages on Lakes Kioga and Kwanja and the River Nile experienced in the latter part of 1926, and referred to in the last report, was again experienced during the first months of 1927. The blocked channels were cleared by October and no further movement of sudd is at present indicated. **Sudd blockage.**

35. Three new lights on Lake Victoria were erected during the year and have worked satisfactorily. **Lights.**

### ROLLING STOCK.

36. Six new " Mikado " locomotives of the 2-8-2 type, with a tractive effort of 33,467 lbs., and an axle load of 17½ tons, were put into service at the end of the year. These engines were built by Robert Stephenson and Company, and they have been designed to work on the 80lb. rail between the Coast and Makindu. **New locomotives.**

Some difficulty was at first experienced owing to minor preliminary defects, but it is anticipated these locomotives will give useful service.

37. The " Garratt " locomotives, on which coal is used exclusively, continue to give satisfaction. **Garratt locomotives.**

38. The new corridor stock was received in the middle of the year and is now in use. This stock has proved less popular with the travelling public than was hoped. Three new coaches, which combine the old with the corridor type, have been ordered, and this modified type will be given a fair trial before any definite decision is arrived at in regard to the actual design of passenger stock to be adopted for the future. I am satisfied myself, that with the extension of the railway line for long distances in great part through unhealthy country, coaches of the corridor type, with dining cars on the train, are essential for the comfort of the travelling public and in order to permit of efficient train arrangements. **Coaching stock.**

**Fuel.** 39. The fuel consumption for 1927, as compared with 1926, was as follows :—

	1927	1926
	Tons.	Tons.
Coal ... ..	35,295	40,989
Wood ... ..	110,301	91,252
Oil ... ..	9,909	7,281

The supply of fuel was satisfactory throughout the year.

### MOTOR SERVICE.

**Motor Service tonnages.** 40. The following tonnages were carried by the Masindi Port-Butiaba motor service during the last three years :—

	Upwards.	Downwards.
	Tons.	Tons.
1925 ... ..	4,992	1,765
1926 ... ..	6,000	1,500
1927 ... ..	5,856	1,613

### LAKE FLOTILLAS.

#### LAKE VICTORIA.

**Lake Victoria. New tug.** 41. The new tug "Buvuma" was put into commission on the 15th April, 1927, and has proved very successful.

**Lighters.** Four new lighters were erected between January and May and placed in commission.

**Repairs.** The overhaul and alterations to the "Clement Hill" undertaken in September, 1926, were completed at the beginning of 1927, and the vessel resumed her sailings on 9th January, 1927. During the year, the ship has proved a complete success and the expenditure incurred has been justified.

The "Winifred," "Usoga," "Nyanza," "Husseni," "William Mackinnon" and "Kavirondo" all underwent their annual docking and overhaul. A new propeller was fitted to the "Husseni," and the "Kavirondo" had extra fuel tanks fitted. This last vessel has been on charter to the Fishery Survey since August, 1927.

Seventeen lighters were docked and overhauled.

**S.S. "Rusinga."** 42. It is with regret that I have to report the partial destruction by fire at Musoma on the 30th September, 1927, of the s.s. "Rusinga."

An independent Commission of Enquiry was appointed to enquire into and report upon the causes of the disaster, and, as a result of the finding, the Acting Commander and an engineer were dismissed from the service, while another officer was placed on pension.

The "Rusinga" is being reconstructed and improved in the process of reconditioning so as to be better fitted for present-day requirements on Lake Victoria.

This disaster to the "Rusinga" involved a direct loss to the Administration of approximately £25,000, including claim payments amounting to £7,000.

**Workshop machinery** 43. New machinery has been added to the Marine Workshop at Kisumu, and a general improvement made in the lay-out of the workshop itself.

**Marine surveys.** 44. The survey of the Speke Gulf, referred to in my last report, was continued during the year under review, and it is hoped will be completed early in 1928.

## LAKE KIOGA.

45. All vessels and lighters have been kept in a state of good repair.

Lake  
Kioga.  
Repairs.

The S.W. "Grant" was docked, thoroughly overhauled and painted throughout.

The S.W. "Stanley" was thoroughly overhauled, new cabins fitted on the lower deck, and decking renewed in places where required.

The S.W. "Speke" was overhauled and is now in good condition. The decks of this vessel will require renewing, and it is proposed to use *bitumastic* instead of wood for this work.

Eleven lighters were docked, overhauled and painted, and ten-ton derricks were fitted to two of them.

## LAKE ALBERT AND NILE.

46. A new steamer for the Nile, the "Lugard," was completed, ran her trials, and was placed in commission on the 26th July, 1927. She has since proved a very satisfactory and comfortable vessel.

Lake  
Albert and  
Nile.  
New  
steamer.

The "Samuel Baker" is nearing the end of her life and it has been decided to replace her by a modern vessel. An order and drawings were sent to England in December, 1927.

A new slipway is in course of construction at Butiaba. The rise and fall of the Lake makes the work a matter of difficulty, but it is hoped that it will be completed at an early date and thus enable the proper examination of the hulls of steamers and lighters to be carried out.

Slipway.

47. Although sufficient fuel has been forthcoming, the supply will have to be organised on a better basis. Considerable difficulty is experienced in inducing the natives to cut wood. The Budongo Forest has proved a useful source of supply.

Fuel.

A table showing the wood fuel and oil consumption on the three lakes is given below. The vessels fitted for oil consumption are all on Victoria Nyanza, where all the largest vessels are so fitted. On Lakes Kioga and Albert the vessels are fitted for burning wood fuel only.

	Quantity consumed.	Cost.	Mileage run.	Con- sumption per mile.	Cost per Mile.
	Tons.	£	Miles.	Lbs.	Sh. cts.
<b>OIL.</b>					
Lake Victoria Steamers ..	3,033	11,359	75,165	90	3 02
Tugs ..	1,458	5,430	43,128	76	2 52
<b>WOOD.</b>					
Lake Victoria (S.S. "Hus- seni" and S.S. "William Mackinnon") .. ..	630	494	12,303	115	0 80
Lake Kioga .. ..	5,210	5,364	30,397	384	3 53
Lake Albert.. ..	2,561	1,173	22,214	258	1 06

**OPEN LINES.**

**Route mileage.** 48. The total route mileage of open lines on the 31st December, 1927, was as follows :—

	Miles
Main Line (Mombasa to Broderick Falls, <i>via</i> Nakuru)	628
Kisumu Branch (Nakuru to Kisumu) ... ..	131
Nyeri Branch (Nairobi to Naro Moru) ... ..	127
Busoga Branch ... ..	61
Magadi Branch ... ..	91
Port Bell-Kampala Line ... ..	6
Solai Branch ... ..	27
Kitale Branch ... ..	41
Kahe Branch ... ..	92
	—
Total open mileage ... ..	1,204
	—

**Track mileage.** The total track mileage, including loops and industrial sidings, amounted to 1,357 miles.

The route mileage covered by Lake Services is 3,243.

**PERMANENT WAY, WORKS AND BUILDINGS.**

**Relaying.** 49. No further relaying of the main line with 80lb. material between the Coast and Nairobi took place during the year. The work, however, is to be resumed during 1928, and, under present arrangements, should reach Nairobi by the middle of 1929.

**Ballasting.** 50. Considerable progress has been made with ballasting from the Coast to Makindu, and, though the work is only half completed, this section of the line is now in a better condition than it has ever been.

Towards the end of the year contracts were entered into for ballasting the Makindu-Nairobi section, and there is every reason to expect that this work will be completed by the end of 1929.

The permanent way above Nairobi has been maintained in a reasonable condition throughout. Certain sections which are unballasted have given trouble in the very dry weather, but the occasions demanding special speed restrictions have been few.

When the programme for ballasting the line between the Coast and Nairobi is completed, a steady, though smaller programme should be considered to ballast the line from Nairobi to Turbo, and also on the last forty miles of the Kisumu branch.

**Strengthening bridges.** 51. The work of strengthening bridges and culverts to carry heavier engines was completed by the end of the year.

**Timber sleepers.** 52. The stock of local wood sleepers on hand is now in excess of immediate requirements. This has been occasioned by the belated completion of old contracts and the fact that imported sleepers had to be purchased to make up for the late delivery of local timber.

**Repairs to banks.** 53. The majority of the banks throughout the old main line from Mombasa to Kisumu are in good condition and of the requisite width, but considerable heavy work is still required on the section from Nakuru to Eldoret, where the high banks are consolidating and shrinking.

The section from Turbo to Tororo will also require constant attention for some time.

54. The work on the new headquarter offices at Nairobi was commenced early in 1927, and by the end of the year the walls had reached first floor level. The original design was for a double-storey building, but during 1927 it was decided, both from the standpoint of making adequate provision for future requirements and for architectural reasons, to proceed with a third storey to the building. The completed three storey building is now estimated to cost £115,000 and should be ready for occupation early in 1929. **Head-quarter offices.**

55. At Kilindini, Nairobi, Nakuru and Eldoret there is still a demand for housing for all classes of staff. Every effort is being made to relieve the present shortage. **Housing of staff.**

56. On the 31st December, 1927, of a total of 93 stations on the main line and branches, 21 were fitted with interlocking signal gear. **Interlocking signals**

The earlier satisfactory results obtained by the installation of this signal gear have, unfortunately, not been maintained, and to secure the best results full investigation is being made with a view to determining whether the defects experienced are defects of manufacture, or of installation, or of maintenance, and what can be done to remedy them.

57. No heavy repairs to piers and docks were undertaken during the period under review. **Repairs to piers and docks.**

58. The drought experienced during the closing months of the year severely taxed many of the water supplies, and shortages occurred at Nairobi, Nakuru, Molo, Kipkabus and Eldoret. **Water supplies.**

At Nakuru and Eldoret the supply is being supplemented by Public Works Department installation, which should avoid any recurrence of trouble.

On the main line to Uganda, between the Mpologoma and Mbulamuti, the question of water supply will need examination, as the only intermediate source is a mud-hole at Kaliro, which did not provide 3,000 gallons per diem in the dry weather.

With increasing traffic, the whole question of water supply for the railways will need a thorough investigation.

59. A heavy programme of minor works was carried out during the year. **New minor works.**

60. Over two-and-a-quarter million bricks were manufactured during 1927. It is proposed to close down the brickworks during 1928 for the purpose of overhauling and electrifying the plant. **Macupa Brick-works.**

61. The work of building a new combined railway and road causeway and bridge between Mombasa Island and the mainland was commenced in June, 1927, and is proceeding satisfactorily. The estimated cost is £77,000, of which the Public Works Department will bear £37,862. With the exception of a small contract for the supply of coral, the whole of the work is being carried out departmentally. The design provides for an earth causeway, protected by coral pitching for a 25ft. road and a 14ft. railway, with a bridge of five spans of 54ft. each. The bridge will be founded on 12ft. diameter concrete cylinders, sunk to a solid foundation. **Macupa Causeway.**

In view of the character of this work, the services of the Administration's Consulting Engineers, Messrs. Goode, Fitzmaurice, Wilson and Mitchell, have been retained in an advisory capacity.

## NEW CONSTRUCTION.

62. The section from Sagana to Nyeri (32 miles) was completed and handed over to open lines on the 15th May, 1927. This hill section climbs 2,000 feet in fifteen miles by the free use of 3 per cent. grades. It was built at a cost of £134,830, or approximately £4,214 per mile. **Nyeri Branch**

63. A further extension of the Nyeri Branch from Nyeri to Naro Moru (16 miles) was commenced in January, 1927, and handed over to open lines on the 1st November, 1927. The cost of this section of the Nyeri Branch was £32,882, or approximately £2,055 per mile.

In all, on the Nyeri Branch, 48 miles were handed over to open lines during the year under review.

**Uganda  
Extension**

64. The first section of the Uganda Extension, *i.e.*, Turbo to Broderick Falls, a distance of 30 miles, was handed over to open lines on 1st July, 1927. The second section, from Broderick Falls to Mbulamuti, completing the extension, was handed over at the beginning of 1928. The total length of the whole extension from Turbo to Mbulamuti is 184.5 miles. Construction was commenced on the Kenya section in April, 1925, and on the Uganda section in January of the same year.

The approximate expenditure to the end of February, 1928, was £1,229,663, or approximately £6,665 per mile. Further expenditure is necessary to complete the work.

**Tororo-  
Soroti  
Branch.**

65. Construction of the branch line to Mbale and Soroti was commenced in February, 1927. When completed, the branch will be 98.5 miles in length, and the total cost is estimated to be £535,659.

**Gilgil-  
Thomson's  
Falls  
Branch.**

66. Authority was received in December, 1927, to proceed with the construction of a line from Gilgil to Thomson's Falls, the staking-out survey of which had been carried out earlier in the year, and the work was commenced immediately. It is hoped to have the line completed early in 1929. The length will be 46½ miles, and the estimated cost is £176,662, or £3,799 per mile.

### SURVEYS.

**North  
Kavirondo  
Branch.**

67. The survey of the proposed North Kavirondo Branch, from Kisumu to Yala, which was commenced towards the end of 1926, was completed early in 1927. The length of the proposed line is 30 miles. It is estimated to cost £160,500 or £5,350 per mile. The work of staking-out this line will be undertaken and the construction of the line commenced in 1928.

**Turi-Sotik  
Branch.**

68. A preliminary survey of a suggested branch from Turi to Sotik was carried out during the year.

**Jinja-  
Kampala  
Line.**

69. A connecting railway line from Jinja to Kampala has been recommended.

### LAND.

**Railway.**

70. After many years of discussion between the Kenya Government and the Railway on the subject of railway lands, it was decided during 1927 that any profit derived from the total Land Account in respect of lands under the control of Railway Administration would accrue to Railway Revenue for a period of twenty-five years, or until the total account shall in five consecutive years have shown a net profit, whichever period shall prove to be the shorter; any losses incurred in the meantime being borne by the Railway Administration.

Although this decision constitutes a very distinct improvement upon the pre-existing conditions, which seriously retarded development, it cannot be regarded as having finally disposed of the matter. The only sound policy, in my opinion, is to place the Railway in free control of railway land. The Railway would then be justified in incurring large expenditure to secure development. The primary interest of the Railway lies not in securing large direct profits from land, but in securing development to facilitate trade and industry and, by free movement of traffic and improved storage and distribution, increase the prosperity both of the country and the Railway; but no Administration can risk direct losses in the earlier years when probable profits in later years will go elsewhere.



71. The removal of the houses, mostly wood and iron, between Nairobi station and the centre of the town is becoming a matter of importance. The Administration is building houses for its staff in other localities and proposes to make an early start in clearing ground on the main street of the town for business development, but with an increasing staff requiring housing accommodation the process of removal must necessarily be slow. **Nairobi Town.**

In this connection also, the Railway should, while handing over to the Government free of charge such land as is required for Government and Municipal buildings, for town squares and the like, be permitted to sell the balance of the land as desired, and retain the proceeds, first as a set-off against the large expenditure thrown on the Railway in providing new houses and, secondly, as a credit to railway revenue.

The claim by both Government and Municipality of ownership of the land—the apparent expectation that the Railway would incur heavy expenditure while receipts should be taken into Government or Municipal revenue—for many years held up the work of clearance altogether, and if persisted in will force the Railway to “go slow” in the future.

72. The question of Port lands should be settled in the Harbour Control Ordinance about to be introduced into the Kenya Legislative Council. The Port Authority must have control of Port lands. In time the profits from these lands should be substantial. Such profits should be used for Port capital development or else applied in reduction of charges. **Port.**

73. Following on the arrangements with the Kenya Government, arrangements have also been concluded with the Government of Uganda whereby lands in the vicinity of stations, suitable for sub-division into go-down, factory and oil storage plots, requiring railway facilities will be placed under the control of this Administration. A Land Account for areas on the Uganda section will be opened. **Uganda.**

No alienation of “railway” areas in Uganda has as yet taken place, but schemes for the development of go-down, factory and oil storage areas are now in hand.

### WORKSHOPS.

74. The floor of the machine shop was laid with concrete, which has almost entirely eliminated dust. The south end of the shop has been glazed and skylights fitted in all bays. **Improvements in Work-shops**

75. A considerable quantity of machinery is awaiting installation which will be undertaken as soon as the re-arrangement of the workshops has been carried out. When in operation, these machines will assist largely in the reduction of costs and in increasing output. **New machinery.**

The last detail of the scheme for the electrification of the workshops is now in hand, i.e., the supply of power to the erecting and boiler shops.

76. During the first six months of the year the supply of power was not satisfactory, but during the latter half of the year there was a decided improvement, and it is hoped that trouble in this connection will not be experienced in the future. **Electric power.**

77. During the year 6 new locomotives were erected, 51 underwent heavy repairs and 15 light repairs. Two worn-out locomotives were scrapped. **Locomotive repairs, &c.**

78. 168 carriage units and 744 wagon units underwent repair during the year. **Carriage & wagon repairs.**

It is the intention in the near future to experiment with building carriage bodies locally, on imported underframes. It is expected that this will reduce the cost of new carriage stock.

**Running Maintenance** 79. All sheds have been visited and inspected regularly by the Mechanical Engineer. Proposals for improvements in accommodation and plant at these depôts had to be abandoned on the grounds of economy, but provision has now been made for a part of this necessary work to be taken in hand.

**Pumps.** 80. New pumps and boilers have been installed at Kiu, Athi River and Namasagali.

### STORES.

**Turnover.** 81. Compared with the preceding year, the turnover of stores during 1927 shows a decrease of £472,223, or 13.25 per cent., the figures being £3,090,744 as against £3,562,967. The value of stores and material on hand and in transit at the end of the year was £472,162 compared with £459,041 at the end of 1926, or an increase of £13,121. Receipts decreased by £229,500 or 14.78 per cent. and issues by £242,672 or 15.63 per cent.

**Stocks.** 82. On the whole, stocks were well maintained throughout the year.

**Tonnage.** 83. The tonnage of stores and material received from overseas during the year, excluding coal, amounted to 40,569 tons compared with 53,088 tons in 1926 and 78,929 tons in 1925.

**Local purchases.** 84. The total value of stores purchased locally during 1927 amounted to £256,928 as compared with £214,899 in 1926 and £263,058 in 1925. The sum of £256,928 includes £49,955 for oil fuel, which under the new contract is now purchased from local stocks instead of being imported direct by the Railway.

**Local timber.** 85. The purchase of local timber during the year was confined chiefly to logs for the Railway sawmill in Nairobi.

**Imported timber.** 86. Small quantities of imported pine and Indian teak were purchased locally.

**Rations.** 87. The following are the details of the number of men rationed on open lines during the last three years :—

	1927	1926	1925
Asians	1,290	1,565	1,138
Africans	162,898	183,904	159,052

### RAILWAY ADVISORY COUNCIL.

**Railway Advisory Council.** 88. The Advisory Council held five meetings during 1927, of which three were held in Kenya and two in Uganda. The Council has continued to render very useful service.

### HARBOURS.

**Control.** 89. During 1927 the control of all Ports and Harbours on the coast of Kenya was vested in the High Commissioner for Transport, and a system introduced whereby the management would be definitely under the General Manager of Railways and Harbours. It was arranged that the Port Manager would control both shore and marine work and would report to the General Manager direct independently of any Railway head of department; but that to avoid duplication the General Manager would use the Railway engineering, stores and accounting departments for Port Services.

It was also arranged that :—

- (a) the High Commissioner would be advised by a Harbour Advisory Board;
- (b) the Inter-Colonial Railway Council would have no jurisdiction over the Harbours;
- (c) Railway and Harbour estimates would be submitted separately through the respective Advisory Boards, and thereafter combined by the High Commissioner before submission to the Legislative Councils of Kenya and Uganda.

Pending the issue of an Order in Council to govern this system of control a temporary Harbour Advisory Board was set up and commenced to function on the 22nd August, 1927. Between that date and the end of the year the Board held thirteen meetings and did most valuable work.

The temporary Board, which has since the end of the year under review developed into a permanent Board under an Order in Council, consisted of :—

- (a) the Commissioner of Customs as Chairman ;
- (b) three commercial members, one appointed by the Association of East African Chambers of Commerce and two by the Mombasa Chamber, it being a condition that none of these members must be persons employed by, or connected with any shipping company ;
- (c) Two members, selected as representing shipowning interests, appointed by the Governor of Kenya ;
- (d) two members appointed by the Governor of Uganda.

90. Since the 1st July, 1927, the whole of the shore-handling and lighterage of cargo at the Port of Mombasa has been performed by contractors under a ten-year agreement. On the 1st July also the water-front and transit shed at Mbaraki, formerly worked by a private company, were absorbed into the Kilindini Harbour area, and the portion of the Mbaraki water-front south of the transit shed is now being developed for landing, stacking, and railing coal. On the 1st December, 1927, the contractors also undertook the work of loading and unloading railway trucks within the Kilindini Harbour area. Some difficulties were experienced early in 1928, but all concerned are working hard to improve the system, and when conditions settle down the working should be quite satisfactory. **Shore-handling contract.**

91. The year 1927 was not only the first year during which the administration of the Harbours and Railways came under one management, but was also the first complete year during which berths Nos. 1 and 2 of the new deep-water quays at Kilindini Harbour were in full use. Shipping came alongside very freely and the need for more accommodation is so apparent, that there can be no doubt that when the two additional berths now under construction are completed they will be fully occupied.

92. Berth No. 3 of the new Kilindini Harbour extension, complete with transit shed, quay and shed electric cranes, rail tracks and roads, is expected to be ready for use before the end of 1928. Berth No. 4 should be ready before the end of 1929. Meanwhile the continuation of construction to the extent of at least a fifth berth should receive serious consideration. **New extensions.**

Plans for the construction of a deep-water jetty for dealing with bulk and cased oils are in preparation. The oil companies are under notice to transfer their installations from Kilindini Bay to Shimanzi, where the proposed oil jetty is to be constructed.

93. The largest vessel to enter the Port of Mombasa and berth alongside the deep-water quay at Kilindini Harbour during 1927 was the " Franconia," of 20,175 tons gross register, with 400 passengers on board who were on a world cruise. **Largest vessel.**

94. During the year under review, ships urgently requiring to do so have been brought into and taken out of Kilindini Harbour after dark. This practice should increase with the growth of the Port. Navigation lights have been somewhat inadequate in the past, but orders have been placed under which, during 1928, the whole of the lighting of the Port (part acetylene gas and part electricity) will be completely modernised. **Port lighting.**

95. The Old Port, on the opposite side of the island to Kilindini Harbour, has also been brought under the Authority controlling Kilindini Harbour, and deals only with dhow and lightered traffic. A simple scheme is in hand under which it is proposed to improve the facilities for this class of cargo. **Mombasa Old Port.**

**Earnings and Expenditure.** 96. The Harbour Earnings and Expenditure for the year 1927 under the main heads were;—

<i>EARNINGS.</i>			
<i>Head.</i>			£
Deep Water Berths—			
Imports	...	...	46,784
Exports	...	...	15,921
Lightered Traffic—			
Imports	...	...	16,479
Exports	...	...	5,709
Port Dues, Light Dues, Pilotage, Other Marine			
Dues, Ferries, etc.	...	...	33,228
Miscellaneous	...	...	13,239
		Total ...	£131,360

<i>EXPENDITURE.</i>			
<i>Head.</i>			£
Docks, Harbours, Jetties, Wharves and Quays			8,948
Marine Working	...	...	9,032
Water	...	...	136
Tugs, Launches and Lighters	...	...	7,538
Cranes and Mechanical Appliances	...	...	12,106
Shore Working	...	...	20,915
General Charges	...	...	7,351
Miscellaneous	...	...	2,661
		Total ...	£68,687

**Working results.** 97. The revenue and net revenue account results of working the Harbours during 1927 are as follows;—

<i>Head.</i>	£	£
Earnings	131,360	
Ordinary working expenditure	68,687	
Surplus of receipts over ordinary working expenditure	62,673	
Depreciation	10,023	
Balance net earnings transferred to Net Revenue Account (Harbours)		52,650
Interest	107,865	
Redemption Charges	18,300	
		126,165
Balance, loss carried to Combined Net Revenue Account (Railways and Harbours)		£73,515

As explained in paragraph 3, comparisons of the Harbour Receipts and Working Expenditure between the years 1927 and 1926 are impossible.

### TONNAGE HANDLED.

**Traffic tonnages.** 98. The following table shows the total tonnages (import and export) handled at Kilindini Harbour during the year, as compared with the five previous years:—

	1927	1926	1925	1924	1923	1922
Tonnages ..	<b>487,865</b>	418,151	430,785	347,706	205,710	145,934

The figures quoted above do not include tonnages dealt with at the Old Port, where, during 1927, 29,527 tons of imports and 12,539 tons of exports (or a total of 42,066 tons) were dealt with.

Of the tonnage handled during 1927 at Kilindini Harbour 239,730 tons were imports and 248,135 tons were exports. The corresponding figures for the previous year were 189,714 tons of imports and 228,437 tons of exports. Imports during the year under review, therefore, show an increase of 26.36 per cent. and exports an increase of 8.62 per cent. when compared with 1926.

The tonnage of cargo handled at Kilindini Harbour during 1927 represents the following percentage increases when compared with the corresponding tonnages handled during the preceding five years, viz. :—

Year.	Per cent.
1926 ... ..	16.67
1925 ... ..	13.25
1924 ... ..	40.31
1923 ... ..	137.16
1922 ... ..	234.30

99. The following table shows the total trade of the Port of Mombasa (including Kilindini Harbour and the Old Port) for the year 1927, as compared with 1926 :— Trade of the Port.

	No. of steamships entered.	Net registered tons.	Imports Bill of Lading. Tons.	Exports Bill of Lading. Tons.	Passengers landed.		Passengers embarked.	
					European.	Non-European.	European.	Non-European.
1927 ..	593	1,703,896	369,765	323,036	7,158	17,155	5,947	12,356
1926 ..	522	1,444,320	325,960	266,140	7,098	16,231	5,716	11,534
Increase ..	71	259,576	43,805	56,896	60	924	231	822
Per cent ..	13.60	17.91	13.44	21.38	0.84	5.69	4.04	7.13

The number of steamships entering the Port of Mombasa during 1927 includes fourteen unclassified vessels which did not affect the trade of the Port. The tonnage of imports and exports includes all cargo landed and shipped whether the Harbours Authority received revenue therefrom or not.

#### TONNAGE OF VESSELS.

100. The following statement shows the number and registered tonnage of steam and sailing vessels entered inwards and cleared outwards during 1927 for all Kenya seaports :— Steamship passages.

PORTS.	STEAMSHIPS.		SAILING VESSELS.		TOTALS.	
	No.	Registered Tonnage.	No.	Registered Tonnage.	No.	Registered Tonnage.
VANGA :						
Inwards .. ..	..	..	309	5,535	309	5,535
Outwards .. ..	..	..	313	7,076	313	7,076
GAZI :						
Inwards .. ..	..	..	524	9,768	524	9,768
Outwards .. ..	..	..	522	9,755	522	9,755
MOMBASA :						
Inwards .. ..	593	1,703,896	1,405	30,495	1,998	1,734,391
Outwards .. ..	587	1,698,577	1,430	31,209	2,017	1,729,786
KILIFI :						
Inwards .. ..	8	257	334	4,445	342	4,702
Outwards .. ..	8	257	330	4,624	338	4,881
MALINDI :						
Inwards .. ..	1	434	189	3,220	190	3,654
Outwards .. ..	1	434	177	3,129	178	3,563
LAMU :						
Inwards .. ..	61	37,419	538	13,365	599	50,784
Outwards .. ..	61	37,419	596	14,621	657	52,040
Totals for 1927 ..	1,320	3,478,693	6,667	137,242	7,987	3,615,935
Totals for 1926 ..	1,211	2,961,377	7,151	147,015	8,362	3,108,392

It will be observed that while the total number of vessels dealt with at these ports has decreased by 4.48 per cent. the total registered tonnage has increased by 16.33 per cent.

The following table is of interest as showing the percentage of the number of steamships of the six principal nationalities, and their net registered tonnage to the total shipping entering the Port of Mombasa during the year under review :—

NATIONALITY.	Percentage of total number of steamships.	Percentage of total net registered tonnage.
British .. ..	57.34	45.73
Italian .. ..	10.69	11.84
French .. ..	8.77	12.67
Dutch .. ..	7.76	9.91
Japanese .. ..	6.44	8.06
German .. ..	5.56	8.30

### STAFF.

**Staff.** 101. The following is a summarised statement of staff employed on Railway open lines and Harbours at the end of 1927 as compared with 1926 :—

Number in Service.	31-12-1927	31-12-1926	Increase.	Decrease.
Europeans .. ..	556	545	11	..
Asians .. ..	2,384	2,440	..	56
Africans (other than labourers) .. ..	2,116	2,105	11	..
African Labourers ..	12,424	13,956	..	1,532
Total ..	17,480	19,046	..	1,566

**European apprentices.**

102. There are now forty European apprentices employed, of whom thirty are in the Workshops. Their work has been satisfactory, but a number are greatly handicapped through lack of sufficient elementary education. It is essential that the elementary education facilities in Kenya be improved.

**European Apprentice Hostel.**

103. In the early part of 1927, a hostel for European apprentices was built in Nairobi, where boys are housed and boarded for a small fee. The institution is under the control of a committee of officers, under whom are a superintendent and a matron.

Firm but kindly discipline is enforced, and provision made for education and games.

The average number of boys in the hostel during the year was thirteen. The expenses of the institution exceeded receipts by Sh. 926/55, but, as the number of apprentices increases, the hostel will become self-supporting.

**Telegraph Training School.**

104. Forty-six Asians and ten Africans were trained and passed out as qualified signallers during the year. Difficulty was experienced in recruiting Africans with sufficient preliminary education for this class of work.

**Asian apprentices.**

105. At the end of the year, there were eighteen Asian apprentices employed in the various departments of the Railway and Marine. It is perhaps too early yet in the operation of the scheme of Asian apprenticeship to foretell what the results will be, but it is hoped these boys will become good and useful artisans and railwaymen.

**African apprentices.**

106. One hundred and sixty-two African apprentices were employed at the end of the year, one hundred and nineteen being in the Locomotive Workshops at Nairobi and forty-three in the Marine Workshops at Kisumu.

107. The Provident Fund opened with a balance of £315,352 and closed **Provident fund** with a balance of £358,762. The number of depositors rose from 2,365 on the 1st January, 1927, to 2,379 at the close of the year.

108. The supply of unskilled labour has been on the whole satisfactory. **Labour**

### **GENERAL.**

109. During the past five years, the mileage of open lines worked has **Railways and Harbours.** been practically doubled, Lake steamer and Harbour services have been extended, the revenue, notwithstanding numerous and substantial reductions of rates, has increased by 94.6 per cent. and the tonnage carried by 149.64 per cent. Capital development expenditure has been incurred to the extent of £9,680,508, while £1,383,848 has been expended from funds created by contributions from Revenue. The services controlled by the Administration have in fact expanded on every side and there has been persistent effort steadily to improve the working.

Care must be taken, however, to ensure that public services controlled through other Government Departments do not fall too far behind railway development. Other public services must keep pace, as otherwise railway work will be seriously hampered and the country will suffer in many ways.

It is essential to extend and improve postal, telegraph, telephone and savings bank services; to spend more on the maintenance and extension of public roads in Kenya, and especially approach roads to railway stations; to extend medical facilities to railway staff, passengers and others along the line; to increase educational facilities for the youth of the country who are looking for employment in increasing numbers; and generally to broaden the basis of public utility, health and training services.

There is every reason for faith in increasing agricultural, industrial and commercial prosperity in Kenya and Uganda, and every justification for a bold policy of development in public services.

110. In conclusion, I would like to express my deep appreciation of the **Staff.** loyal and efficient service given by officers and staff as a whole during the year.

I have the honour to be,

Sir,

Your obedient servant,

**C. L. N. FELLING,**

*General Manager,*

*Kenya and Uganda Railways and Harbours.*

**CERTIFICATE OF CHIEF ENGINEER.**

I hereby certify that the Permanent Way, Buildings, Viaducts and other works on the entire system have been maintained during 1927 in good condition.

C. M. BUNBURY,  
AG. CHIEF ENGINEER.

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**CERTIFICATE OF MECHANICAL ENGINEER.**

I hereby certify that the Locomotives, Carriages, Wagons, Machinery, Tools and Plant have been maintained during the year 1927 in good condition.

H. B. EMLEY,  
MECHANICAL ENGINEER & WORKSHOP MANAGER.

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**CERTIFICATE OF MARINE SUPERINTENDENT.**

I hereby certify that the Steamers, Boats and Lighters in my charge, and which have been in commission have been maintained in good working condition and repair during 1927.

F. M. JENKINS,  
MARINE SUPERINTENDENT.



## STAFF CHANGES DURING 1927.

1927.	
January 1st	... Promotion of Mr. S. Tootill, Senior Foreman, to Assistant Superintendent, (Maintenance).
"	" ... Transfer of Capt. R. G. Sargeant, as Port Captain from the Colony and Protectorate of Kenya.
"	" ... Transfer of Capt. A. N. Newitt, as Pilot from the Colony and Protectorate of Kenya.
"	" ... Transfer of Mr. C. G. Somers, as Pilot from the Colony and Protectorate of Kenya.
"	" ... Transfer of Mr. C. B. Hoggan, as Pilot from the Colony and Protectorate of Kenya.
"	" ... Transfer of Mr. N. H. Blake, as Pilot from the Colony and Protectorate of Kenya.
"	" ... Transfer of Mr. H. E. Brown, as Tug-Master from the Colony and Protectorate of Kenya.
"	" ... Transfer of Mr. T. Lothian, as Tug-Engineer from the Colony and Protectorate of Kenya.
"	" ... Change of title of Mr. J. H. McEwen, from Land Surveyor to Estates Officer.
"	" ... Assumption of duties of Assistant to Port Manager and Assistant Superintendent by Mr. H. W. Gauld, Assistant Superintendent.
"	9th ... Departure of Mr. G. W. Ingleby, Chief Engineer, Lake Steamers, on leave.
"	13th ... Arrival of Mr. C. G. Somers, Pilot, from leave.
"	19th ... Arrival of Mr. H. A. Bailey, Assistant Accountant, from leave.
Feb.	3rd ... Arrival of Lt. Commander C. J. Davis, R.N.R., Second Officer, Lake Steamers, from leave.
"	" ... Arrival of Lt. T. A. Barnett, R.N., Second Officer, Lake Steamers, from leave.
"	10th ... Departure of Honourable Mr. C. L. N. Felling, C.M.G., General Manager, on special duty to England.
"	" ... Departure of Mr. A. G. Higgins, Secretary to Railway Advisory Council, and Private Secretary to Honourable General Manager, on leave.
"	" ... Departure of Mr. G. V. O. Bulkeley, Port Manager, on special duty to England.
"	" ... Assumption of duties of General Manager, by Brig.-General G. D. Rhodes, O.B.E., D.S.O., Deputy General Manager and Chief Engineer.
"	" ... Assumption of duties of Port Manager, by Capt. R. G. Sargeant, Port Captain.
"	" ... Assumption of duties of Port Captain by Lt. Commander F. C. Greenwood, R.N.R., Assistant Port Captain.
"	18th ... Assumption of duties of District Engineer by Mr. E. J. B. Gahan, Assistant Engineer.
"	19th ... Departure of Mr. P. MacFarlane, District Engineer, on leave.
"	22nd ... Arrival of Mr. T. Neilson, Divisional Superintendent, from leave.
March	5th ... Departure of Capt. R. G. Sargeant, Port Captain, on leave.
"	11th ... Departure of Lt. C. E. B. Batchelor, R.N.R., Second Officer, Lake Steamers, on leave.
"	" ... Promotion of Mr. T. H. Stone, Assistant Engineer, to Chief Draughtsman, with effect from 1st January, 1926.
"	" ... Promotion of Mr. W. A. McClelland, Assistant Engineer, to Senior Assistant Engineer, with effect from 1st January, 1926.
"	" ... Promotion of Mr. P. MacFarlane, Assistant Engineer, to Senior Assistant Engineer, with effect from 1st January, 1926.
"	" ... Promotion of Mr. J. G. Nisbet, Assistant Engineer, to Senior Assistant Engineer, with effect from 1st January, 1926.
"	" ... Promotion of Mr. A. B. Cameron, Assistant Superintendent, to Senior Assistant Superintendent, with effect from 1st January, 1926.

1927.		
March	11th	... Promotion of Mr. L. M. Smart, Assistant Superintendent, to Senior Assistant Superintendent, with effect from 1st January, 1926.
"	"	... Promotion of Mr. F. Jarrett, Assistant Accountant, to Senior Assistant Accountant, with effect from 1st January, 1926.
"	"	... Promotion of Mr. F. Blaker, Assistant Accountant, to Senior Assistant Accountant, with effect from 1st January, 1926.
"	14th	... Assumption of duties of Workshops Accountant by Mr. H. A. Bailey, Assistant Accountant.
"	18th	... Assumption of duties of Assistant Marine Superintendent, Butiaba, by Lt.-Commander F. R. Hemsted, R.N.R., Commander, Lake Steamers.
"	19th	... Departure of Mr. C. H. Bloomfield, Workshops Accountant, on leave.
"	21st	... Termination of appointment of Mr. H. C. Boulton, Temporary Assistant Engineer.
"	26th	... Promotion of Mr. G. Bullock from Assistant Superintendent to Senior Assistant Superintendent, (Operating).
"	"	... Change of title of Mr. A. B. Cameron, from Senior Assistant Superintendent to Senior Assistant Superintendent (Commercial).
"	"	... Transfer of Mr. L. M. Smart, Senior Assistant Superintendent (Commercial) to Tanganyika Railways.
April	2nd	... Arrival of Mr. A. E. Hamp, District Engineer, from leave.
"	"	... Departure of Lt. Commander J. L. Marshall, R.N.R., Commander, Lake Steamers, on leave.
"	"	... Assumption of duties of Commander by Lt. L. B. Watts, R.N.R., Chief Officer, Lake Steamers.
"	4th	... Assumption of duties of Assistant Chief Engineer by Mr. A. E. Hamp, District Engineer.
"	9th	... Assumption of duties of Marine Superintendent by Lt. Commander J. O. Buckler, R.N.R., Assistant Marine Superintendent.
"	"	... Admission of Mr. H. A. Bailey, Assistant Accountant, to pensionable status, with effect from 3rd October, 1919.
"	14th	... Arrival of Mr. C. M. Bunbury, Assistant Chief Engineer, from leave.
"	"	... Arrival of Mr. W. S. Godfrey, Motor Transport Officer, from leave.
"	"	... Arrival of Mr. H. G. White, Assistant Engineer, on first appointment.
"	17th	... Departure of Mr. F. W. Jenkins, Marine Superintendent, on leave.
"	"	... Departure of Mr. F. Jarrett, Senior Assistant Accountant, on leave.
"	19th	... Assumption of duties of Chief Engineer by Mr. C. M. Bunbury, Assistant Chief Engineer.
"	30th	... Departure of Mr. C. B. Hoggan, Pilot, on leave.
May	1st	... Secondment of Mr. R. Hill, Press Superintendent, to Government Press.
"	4th	... Assumption of duties of District Engineer by Mr. W. A. McClelland, Senior Assistant Engineer.
"	5th	... Promotion of Mr. P. MacFarlane, Senior Assistant Engineer to District Engineer, with effect from 11th November, 1926.
"	11th	... Arrival of Mr. G. V. O. Bulkeley, Port Manager, from special duty.
"	14th	... Departure of Mr. St. C. Grant-Davie, District Engineer, on leave pending retirement from service.
"	23rd	... Arrival of Mr. R. A. Lawson, Assistant Superintendent, from leave.
June	9th	... Assumption of duties of Chief Storekeeper by Mr. W. Welch, Deputy Chief Storekeeper.
"	"	... Assumption of duties of Deputy Chief Storekeeper by Mr. R. L. Briars, Assistant Chief Storekeeper.
"	11th	... Departure of Lt. Commander E. C. Bosanquet, R.N., (Retd.) Commander, Lake Steamers, on leave.
"	"	... Departure of Mr. B. M. Carter, Chief Storekeeper, on leave.
"	"	... Departure of Mr. E. S. Faulconer, Assistant Engineer, on termination of service after expiry of leave.
"	12th	... Arrival of Mr. A. Beacham, Assistant Chief Storekeeper, from leave.

1927.

June	12th	...	Arrival of Mr. K. B. Cockle, Assistant Engineer, on 1st appointment.
"	20th	...	Departure of Mr. A. B. Cameron, Senior Assistant Superintendent (Commercial), on leave.
"	"	...	Departure of Brig. General G. D. Rhodes, O.B.E., D.S.O., Deputy General Manager and Chief Engineer, on leave.
"	"	...	Assumption of duties of General Manager by Mr. H. E. Goodship, Chief Accountant.
"	"	...	Assumption of duties of Chief Accountant by Mr. S. N. Faulkner, O.B.E., Deputy Chief Accountant.
"	"	...	Departure of Mr. R. D. Hoskins, Chief Officer, Lake Steamers, on leave.
"	"	...	Departure of Mr. R. McFarlane, Chief Engineer, Lake Steamers, on leave.
"	"	...	Departure of Mr. S. Tootill, Assistant Superintendent (Maintenance), on leave.
"	24th	...	Termination of services of Lt. C. E. B. Batchelor, R.N.R., Second Officer, Lake Steamers, on expiry of single vacation leave.
"	26th	...	Promotion of Mr. I. P. Stevenson, Assistant Pier Master, to Second Officer, Lake Steamers.
"	30th	...	Arrival of Honourable Mr. C. L. N. Felling C.M.G., General Manager, from special duty.
July	9th	...	Departure of Mr. S. H. Carter, Chief Engineer, Lake Steamers, on leave.
"	"	...	Departure of Mr. S. F. Deck, Superintendent of Native Labour, on leave.
"	"	...	Departure of Lt. J. S. Sharp, R.N.R., Second Officer, Lake Steamers, on leave.
"	10th	...	Arrival of Mr. H. A. Swan, Chief Marine Engineer and Works Manager, from leave.
"	15th	...	Assumption of duties of Superintendent (Administrative) by Mr. S. N. Faulkner, O.B.E., Deputy Chief Accountant.
"	"	...	Assumption of duties of Deputy Chief Accountant by Mr. A. E. Mayne, Assistant Superintendent (Administrative).
"	20th	...	Assumption of duties of Assistant Superintendent (Administrative) by Mr. H. A. Bailey.
"	25th	...	Departure of Mr. W. McHardy, O.B.E., M.A., Superintendent (Administrative) on being seconded to the Office of the East African Dependencies Trade and Information Office, London.
Aug.	6th	...	Departure of Mr. H. W. Gauld, Assistant to Port Manager and Assistant Superintendent, on leave.
"	"	...	Assumption of duties of Chief Marine Engineer and Works Manager by Mr. G. P. Ellis, Engineer-in-Charge.
"	"	...	Assumption of duties of Assistant to Port Manager and Assistant Superintendent by Mr. H. Vanhegan, Assistant Superintendent.
"	12th	...	Admission of Mr. H. W. Cox, Assistant Accountant to pensionable status with effect from 13th July, 1922.
"	15th	...	Assumption of duties of Deputy General Manager by Mr. H. E. Goodship, Chief Accountant.
Sept.	2nd	...	Arrival of Mr. G. W. Ingleby, Chief Engineer, Lake Steamers, from leave.
Oct.	1st	...	Arrival of Mr. C. H. Bloomfield, Workshops Accountant, from leave.
"	"	...	Departure of Mr. D. L. Davis, Second Officer, Lake Steamers, on leave.
"	"	...	Arrival of Mr. H. F. Hawes, Legal Adviser, on first appointment.
"	7th	...	Retirement of Mr. R. Hill, Press Superintendent, from service.
"	13th	...	Arrival of Mr. P. MacFarlane, District Engineer, from leave.
"	20th	...	Arrival of Mr. J. S. Coney, Superintendent (Administrative) on 1st appointment.
"	30th	...	Departure of Mr. E. J. B. Gahan, Assistant Engineer, on leave.
"	"	...	Arrival of Mr. J. E. M. Noad, Assistant Engineer, from leave.

1927.

Oct.	30th	...	Departure of Lt. L. B. Watts, R.N.R., Chief Officer, Lake Steamers, on resignation.
Nov.	9th	...	Arrival of Mr. F. M. Jenkins, Marine Superintendent, from leave.
"	"	...	Arrival of Lt. Commander J. L. Marshall, R.N.R., Commander, Lake Steamers, from leave.
"	"	...	Arrival of Capt. R. G. Sargeant, Port Captain, from leave.
"	25th	...	Arrival of Mr. F. Jarrett, Senior Assistant Accountant, from leave.
"	26th	...	Departure of Lt. Commander J. O. Buckler, R.N.R., Assistant Marine Superintendent, on leave.
"	"	...	Departure of Mr. A. F. Marsh, Commander, Lake Steamers, on leave.
"	"	...	Departure of Mr. W. E. Woods, Chief Engineer, Lake Steamers, on leave.
"	"	...	Departure of Capt. A. N. Newitt, Pilot, on leave.
Dec.	3rd	...	Departure of Mr. F. Blaker, Senior Assistant Accountant, on leave.
"	22nd	...	Arrival of Mr. B. M. Carter, Chief Storekeeper, from leave.
"	"	...	Arrival of Mr. C. B. Hoggan, Pilot, from leave.
"	28th	...	Termination of services of Lt. Commander C. J. Davis, R.N.R., Second Officer, Lake Steamers.

# INDEX TO STATEMENTS.

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## FINANCIAL.

No.	PAGE.
1. Capital Account ... ..	35
2. Balance Sheet ... ..	36
3. Revenue Account, Railways ... ..	37
4. Revenue Account, Harbours ... ..	38
5. Net Revenue Account, Railways ... ..	39
6. Net Revenue Account, Harbours ... ..	40
7. Combined Net Revenue Account, Railways and Harbours ... ..	41
8. Renewals and Betterment Funds (Railway Section) ... ..	42
8A. Renewals and Betterment Funds (Marine Section) ... ..	42
8B. Renewals and Betterment Funds (Motor Services) ... ..	43
9. Renewals and Betterment Funds, Harbours ... ..	43
10. Traffic and Receipts, Railways ... ..	44
11. Traffic and Receipts, Harbours ... ..	45
12. Working Expenses, Railways ... ..	46/53
13. Working Expenses, Harbours ... ..	54/56
14. Working Expenses compared with Estimate, Railways ... ..	57/63
15. Working Expenses compared with Estimate, Harbours ... ..	64/66
16/36. Expenditure against Capital Grant, Loans, etc., ... ..	67/77
37. Fine Fund ... ..	78
38. Provident Fund ... ..	78
39. Provident Fund Investments ... ..	79
40. Marine Insurance Fund Investments ... ..	80

## GENERAL.

41. Open mileage, Train and Engine Mileage, etc. ... ..	81
42. Locomotives ... ..	82
43. Rolling Stock ... ..	83
44. Outwards Traffic at each Station ... ..	84/88
45. Train Mileage from 1903 ... ..	89
46. Summary of Earnings from 1903 ... ..	90
47. Tonnages of Principal Commodities, Railways ... ..	91
48. Tonnages of Principal Commodities, Lake Victoria Steamers ... ..	92
49. Tonnages of Principal Commodities, Lake Kioga Steamers ... ..	93
50. Tonnages of Principal Commodities, Lake Albert Steamers ... ..	94
51. Tonnages of Principal Commodities, Masindi Port-Butiaba Road Motor Service ... ..	95
52. Cargo Received at Kisumu Pier ... ..	96
53. Cargo Forwarded from Kisumu Pier ... ..	96
54. Cargo Received at Namasagali Pier ... ..	97
55. Cargo Forwarded from Namasagali Pier ... ..	97
56. Cargo Received at Butiaba ... ..	98
57. Cargo Forwarded from Butiaba ... ..	98
58. Tonnage of Goods (Masindi Port-Butiaba Road Motor Service) ... ..	99
59. Cargo carried between Intermediate Ports, Lake Victoria ... ..	100
60. Cargo carried between Intermediate Ports, Lake Kioga ... ..	101
61. Cargo carried between Intermediate Ports, Lake Albert ... ..	102
62. Flotilla Stock, Lake Victoria ... ..	103/104
63. Flotilla Stock, Lake Kioga ... ..	105
64. Flotilla Stock, Lake Albert ... ..	106
65. Working Results, Lake Steamer Services ... ..	107
66. Accidents ... ..	108
67. Staff ... ..	109

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**ACCOUNTS AND STATISTICAL STATEMENTS.**

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## RAILWAYS AND HARBOURS.—Capital Account as at 31st December, 1927.

Expenditure.	Total to 31st Dec., 1926.		Year ended 31st Dec., 1927.		Total to 31st Dec., 1927.		Receipts.	Total to 31st Dec., 1926.		Year ended 31st Dec., 1927.		Total to 31st Dec., 1927.	
	£	s. c.	£	s. c.	£	s. c.		£	s. c.	£	s. c.	£	s. c.
To Lines Open for Traffic ...	9,054,873	19 35	494,08	14 96	9,548,954	14 31	BY NON INTEREST-BEARING CAPITAL.—						
„ Rolling Stock ...	2,528,081	12 91	449,448	5 35	2,977,529	18 26	Parliamentary Grants, Uganda Railway Acts 1896 & 1902 ...	5,686,436	15 18	...	...	5,686,436	15 18
„ Steamers, Tugs, Lighters, etc. ...	479,838	13 98	Cr. 1,411	17 09	478,426	16 89	Contributions from Revenue.—						
„ Docks, Piers, Wharves, etc. ...	744,616	7 32	1,145,634	5 52	1,890,250	12 84	Direct ...	574,760	0 00	38,818	3 37	613,578	3 37
„ Interest paid out of Capital ...	356,404	8 60	168,631	14 00	525,036	2 60	Transfers from Betterment Funds ...	628,492	11 24	111,788	12 71	740,281	3 95
„ Expenses of Issue & Discount in connection with Loan Capital ...	174,697	2 33	116,649	0 00	291,346	2 33	„ INTEREST-BEARING CAPITAL.—						
„ Assets handed over to Kenya Colony & Protectorate (without charge) ...	100,550	0 00	...	...	100,550	0 00	Loans and Advances Kenya Colony and Protectorate ...	7,260,410	1 38	2,563,612	17 19	9,824,022	18 57
„ Nairobi Water Supply transferred to Nairobi Municipality ...	22,505	0 00	Cr. 22,505	0 00	...	...	Loans Uganda Protectorate ...	375,567	17 54	...	...	375,567	17 54
„ New Lines under Construction ...	1,022,019	13 43	331,807	13 71	1,353,827	7 14							
Total ...	14,483,586	17 92	2,682,334	16 45	17,165,921	14 37							
„ Balance ...					73,965	4 24							
					17,239,886	18 61							
								14,525,667	5 34	2,714,219	13 27	17,239,886	18 61

H. E. GOODSHIP,

Chief Accountant,

17th February 1928





## RAILWAYS.—Revenue Account for the year ended 31st December, 1927, compared with 1926.

EXPENDITURE.								RECEIPTS.							
HEADS.		Amounts.				Per cent of gross receipts.		HEADS.		Amounts.				Per cent to total earnings.	
		1927.		1926.		1927.	1926.			1927.		1926.		1927.	1926.
		£	s. c.	£	s. c.					£	s. c.	£	s. c.		
To Maintenance of Way and Works	A.	178,768	16 58	186,285	15 04	8.41	9.05								
.. Transportation Expenses ...	B.	523,337	5 22	591,202	3 17	24.61	28.72	By Passengers	...	266,326	3 43	256,917	10 08	12.53	12.48
.. Maintenance of Engines and Rolling Stock ...	C.	181,084	17 46	157,513	1 28	8.52	7.65	.. Parcels and Luggage ...	...	49,404	9 45	51,083	16 52	2.32	2.48
.. General Charges ...	D.	94,093	9 74	91,368	6 29	4.43	4.44	.. Livestock	...	13,395	13 52	10,991	9 01	0.63	0.53
.. Steamer Services ...	E.	112,833	5 56	117,687	13 89	5.31	5.72	.. Goods	...	1,737,852	2 02	1,634,700	4 30	81.74	79.41
.. Motor Services ...	F.	14,684	16 11	11,161	2 34	0.69	0.54	.. Telegraphs	...	1,731	4 45	1,308	6 19	0.09	0.06
.. Miscellaneous Expenditure ...	G.	45,983	15 16	61,555	9 81	2.16	2.99	.. Miscellaneous	...	57,273	16 03	103,709	2 39	2.69	5.04
Total ordinary Working Expenditure	...	1,150,786	5 83	1,216,773	11 82	54.13	59.11								
To Depreciation ...	I.	263,433	0 00	216,605	0 00	12.39	10.52								
Total Expenditure ...	...	1,414,219	5 83	1,433,378	11 82	66.52	69.63								
.. Balance Net Earnings ...	...	711,824	3 07	625,331	17 57	33.48	30.37								
Total ...	...	2,126,043	8 90	2,058,710	9 39	100.00	100.00	Total ...	...	2,126,043	8 90	2,058,710	9 39	100.00	100.00

Examined.

W. H. SMITH,  
Auditor,  
30th April, 1928.

H. E. GOODSHIP,  
Chief Accountant,  
17th February, 1928.

## HARBOURS.—Revenue Account for the year ended 31st December, 1927.

EXPENDITURE.						RECEIPTS.					
Heads.		Amounts.			Percent of gross receipts.	Heads.		Amounts.			Percent to total earnings.
		1927.			1927.			1927.			1927.
		£	s.	c.			£	s.	c.		
To Docks, Harbours, Jetties, Wharves and Quays ...	A	8,947	14	24	6.81	BY DEEP WATER BERTHS.—					
„ Berthing, Supervision, etc., of Shipping ...	B	9,032	0	37	6.87	Imports ... ..	46,784	7	08	35.62	
„ Water ... ..	C	135	13	21	0.10	Exports ... ..	15,921	0	05	12.12	
„ Tugs, Launches and Lighters ... ..	D	7,537	19	71	5.74	„ LIGHTERED TRAFFIC.—					
„ Cranes and Mechanical Appliances ... ..	E	12,106	8	00	9.22	Imports ... ..	16,478	19	63	12.54	
„ Ballast ... ..	F	...	...	...	...	Exports ... ..	5,709	4	81	4.35	
„ Dry Docks and Slips ... ..	G	...	...	...	...	„ Port dues, Pilotage, Licences, Ferries, etc.	33,227	18	91	25.29	
„ Railway Working ... ..	H	20,915	1	49	15.92	„ Miscellaneous ... ..	13,238	15	49	10.08	
„ General Charges ... ..	I	7,350	13	67	5.60						
„ Miscellaneous Expenditure ... ..	J	2,661	11	17	2.03						
Total ordinary Working Expenditure ...	...	68,687	1	86	52.29						
„ Depreciation ... ..	K	10,023	0	00	7.63						
Total Expenditure ... ..	...	78,710	1	86	59.92						
„ Balance Net Earnings ... ..	...	52,650	4	11	40.08						
TOTAL ... ..	...	131,360	5	97	100.00	TOTAL ... ..	131,360	5	97	100.00	

Examined.

W. H. SMITH,

Auditor.

30th April, 1928.

H. E. GOODSHIP,

Chief Accountant.

16th February, 1928.

## RAILWAYS.—Net Revenue Account for the year ended 31st December, 1927.

Particulars.	Amount.			Particulars.	Amount.		
	£	s.	c.		£	s.	c.
To Interest and Sinking Fund charges ... ..	327,446	0	66	By Net Earnings from Revenue Account ... ..	711,824	3	07
„ Write off of obsolete Stores Stock ... ..	2,591	18	19	„ Interest on Cash Balances ... ..	32,672	15	20
„ Special Claims Compensation ... ..	17,245	14	61	„ Surplus on Land Account ... ..	4,773	4	96
„ Balance Carried to Combined Net Revenue Account (Railways and Harbours) ... ..	401,986	9	77				
<b>TOTAL</b> ...	<b>749,270</b>	<b>3</b>	<b>23</b>	<b>TOTAL</b> ...	<b>749,270</b>	<b>3</b>	<b>23</b>

Examined.

W. H. SMITH,

*Auditor,**30th April, 1928.*

H. E. GOODSHIP,

*Chief Accountant,**17th February, 1928.*

HARBOURS.—*Net Revenue Account for the year ended 31st December, 1927.*

Particulars.	Amount.			Particulars.	Amount.		
	£	S.	C.		£	S.	C.
To Interest and Sinking Fund Charges ... ..	126,165	7	85	By Net Earnings from Revenue Account ... ..	52,650	4	11
				„ Balance Carried to Combined Net Revenue Account (Railways and Harbours) ... ..	73,515	3	74
Total ... ..	126,165	7	85	Total ... ..	126,165	7	85

*Examined.*

W. H. SMITH,

*Auditor.*

30th April, 1928.

H. E. GOODSHIP,

*Chief Accountant.*

16th February, 1928.

## RAILWAYS AND HARBOURS.—Combined Net Revenue Account for the year ended 31st December, 1927.

Particulars.	Amount.			Particulars.	Amount.		
	£	S.	C.		£	S.	C.
To Balance from Net Revenue Account (Harbours) ...	73,515	3	74	By Balance from Net Revenue Account (Railways) ...	401,986	9	77
„ Balance transferred to Betterment Fund (Railways) ...	328,471	6	03		:		
Total ...	401,986	9	77	Total ...	401,986	9	77

41

*Examined.*

W. H. SMITH,

*Auditor,*

80th April, 1928.

H. E. GOODSHIP,

*Chief Accountant,*

17th February, 1928.

RAILWAYS.—Renewals and Betterment Funds (Railway Section) for the year ended 31st December, 1927.

Receipts.	Renewals.			Betterment.			Total.			Payments.	Renewals.			Betterment.			Total.		
	£	s.	c.	£	s.	c.	£	s.	c.		£	s.	c.	£	s.	c.	£	s.	c.
To Balance on 31st December, 1926 ...	260,439	19	75	530,799	13	14	791,239	12	89	By Expenditure 1927 ...	52,483	8	11	134,851	3	34	187,334	11	45
„ Contribution from Revenue Account 1927	257,008	0	00	...	...	...	257,008	0	00	„ Transfer to Stores Fund ...	150,000	0	00	50,000	0	00	200,000	0	00
„ Transfer from combined Net Revenue Account 1927 <i>vide</i> Statement 7 ...	...	...	...	328,471	6	03	328,471	6	03	„ Balance on 31st December, 1927 ...	316,776	5	47	676,163	10	83	992,939	16	30
„ Miscellaneous receipts ...	1,811	13	83	1,743	15	00	3,555	8	83										
<b>TOTAL ...</b>	<b>519,259</b>	<b>13</b>	<b>58</b>	<b>861,014</b>	<b>14</b>	<b>17</b>	<b>1,380,274</b>	<b>7</b>	<b>75</b>	<b>TOTAL ...</b>	<b>519,259</b>	<b>13</b>	<b>58</b>	<b>861,014</b>	<b>14</b>	<b>17</b>	<b>1,380,274</b>	<b>7</b>	<b>75</b>

42

STATEMENT No. 8A.

RAILWAYS.—Renewals, Betterment and Insurance Funds (Marine Section) for the year ended 31st December, 1927.

Receipts.	Renewals.			Betterment.			Insurance.			Total.			Payments	Renewals.			Betterment.			Insurance.			Total.		
	£	s.	c.	£	s.	c.	£	s.	c.	£	s.	c.		£	s.	c.	£	s.	c.	£	s.	c.	£	s.	c.
To Balance on 31st December, 1926 ...	44,914	1	68	32,083	19	87	129,974	0	60	206,972	2	15	By Expenditure 1927 ...	1,735	10	70	1,608	7	00	1,189	8	28	4,533	5	98
„ Interest on Investments ...	...	...	...	...	...	...	6,083	14	89	6,083	14	89	„ Balance on 31st December, 1927 ...	43,178	10	98	30,475	12	87	134,868	7	21	208,522	11	06
<b>TOTAL ...</b>	<b>44,914</b>	<b>1</b>	<b>68</b>	<b>32,083</b>	<b>19</b>	<b>87</b>	<b>136,057</b>	<b>15</b>	<b>49</b>	<b>213,055</b>	<b>17</b>	<b>04</b>	<b>TOTAL ...</b>	<b>44,914</b>	<b>1</b>	<b>68</b>	<b>32,083</b>	<b>19</b>	<b>87</b>	<b>136,057</b>	<b>15</b>	<b>49</b>	<b>213,055</b>	<b>17</b>	<b>04</b>

RAILWAYS.—Renewals and Betterment Funds (Motor Services) for the year ended 31st December, 1927.

Receipts.	Renewals.		Betterment.		Total.		Payments.	Renewals.		Betterment.		Total.	
	£	s. c.	£	s. c.	£	s. c.		£	s. c.	£	s. c.	£	s. c.
To Contribution from Revenue Account 1927. ... ..	6,425	0 00	...	.....	6,425	0 00	By Balance on 31st December, 1927 ...	6,425	0 00	...	.....	6,425	0 00
Total £	6,425	0 00	...	.....	6,425	0 00	Total £	6,425	0 00	...	.....	6,425	0 00

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43

HARBOURS.—Renewals and Betterment Funds for the year ended 31st December, 1927.

Receipts.	Renewals.		Betterment.		Total.		Payments.	Renewals.		Betterment.		Total.	
	£	s. c.	£	s. c.	£	s. c.		£	s. c.	£	s. c.	£	s. c.
To Contribution from Revenue Account, 1927 ... ..	10,023	0 00	...	.....	10,023	0 00	By Balance on 31st December, 1927 ...	10,068	17 60	...	.....	10,068	17 60
„ Miscellaneous receipts ... ..	45	17 60	...	.....	45	17 60							
Total £	10,068	17 60	...	.....	10,068	17 60	Total £	10,068	17 60	...	.....	10,068	17 60

## RAILWAYS.—Statement of Traffic and Receipts for the year ended 31st December, 1927 compared with 1926.

1926.

1927.

No. of passengers carried.		Amount.			No. of passengers carried.		Amount.		Increase in 1927.		Decrease in 1927.			
Single jour-neys.	Return jour-neys.	£	s. c.		Single jour-neys.	Return jour-neys.	£	s. c.	No.	Amount.	No.	Amount.		
<b>PASSENGERS—</b>														
13,512	2,880	56,332	3 55	First class ...	12,832	2,896	55,032	10 15	...	...	663	1,299	13 40	
41,117	10,615	68,411	3 91	Second class ...	43,519	11,654	67,974	13 38	3,441	...	...	436	10 53	
672,148	118,993	130,767	2 54	Third class ...	747,976	115,897	141,914	13 07	72,732	11,147	10 53	...	...	
...	132,488	...	...	Return tickets, doubled ...	...	130,448	...	...	...	...	...	2,039	...	
726,777	264,976	255,510	10 00	Total ...	804,327	260,897	264,921	16 60	73,471	9,411	6 60	...	...	
<b>SEASON TICKETS—</b>														
No.	...	£	s. c.	First class ...	No.	...	£	s. c.	No.	...	£	s. c.	...	
66	...	576	13 80	Second class ...	68	...	676	15 33	2	100	1 53	...	...	
64	...	45	8 78	Third class ...	97	...	65	12 00	33	20	3 22	...	...	
346	...	71	12 00	Total ...	403	...	87	8 00	57	15	16 00	...	...	
476	...	693	14 58	Platform tickets	568	...	829	15 33	92	136	0 75	...	...	
No.	...	£	s. c.	Special trains, etc.	No.	...	£	s. c.	No.	...	£	s. c.	...	
95,138	...	475	16 40	Total ...	106,365	...	531	16 50	11,227	56	0 10	...	...	
...	...	237	10 00	Parcels and Luggage	...	...	42	15 00	...	...	...	...	194	15 00
...	...	256,917	10 98	Carriage of Mails	...	...	...	...	...	...	...	...	...	...
Tons.	...	£	s. c.	Total ...	Tons.	...	£	s. c.	Tons.	...	£	s. c.	...	
7,814	...	45,168	14 52	...	8,688	...	42,929	11 45	874	...	...	...	2,239	3 07
...	...	5,915	2 00	...	...	...	6,474	18 00	...	559	16 00	...	...	...
7,814	...	51,083	16 52	Total ...	8,688	...	49,404	9 45	874	...	...	...	1,679	7 07
<b>Common Units.</b>														
27,106	...	10,991	9 01	LIVE STOCK— Total ...	36,054	...	13,395	13 52	8,948	2,404	4 51	...	...	...
Tons.	...	£	s. c.	Merchandise General	Tons.	...	£	s. c.	Tons.	...	£	s. c.	Tons.	...
573,282	...	1,614,399	9 25	Railway material for Capital Works	813,062	...	1,724,327	16 61	239,780	109,928	7 36	...	...	...
68,494	...	20,300	15 05	REVENUE STORES—	74,014	...	13,524	5 41	5,520	...	...	...	6,776	9 64
298,903	...	...	...	1. For all departments (excepting fuel) ...	227,407	...	...	...	...	...	...	71,496	...	...
170,514	...	...	...	2. Fuel ...	179,683	...	...	...	9,169	...	...	...	...	...
1,111,193	...	1,634,700	4 30	Total ...	1,294,166	...	1,737,852	2 02	182,973	103,151	17 72	...	...	...
<b>TELEGRAPHS—</b>														
...	...	1,308	6 19	Receipts from telegrams despatched at Railway stations ...	...	...	1,791	4 45	...	482	18 26	...	...	...
<b>MISCELLANEOUS—</b>														
...	...	954	18 50	1. Sale of platform licenses	...	...	1,022	18 00	...	67	19 50	...	...	...
...	...	690	4 83	2. Rents of buildings	...	...	630	6 88	...	...	...	...	59	17 96
...	...	742	0 94	3. Private work in shops	...	...	986	2 89	...	244	1 95	...	...	...
...	...	436	16 00	4. Ground rents	...	...	487	17 03	...	51	1 03	...	...	...
...	...	17,804	13 77	5. Sundries	...	...	8,706	3 84	...	...	...	...	9,098	9 93
...	...	1,334	16 39	6. Sale of water	...	...	1,773	2 44	...	438	6 05	...	...	...
...	...	41,907	9 33	7. Catering receipts	...	...	40,539	2 40	...	...	...	...	1,368	6 93
...	...	39,838	2 63	8. Kilindini Pier	...	...	...	...	...	...	...	...	39,838	2 63
...	...	...	...	9. Widows and Orphans Pension Fund	...	...	3,128	2 55	...	3,128	2 55	...	...	...
...	...	103,709	2 39	Total ...	...	...	57,273	16 03	...	...	...	...	46,435	6 36
...	...	2,058,710	9 39	GRAND TOTAL	...	...	2,126,043	8 90	...	67,332	19 51	...	...	...



## HARBOURS.—Statement of Traffic and Receipts for the year ended 31st December, 1927.

Particulars.	Tons.	Amount.		
		£	S.	C.
<i>Deep Water Berths—</i>				
Imports ... ..	143,623	46,784	7	08
Exports ... ..	113,355	15,921	0	05
Total ... ..	256,978	62,705	7	13
<i>Lightered Traffic—</i>				
Imports ... ..	106,857	16,478	19	63
Exports ... ..	91,693	5,709	4	81
Total ... ..	198,550	22,188	4	44
<i>Port Dues—</i>				
Light dues, Pilotage and Port dues ... ..	...	25,097	6	40
Dhow Registration, Licences etc., ... ..	...	1,368	0	50
Buoys Charges and Survey fees ... ..	...	103	12	00
Ferries ... ..	...	6,470	19	62
Ballast ... ..	...	102	5	00
Miscellaneous ... ..	...	85	15	39
Total ... ..	...	33,227	18	91
<i>Miscellaneous—</i>				
Rents ... ..	...	6,089	6	14
Licences ... ..	...	349	15	96
Storage ... ..	...	3,236	5	84
Crannage ... ..	...	457	1	46
Siding charges and Haulage ... ..	...	217	10	72
Weighing and Marking ... ..	...	112	1	14
Water Supply to Ships ... ..	...	1,810	6	90
Electric Lights ... ..	...	511	7	59
Maize Reconditioning and Rebagging ... ..	...	456	15	64
Passengers' Baggage ... ..	...	249	13	50
Overtime, Port ... ..	...	Dr. 324	4	06
Jetty fees ... ..	...	60	13	56
Miscellaneous ... ..	...	12	1	10
Total ... ..	...	13,238	15	49
Grand Total ... ..	...	131,360	5	97

## RAILWAYS.—Working Expenses of 1927 compared with 1926.

1926.						1927.													
1		2		3		4		5		A.									
Amount.		Percentage on receipts.		Percentage of expenditure.		Per mile of line open. 998		Per train mile 3,094,895.		Maintenance of Way, Works and Stations.									
£ s. c.		%		%		£ s. c.		s. c.		1		2		3		4		5	
										Amount.		Percentage on receipts.		Percentage of expenditure.		Per mile of line open. 1,166		Per train mile 3,152,983.	
										£ s. c.		%		%		£ s. c.		s. c.	
14,261	17 67	0 70	0 99	14	5	81	0	09	I.—General Superintendence.—										
									(a) Salaries of Chief Engineer, District Engineers, Assistants and Land Surveyor ...										
13,828	17 50	0 67	0 97	13	17	13	0	09	13,100	8 99	0 62	0 93	11	4	70	0	09		
									14,440	5 46	0 68	1 02	12	7	69	0	09		
20,819	19 39	1 01	1 46	20	17	23	0	13	(c) Subordinate Superintendence ...										
									19,167	0 35	0 90	1 35	16	8	77	0	12		
48,910	14 56	2 38	3 42	49	0	17	0	31	Total I ...										
									46,707	14 80	2 20	3 30	40	1	16	0	30		
									II.—Maintenance and minor Renewals of permanent way.—										
46,703	2 44	2 27	3 26	46	15	93	0	30	(1) (a) Maintenance gangs...										
2,925	19 70	0 14	0 20	2	18	64	0	02	(1) (b) Trolley-men and Chainmen ...										
10,921	10 53	0 53	0 76	10	18	87	0	07	(1) (c) Establishment ...										
5,081	5 23	0 25	0 35	5	1	83	0	03	(2) Materials ...										
1,288	16 65	0 06	0 09	1	5	83	0	01	(3) Ballasting ...										
3,157	9 35	0 15	0 22	3	3	27	0	02	(4) Repairs to banks ...										
70,078	3 90	3 40	4 88	70	4	37	0	45	Total II ...										
									72,854	12 36	3 43	5 15	62	9	65	0	46		
									III.—Repairs to bridges, &c.—										
4,004	15 90	0 19	0 28	4	0	26	0	03	(1) Bridges and culverts ...										
									(2) Repairs to damages caused by floods ...										
4,004	15 90	0 19	0 28	4	0	26	0	03	Total III ...										
									2,199	6 61	0 10	0 16	1	17	72	0	01		
									2,199	6 61	0 10	0 16	1	17	72	0	01		
									IV.—Maintenance and minor Renewals of Station buildings &c.—										
6,436	8 92	0 31	0 45	6	8	99	0	04	(1) Station buildings and Plant ...										
12,111	0 74	0 59	0 84	12	2	70	0	08	(2) Staff quarters ...										
3,875	14 85	0 19	0 27	3	17	67	0	02	(3) Telegraphs ...										
22,423	4 51	1 09	1 56	22	9	36	0	14	Total IV ...										
									17,871	2 85	0 84	1 26	15	6	54	0	11		
									V.—Miscellaneous Expenditure.—										
6,406	0 05	0 31	0 45	6	8	38	0	04	(1) Road making bush clearing and Plantations ...										
6,171	4 73	0 30	0 43	6	3	67	0	04	(2) Tools and plant ...										
2,401	6 90	0 12	0 17	2	8	12	0	02	(3) Repairs to piers and docks ...										
7,860	0 60	0 38	0 55	7	17	52	0	05	(4) Conservancy ...										
13,538	16 23	0 66	0 94	13	11	32	0	09	(5) New minor works ...										
3,686	19 76	0 18	0 26	3	13	89	0	02	(6) Water supplies ...										
40,064	8 27	1 95	2 80	40	2	90	0	26	Total V ...										
									36,040	2 15	1 70	2 55	30	18	18	0	23		
									VI.—Estates officer ...										
									203	7 50	0 01	0 01	0	3	49	...			
									VII.—Passages of officials on leave and repatriation of Asian labour ...										
									2,330	12 45	0 11	0 17	1	19	98	0	02		
804	7 90	0 04	0 06	0	16	12	0	01	VIII.—Printing and Stationery.										
									561	17 86	0 02	0 04	0	9	64	...			
186,285	15 04	9 05	13 00	186	13	18	1	20	Grand Total ...										
									178,768	16 58	8 41	12 64	153	6	26	1	13		

\* Expenditure previously included abstract G.

## RAILWAYS.—Working Expenses of 1927 compared with 1926.—(contd.).

1926.

1927.

1926.						1927.					
1	2	3	4	5	6	B. Transportation Expenses.					
Amount.	Percentage on receipts.	Percentage of expenditure.	Per mile of line open. 998	Per train mile 3,094,895	Per engine mile 3,693,941	1	2	3	4	5	6
£ s. c.	%	%	£ s. c.	s. c.	s. c.	Amount.	Percentage on receipts.	Percentage of expenditure.	Per mile of line open. 1,166	Per train mile 3,152,993	Per engine mile 3,723,435
14,265 11 97	0.69	0.99	14 5 89	0 09	0 08	I.—General Superintendence—					
2,386 7 94	0.12	0.17	2 7 82	0 02	0 01	(a) Salaries of Superintendents and Assistants . . . . .					
						(b) Miscellaneous, including office expenses and equipment, Travelling and House Allowances . . . . .					
16,651 19 91	0.81	1.16	16 13 71	0 11	0 09	Total I . . . . .					
16,138 16 35	0.78	1.13	16 3 42	0 11	0 09	II.—Offices—					
2,000 9 50	0.10	0.14	2 0 09	0 01	0 01	(a) Salaries of office staff . . . . .					
						(b) Miscellaneous, including office expenses and equipment, Travelling and House Allowances . . . . .					
18,139 5 85	0.88	1.27	18 3 51	0 12	0 10	Total II . . . . .					
129,025 15 57	6.27	9.00	129 5 69	0 83	0 70	III.—Station and Pier Staffs—					
26,275 1 15	1.28	1.83	26 6 55	0 17	0 14	(a) Salaries of Station and Pier Masters, Signallers, Clerks, etc. . . . .					
8,712 8 79	0.42	0.61	8 14 60	0 06	0 05	(b) Loading and unloading of vessels . . . . .					
8,411 4 02	0.41	0.59	8 8 56	0 05	0 05	(c) Miscellaneous, including Relieving, Travelling and House Allowances . . . . .					
						(d) Loading and off-loading of trucks . . . . .					
172,424 9 53	8.38	12.03	172 15 40	1 11	0 94	Total III . . . . .					
4,949 4 56	0.24	0.35	4 19 18	0 03	0 03	IV.—Running Shed Staff—					
10,533 11 05	0.51	0.73	10 11 09	0 07	0 06	(a) Salaries of Foremen, Assistants and Clerks . . . . .					
218 10 34	0.01	0.02	0 4 38	..	..	(b) Salaries of fueling, cleaning and care of engine staff . . . . .					
						(c) Miscellaneous, including office expenses and equipment, Travelling and House Allowances . . . . .					
15,701 5 95	0.76	1.10	15 14 65	0 10	0 09	Total IV. . . . .					
57,536 1 24	2.80	4.01	57 13 03	0 37	0 31	V.—Running Staff—					
3,372 12 91	0.16	0.24	3 7 59	0 02	0 02	(a) Salaries of Guards, Drivers, Firemen, etc. . . . .					
37,245 11 72	1.81	2.60	37 6 40	0 24	0 20	(b) Miscellaneous, including Travelling and House Allowances . . . . .					
						(c) Overtime and trip allowances . . . . .					
98,154 5 87	4.77	6.85	98 7 02	0 63	0 53	Total V. . . . .					
68,574 6 06	3.33	4.78	68 14 24	0 44	0 37	VI.—Fuel, total quantity consumed—					
51,981 0 06	2.53	3.63	52 1 70	0 34	0 28	1. Coal, 35,507 tons . . . . .					
30,735 0 10	1.49	2.14	30 15 93	0 20	0 17	2. Wood fuel, 110,696 tons . . . . .					
						3. Oil fuel, 7,874 tons . . . . .					
151,290 6 22	7.35	10.55	151 11 87	0 98	0 82	Total VI. . . . .					
472,361 13 33	22.95	32.96	473 6 16	3 05	2 57	Total carried forward . . . . .					

RAILWAYS.—Working Expenses of 1927 compared with 1926.—(contd.).

STATEMENT No. 12.—(Contd.).

1926.						1927.						
1	2	3	4	5	6	B. Transportation Expenses.—(concl'd).						
Amount.	Percentage on receipts.	Percentage of expenditure.	Per mile of line open. 998	Per train mile 3,094,895	Per engine mile 3,693,941	1	2	3	4	5	6	
£ s. c.	%	%	£ s. c.	s. c.	s. c.	Amount.	Percentage on receipts.	Percentage of expenditure.	Per mile of line open. 1,166	Per train mile 3,152,983	Per engine mile 3,723,455	
472,361 13 33	22.95	32.96	473 6 16	3 05	2 57	Total brought forward ..	443,256 16 60	20.85	31.35	380 3 04	2 83	2 37
10,997 4 43	0.53	0.77	11 0 39	0 07	0 06	VII.—Water, including wages .. .. .	11,492 7 38	0.54	0.81	9 17 12	0 07	0 06
15,605 1 03	0.76	1.09	15 12 73	0 10	0 08	VIII.—Cleaning and Oiling of Carriages and Wagons, excluding repairs—						
3,483 18 52	0.17	0.24	3 9 82	0 02	0 02	(a) Wages .. .. .	1,285 14 97	0.06	0.09	1 2 06	0 01	0 01
19,088 19 55	0.93	1.33	19 2 55	0 12	0 10	(b) Materials .. .. .	608 3 87	0.03	0.04	0 10 43	..	..
						Total VIII. ..	1,893 18 84	0.09	0.13	1 12 49	0 01	0 01
6,334 0 73	0.31	0.44	6 6 93	0 04	0 03	IX.—Station Stores (Fuel, Lighting, Water, etc.)—						
5,771 8 79	0.28	0.40	5 15 66	0 04	0 03	(a) Fires, Lights, Water and General Stores for Carriages, Stations, Ports, Offices, etc. .. .. .	4,967 14 97	0.23	0.35	4 5 21	0 03	0 03
3,105 15 42	0.15	0.22	3 2 24	0 02	0 02	(b) Wagon covers, ropes, etc. .. .. .	3,421 18 89	0.16	0.24	2 18 70	0 02	0 02
199 19 94	0.01	0.01	0 4 01	..	..	(c) Office and Station fittings and furniture .. .. .	1,507 5 41	0.07	0.11	1 5 85	0 01	0 01
						(d) Watch and Clockmakers .. .. .	307 4 95	0.02	0.02	0 5 27	..	..
15,411 5 85	0.75	1.07	15 8 84	0 10	0 08	Total IX ..	10,204 4 22	0.48	0.72	8 15 03	0 06	0 06
15,085 5 61	0.73	1.05	15 2 31	0 10	0 08	X.—Running Stores—						
2,517 3 81	0.12	0.17	2 10 45	0 02	0 01	Tools and Plant. oil, tallow, waste, etc. .. .. .	10,327 10 52	0.49	0.73	8 17 14	0 07	0 06
						XI.—Clothing .. .. .	2,050 5 01	0.10	0.15	1 15 17	0 01	0 01
7,016 14 60	0.34*	0.49	7 0 61	0 05	0 04	XII.—Catering—						
970 18 33	0.05	0.07	0 19 46	..	0 01	(a) Salaries of Catering Manager, Assistant and Staff ..	7,587 1 70	0.36	0.54	6 10 14	0 05	0 04
19,347 14 04	0.94	1.35	19 7 73	0 13	0 10	(b) Equipment .. .. .	762 2 94	0.03	0.05	0 13 07	..	..
						(c) Stores, Liquors, Licences .. .. .	19,145 4 75	0.90	1.35	16 8 39	0 12	0 11
						(d) Laundry and Disinfectant .. .. .	8 3 80	0.00	0.00	0 0 14	..	..
						(e) Mineral Factory and Ice Plant .. .. .	.. .. .	..	..	.. .. .	..	..
27,335 6 97	1.33	1.91	27 7 80	0 18	0 15	Total XII. ..	27,502 13 19	1.29	1.94	23 11 74	0 17	0 15
20,856 19 39	1.01	1.46	20 17 97	0 13	0 11	XIII.—Claims Investigation and Compensation .. .. .	3,381 11 45	0.16	0.24	2 18 00	0 02	0 02
7,548 4 23	0.37	0.53	7 11 27	0 05	0 04	XIV.—Printing and Stationery .. .. .	7,056 8 38	0.33	0.50	6 1 04	0 04	0 04
						*XV.—Passages of Officials on leave and repatriation of Asian labour	6,171 9 63	0.29	0.44	5 5 86	0 04	0 03
591,202 3 17	28.72	41.25	592 7 74	3 82	3 20	GRAND TOTAL ..	523,337 5 22	24.62	37.01	448 16 63	3 32	2 81

\* Expenditure previously included Abstract G.

## RAILWAYS.—Working Expenses of 1927 compared with 1926.—(contd.).

1926.

1927.

1926.						1927.																	
1		2		3		4		5		6		1		2		3		4		5		6	
Amount.		Percentage on receipts.		Percentage of expenditure.		Per mile of line open.		Per train mile		Per engine mile		Amount.		Percentage on receipts.		Percentage of expenditure.		Per mile of line open.		Per train mile		Per engine mile	
						998		3,094,895.		3,693,941.						1,166		3,152,983		3,723,435.			
£	s. c.	%	%	£	s. c.	s. c.	s. c.	£	s. c.	s. c.	£	s. c.	%	%	£	s. c.	s. c.	£	s. c.	s. c.	£	s. c.	
3,752	12 87	0.18	0.26	3 15 20	0 02 0 02																		
6,863	15 82	0.33	0.48	6 17 55	0 05 0 04																		
7,941	10 91	0.38	0.55	7 19 15	0 05 0 04																		
18,557	19 60	0.89	1.29	18 11 90	0 12 0 10																		
46,807	1 67	2.27	3.26	46 18 02	0 30 0 25																		
28,751	6 45	1.40	2.01	28 16 18	0 19 0 16																		
75,558	8 12	3.67	5.27	75 14 20	0 49 0 41																		
14,613	17 49	0.71	1.02	14 12 86	0 09 0 08																		
8,188	16 75	0.40	0.57	8 4 11	0 05 0 04																		
22,802	14 24	1.11	1.59	22 16 97	0 14 0 12																		
11,762	19 16	0.57	0.82	11 15 73	0 08 0 06																		
18,231	12 59	0.89	1.27	18 5 36	0 11 0 10																		
29,994	11 75	1.46	2.09	30 1 09	0 19 0 16																		
8,876	7 75	0.43	0.62	8 17 88	0 06 0 05																		
1,374	5 40	0.07	0.10	1 7 54	0 01 0 01																		
348	14 42	0.02	0.03	0 6 99	... ..																		
...	...	...	...	...	...																		
7,513	1 28	7.65	10.99	157 16 57	1 01 0 85																		

\* Expenditure previously included abstract G.

## RAILWAYS.—Working Expenses of 1927 compared with 1926.—(contd.)

1926.

1927.

1926.					1927.														
1		2		3		4		5		D.									
Amount.		Percentage on receipts.		Percentage of expenditure.		Per mile of line open.		Per train mile		General Charges									
						998		3,094,895.		Amount.		Percentage on receipts.		Percentage on expenditure.		Per mile of line open.		Per train mile	
£	s. c.	%	%	£	s. c.	s. c.	£	s. c.	s. c.	£	s. c.	%	%	£	s. c.	s. c.	£	s. c.	s. c.
6,204	8 20	0.30	0.43	6	4	34	0	04	0	I.—Administration.—	3,765	3 11	0.18	0.27	3	4	58	0	02
										(a) High Commissioner for Transport and Staff									
										(b) Railway Advisory Council ...	728	19 21	0.03	0.05	0	12	50	0	01
										(c) Consulting Engineers' fees and Crown Agents' Commission.	1,898	5 26	0.09	0.13	1	12	56	0	01
										Total I ...	6,392	7 58	0.30	0.45	5	9	64	0	04
										II.—Management.—									
7,695	4 37	0.37	0.54	7	14	21	0	05	0	(a) General Manager and Assistants ...	7,426	8 14	0.35	0.52	6	7	38	0	05
6,075	13 98	0.30	0.42	6	1	76	0	04	0	(b) Office ...	6,640	4 35	0.31	0.47	5	13	90	0	04
										(c) *Passages of officials on leave ...	945	17 93	0.05	0.07	0	16	22	0	01
13,770	18 35	0.67	0.96	13	15	97	0	09	0	Total II ...	15,012	10 42	0.71	1.06	12	17	50	0	10
										III.—Audit and Accounts.—									
4,352	5 51	0.21	0.30	4	7	22	0	03	0	(a) Chief Accountant and Assistants ...	4,145	15 93	0.20	0.29	3	11	11	0	03
3,621	4 43	0.18	0.25	3	12	57	0	02	0	(b) Audit Department ...	4,000	11 43	0.19	0.28	3	8	62	0	02
34,422	3 04	1.67	2.40	34	9	82	0	22	0	(c) Office ...	36,875	0 52	1.73	2.61	31	12	51	0	23
3,557	19 32	0.18	0.25	3	11	30	0	02	0	(d) Cash Office ...	3,605	2 27	0.17	0.26	3	1	84	0	02
1,081	11 41	0.05	0.08	1	1	68	0	01	0	(e) Printing and Stationery ...	808	3 96	0.04	0.06	0	13	86	0	01
										(f) *Passages of officials on leave ...	1,754	3 71	0.08	0.12	1	10	09	0	01
47,035	3 71	2.29	3.28	47	2	59	0	30	0	Total III ...	51,188	17 82	2.41	3.62	43	18	03	0	32
12,776	14 39	0.62	0.89	12	16	05	0	08	0	IV.—Watch and Ward ...	11,497	1 13	0.54	0.81	9	17	21	0	07
2,737	0 23	0.13	0.19	2	14	85	0	02	0	V.—Postal, Telephone, and Telegraph Services ...	3,163	9 12	0.15	0.23	2	14	26	0	02
4,680	11 70	0.23	0.33	4	13	80	0	03	0	VI.—Advertising ...	4,184	8 85	0.20	0.30	3	11	77	0	03
4,163	9 71	0.20	0.29	4	3	43	0	03	0	VII.—Unclassified Expenditure	2,654	14 82	0.12	0.19	2	5	54	0	02
91,368	6 29	4.44	6.37	91	11	03	0	59	0	Grand Total ...	94,093	9 74	4.43	6.66	80	13	95	0	60

\* Expenditure previously included abstract G.

## RAILWAYS.—Working Expenses of 1927 compared with 1926.—(contd.)

1926.

1927.

1			2		3		E. Steamer Services.	1			2		3	
Amount.			Percentage on receipts.		Percentage of expenditure.			Amount:			Percentage on receipts.		Percentage of expenditure.	
£	s.	c.	%	%	%	%		£	s.	c.	%	%	%	%
3,812	3	62	0·19	0·27			I.—General Superintendence.—							
3,157	2	33	0·15	0·22			(a) Controlling Superintendence ...	3,911	2	00	0·18	0·28		
							(b) Salaries of Head Office Staff, including House and Travelling allowances ...	3,307	6	36	0·16	0·23		
6,969	5	95	0·34	0·49			Total I ...	7,218	8	36	0·34	0·51		
6	5	00	...	...			II.—Subordinate Superintendence.—							
							Salaries of Foremen ...	709	7	10	0·03	0·05		
22,905	4	03	1·11	1·60			III.—Running Expenses.—							
16,541	4	87	0·81	1·15			(a) Superintendence ...	22,465	9	20	1·06	1·50		
626	14	74	0·03	0·04			(b) Salaries of Tug Masters, Engineers, Steamer Clerks, etc. ...	17,683	4	75	0·83	1·25		
							(c) Miscellaneous including Office Expenses Travelling and House allowances ...	407	15	07	0·02	0·03		
40,073	3	64	1·95	2·79			Total III ...	40,556	9	02	1·91	2·87		
19,912	0	61	0·97	1·39			IV.—Maintenance.—							
1,816	0	70	0·09	0·13			(a) Ships ...	15,870	3	83	0·75	1·12		
607	10	21	0·03	0·04			(b) Machinery in Shops ...	907	12	16	0·04	0·06		
452	8	38	0·02	0·03			(c) Tools and Plants ...	47	18	38	...	...		
							(d) Training of African Apprentices ...	515	8	50	0·02	0·04		
							(e) Working Water Pump ...	586	6	45	0·03	0·04		
22,787	19	90	1·11	1·59			Total IV ...	17,827	9	32	0·84	1·26		
1,928	10	90	0·09	0·13			V.—Equipment.—							
							General Stores, ropes, tarpaulins, Office Fittings and Furniture ...	1,844	8	48	0·09	0·13		
27,591	0	12	1·34	1·93			VI.—Fuel.—							
599	14	12	0·03	0·04			(a) Fuel ... { Wood 10,502 tons } ...	23,622	3	09	1·11	1·67		
							(b) Labour ... { Oil 1,128,556 gall. } ...	452	15	55	0·02	0·03		
28,190	14	24	1·37	1·97			Total VI ...	24,074	18	64	1·13	1·70		
2,033	3	52	0·10	0·14			VII.—Oil, Tallow, etc. ...	1,507	0	33	0·07	0·11		
269	7	58	0·01	0·02			VIII.—New Minor Works ...	17	17	68	...	...		
2,289	7	16	0·11	0·16			IX.—Maintenance of Channels & Upkeep of Lights.—							
124	1	49	0·01	0·01			(a) Channels ...	2,438	3	57	0·11	0·17		
364	4	68	0·01	0·03			(b) Lights ...	323	12	12	0·02	0·02		
							(c) Survey ...	491	4	51	0·02	0·04		
2,777	13	33	0·13	0·20			Total IX ...	3,253	0	20	0·15	0·23		
2,252	0	07	0·11	0·16			X.—Catering.—							
284	14	67	0·01	0·02			(a) Salaries and wages of staff ...	2,395	14	16	0·11	0·17		
9,757	16	06	0·48	0·68			(b) Equipment ...	601	5	90	0·03	0·04		
							(c) Stores, Liquors, licences, etc. ...	9,164	2	79	0·43	0·65		
12,294	10	80	0·60	0·86			Total X ...	12,161	2	85	0·57	0·86		
356	19	03	0·02	0·02			XI.—Printing and Stationery ...	374	16	57	0·02	0·03		
...	...	...	...	...			XII.—Passages of Officials on leave and Repatriation of Asian Labour ...	3,288	7	01	0·16	0·23		
117,687	13	89	5·72	8·21			Grand Total ...	112,833	5	56	5·31	7·98		

°Expenditure previously included abstract G.

## RAILWAYS.—Working Expenses of 1927 compared with 1926.—(contd.)

1926.

1927.

1			2	3	F. Motor Services.	1			2	3
Amount.			Percentage on receipts.	Percentage of expenditure.		Amount.			Percentage on receipts.	Percentage of expenditure.
£	s.	c.	%	%		£.	s.	c.	%	%
750	6	72	0·03	0·05	I.—Superintendence.— Salary of Motor Transport Officer and Office Expenses	751	13	41	0·04	0·05
622	9	54	0·03	0·04	II.—Office.— Salaries of Clerks ...	266	9	57	0·01	0·02
					III.—Station Staff.— Salaries of Clerks and Labour etc., including office Expenses ...	403	14	02	0·02	0·03
1,255	19	79	0·06	0·09	IV.—Running Expenses.— (a) Driver and Guards ...	1,313	4	03	0·06	0·09
6,123	17	67	0·30	0·43	(b) Stores ...	6,672	12	72	0·31	0·47
7,379	17	46	0·36	0·52	Total IV ...	7,985	16	75	0·37	0·56
2,780	13	63	0·14	0·20	V.—Maintenance of Cars.— (a) Salaries of Motor Mechanics ...	2,646	2	59	0·12	0·19
Cr. 372	5	01	0·02	0·03	(b) Stores and Materials ...	2,499	16	93	0·12	0·18
2,408	8	62	0·12	0·17	Total V ...	5,145	19	52	0·24	0·37
					VI.—*Passages of officials on leave	131	2	78	0·01	0·01
11,161	2	34	0·54	0·78	Grand Total ...	14,684	16	11	0·69	1·04

\* Expenditure previously included abstract G.



## RAILWAYS.—Working Expenses of 1927 compared with 1926.—(concl'd.).

1926.

1927.

1		2		3		4		5		G. Miscellaneous Expenditure.	1		2		3		4		5	
Amount.		Percentage on receipts.		Percentage of expenditure.		Per mile of line open. 998.		Per train mile 3,094,895.			Amount.		Percentage on receipts.		Percentage of expenditure.		Per mile of line open. 1,166		Per train mile 3,152,983	
£	s. c.	%	%	£	s. c.	s. c.	£	s. c.	£		s. c.	%	%	£	s. c.	s. c.	£	s. c.	s. c.	
23,800	9 00	1.17	1.66	23	16	96	0	15	I.—Provident Fund and Gratuities from Revenue Account ...	26,144	3 09	1.23	1.85	22	8	44	0	17		
906	11 23	0.04	0.06	0	18	17	0	01	II.—Repatriation of Indian labour, including Expenses of Indian Agency	† 688	12 51	0.03	0.05	0	11	81	0	00		
16,739	19 06	0.81	1.16	16	15	47	0	11	III.—Passages of officials on leave	...	...	...	...	...	...	...	...			
1,513	7 79	0.07	0.11	1	10	33	0	01	IV.—Legal expenses ...	1,476	12 13	0.07	0.11	1	5	33	0	01		
4,557	1 09	0.22	0.32	4	11	32	0	03	V.—Exchange ...	3,871	16 63	0.18	0.27	3	6	41	0	02		
10,577	16 51	0.51	0.74	10	11	98	0	07	VI.—Medical Services ...	10,616	14 85	0.50	0.75	9	2	11	0	07		
2,979	15 94	0.14	0.21	2	19	72	0	02	VII.—Pensions and Gratuities...	2,159	18 76	0.10	0.15	1	17	05	0	01		
374	9 69	0.02	0.02	0	7	51	...	...	VIII.—Grants to Railway Clubs and Institutes ...	972	9 69	0.05	0.07	0	16	68	0	01		
105	19 50	0.01	0.01	0	2	12	...	...	IX.—Educational Scholarships	53	7 50	...	...	0	0	91	...			
61,555	9 81	2.99	4.29	61	13	58	0	40	Total ...	45,983	15 16	2.16	3.25	39	8	74	0	29		

° Expenditure now included under individual abstracts.

† Excluding Repatriation of Indian Labour.

HARBOURS.—*Working Expenses of 1927.*

1927

Particulars.	Amount.		
	£	S.	C.
<i>Abstract (A)—Docks, Harbours, Jetties, Wharves and Quays—</i>			
1. Dredging... ..	23	13	73
2. Jetties, Wharves and Quays ...	103	17	28
3. Breakwaters and Sea Walls ...	...	...	...
4. Fenders, Floats etc. ... ..	215	9	58
5. Lighting and Buoying ... ..	282	17	23
6. Ferries ... ..	2,356	0	99
7. Moorings ... ..	107	12	54
8. Roads and open spaces ... ..	1,284	19	51
9. Buildings and Grounds—			
(a) Port Buildings ... ..	1,131	6	24
(b) Staff Quarters ... ..	563	2	51
Total (9) ... ..	1,694	8	75
10. Conservancy ... ..	1,465	11	28
11. Miscellaneous—			
(a) Lighting ... ..	929	14	59
(b) Boats, Barges and pontoons.	299	5	92
(c) Surveying ... ..	...	...	...
(d) Coast Lights ... ..	184	2	84
Total (11) ... ..	1,413	3	35
Total (A) ... ..	8,947	14	24
<i>Abstract (B)—Berthing, Supervision etc., of Shipping—</i>			
1. Salaries of Port Captain, Assistant and Pilots ... ..	4,932	17	69
2. Office Expenses ... ..	3,839	1	77
3. Uniforms and waterproof clothing.	72	2	12
4. Ropes, springs, stores etc. .	187	18	79
5. Life saving apparatus ... ..	...	...	...
Total (B) ... ..	9,032	0	37

## HARBOURS.—Working Expenses of 1927.—(contd.).

1927

Particulars.	Amount.		
	£	S.	C.
<i>Abstract (C) Water</i> ... ..	135	13	21
<i>Abstract (D) Tugs, Launches and Lighters</i>	7,537	19	71
<i>Abstract (E) Cranes and Mechanical Appliances</i> ... ..	12,106	8	00
<i>Abstract (F) Ballast</i> ... ..	...	...	...
<i>Abstract (G) Dry Docks and Slips</i> ...	...	...	...
<i>Abstract (H) Railway Working—</i>			
1. Salaries of Yard working supervising staff and Assistants ... ..	1,546	15	97
2. Office Expenses ... ..	244	1	44
3. Yard Staff ... ..	495	19	83
4. Locomotive charges ... ..	6,822	1	99
5. Maintenance of Lines ... ..	1,795	19	26
6. Maintenance of Engines and Rolling stock ... ..	4,832	0	00
7. Landing, Shipping and Transhipping cargo—			
(a) Salaries of cargo foremen ...	2,092	17	58
(b) Wages of Revenue, Tally and delivery clerks ...	2,199	13	97
(c) Contract Lightering and Handling ... ..	328	13	65
(d) Claims ... ..	3	16	80
Total (7) ... ..	4,625	2	00
8. Miscellaneous—			
(a) Weighing ... ..	553	1	00
(b) Bunkering ... ..	...	...	...
Total (8) ... ..	553	1	00
Total (H) ... ..	20,915	1	49

## HARBOURS.—Working Expenses of 1927.—(concl'd.).

1927.

Particulars.	Amount.		
	£	S.	C.
<i>Abstract (I) General Charges—</i>			
1. Superintendence—			
(a) Port Manager and Assistants	1,826	15	26
(b) Office           ...       ...	2,007	9	08
Total (1)   ...	3,834	4	34
2. Accounts—			
(a) Supervision   ...       ...	689	13	34
(b) Office           ...       ...	1,291	10	58
Total (2)   ...	1,981	3	92
3. Watch and Ward   ...       ...	1,535	5	41
Total (I)   ...	7,350	13	67
<i>Abstract (J) Miscellaneous Expenditure—</i>			
1. Provident Fund   ...       ...	767	18	20
2. Medical Services   ...       ...	274	12	98
3. Passages of Officials on leave .	1,618	19	99
Total (J)   ...	2,661	11	17

## RAILWAYS.—Comparison between Estimates and Expenditure, 1927.

## ABSTRACT (A).

Particulars.	Estimate.	Expenditure.	Saving.	Excess	REMARKS.
	£	£	£	£	
<b>I. General Superintendence.—</b>					
(a) Salaries of Chief Engineer, District Engineers, Assistants and Land Surveyor	14,799	13,100	1,699	...	
(b) Offices ... ..	15,351	14,440	911	...	
(c) Subordinate superintendence ... ..	25,206	19,167	6,039	...	
<b>Total I</b> ...	<b>55,356</b>	<b>46,707</b>	<b>8,649</b>	<b>...</b>	
<b>II. Maintenance &amp; minor Renewals of Permanent Way.—</b>					
(1) (a) Maintenance gangs ...	62,490	48,239	14,251	...	
(1) (b) Trolley-men and chainmen	3,689	3,047	642	...	
(1) (c) Establishment ...	13,064	11,728	1,336	...	
(2) Materials ...	14,000	4,789	9,211	...	
(3) Ballasting ...	4,000	2,197	1,803	...	
(4) Repairs to banks ...	7,000	2,855	4,145	...	
<b>Total II</b> ...	<b>104,243</b>	<b>72,855</b>	<b>31,388</b>	<b>...</b>	
<b>III. Repairs to bridges, &amp;c.—</b>					
(1 & 2) { Bridges and culverts ... } { Repairs to damages caused by floods ... }	8,000	2,199	5,801	...	
<b>Total III</b> ...	<b>8,000</b>	<b>2,199</b>	<b>5,801</b>	<b>...</b>	
<b>IV. Maintenance &amp; minor Renewals of Station buildings, &amp;c.—</b>					
(1) Station buildings and Plant...	7,000	5,065	1,935	...	
(2) Staff quarters ...	11,000	7,944	3,056	...	
(3) Telegraphs ...	6,240	4,862	1,378	...	
<b>Total IV</b> ...	<b>24,240</b>	<b>17,871</b>	<b>6,369</b>	<b>...</b>	
<b>V. Miscellaneous Expenditure.—</b>					
(1) Road making, bush clearing and Plantations ...	6,500	4,173	2,327	...	
(2) Tools and plant ...	6,000	3,942	2,058	...	
(3) Repairs to piers & docks ...	2,000	1,952	48	...	
(4) Conservancy ...	10,000	7,569	2,431	...	
(5) New minor works ...	13,150	13,522	...	372	} Provision insufficient.
(6) Water supplies ...	3,700	4,883	...	1,183	
<b>Total V</b> ...	<b>41,350</b>	<b>36,041</b>	<b>5,309</b>	<b>...</b>	
<b>VI. Estates Officer</b> ... ..	<b>370</b>	<b>203</b>	<b>167</b>	<b>...</b>	
<b>VII. Passages of Officials on leave and Repatriation of Asian labour</b> ... ..	<b>3,000</b>	<b>2,331</b>	<b>669</b>	<b>...</b>	
<b>VIII. Printing and Stationery</b> ...	<b>1,000</b>	<b>562</b>	<b>438</b>	<b>...</b>	
<b>Grand Total</b> ...	<b>237,559</b>	<b>178,769</b>	<b>58,790</b>	<b>...</b>	<b>Due to general economy.</b>

## RAILWAYS.—Comparison between Estimates and Expenditure, 1927.

## ABSTRACT (B).

Particulars.	Estimate.	Expenditure.	Saving.	Excess.	REMARKS.
	£	£	£	£	
<b>I. General Superintendence.—</b>					
(a) Salaries of Superintendent and Assistants ...	17,359	14,852	2,507	...	
(b) Travelling, house allowances and Contingencies ...	3,000	1,906	1,094	...	
<b>Total I</b> ...	20,359	16,758	3,601	...	
<b>II. Offices.—</b>					
(a) Salaries of office staff ...	19,701	16,651	3,050	...	
(b) Travelling, house allowances and Contingencies ...	2,100	1,615	485	...	
<b>Total II</b> ...	21,801	18,266	3,535	...	
<b>III. Station and Pier Staffs.—</b>					
(a) Salaries of Station and Pier Masters, Signallers, Clerks, etc., etc. ...	136,025	121,258	14,767	...	
(b) Loading and unloading of vessels ...	27,500	20,705	6,795	...	
(c) Relieving, Travelling, house allowances and Contingencies ...	3,250	4,019	...	769	
(d) Loading and unloading of Trucks ...	...	152	...	152	Provision insufficient.
<b>Total III</b> ...	166,775	146,134	20,641	...	
<b>IV. Running Shed Staff.—</b>					
(a) Salaries of Foremen, Assistants, and Clerks ...	3,698	3,619	79	...	
(b) Salaries of Fuelling Cleaning and care of engine staff ...	10,430	11,465	...	1,035	Underestimated.
(c) Travelling, house allowances and Contingencies ...	143	132	11	...	
<b>Total IV</b> ...	14,271	15,216	...	945	
<b>V. Running Staff.—</b>					
(a) Salaries of Guards, Drivers, firemen, etc. ...	61,008	56,721	4,287	...	
(b) House allowance and contingencies ...	3,600	1,991	1,609	...	
(c) Overtime and trip allowances ...	38,000	38,826	...	826	Provision insufficient.
<b>Total V</b> ...	102,608	97,538	5,070	...	
<b>VI. Fuel</b> ...	173,000	149,345	23,655	...	
<b>VII. Water, including wages of pumping staff</b> ...	10,966	11,492	...	526	Provision insufficient
<b>VIII. Cleaning of Carriages and Wagons</b>					
(a) Wages ...	1,343	1,286	57	...	
(b) Materials ...	750	608	142	...	
<b>Total VIII</b> ...	2,093	1,894	199	...	
<b>IX. Station Stores (Fuel, Lighting, Water, etc).—</b>					
a) Fires, Lights, Water and General Stores for Carriages, stations, Ports, offices, etc. ...	7,899	4,968	2,931	...	
(b) Wagon covers, ropes, etc. ...	6,392	3,422	2,970	...	
(c) Office and station fittings and furniture ...	2,870	1,507	1,363	...	
(d) Watch and Clockmakers ...	300	307	...	7	
<b>Total IX</b> ...	17,461	10,204	7,257	...	
<b>X. Running Stores.—</b>					
Tools and Plant, oil, tallow, waste, etc. ...	15,383	10,327	5,056	...	
<b>XI. Clothing</b> ...	3,016	2,050	966	...	
<b>XII. Catering.—</b>					
(a) Salaries of Catering Manager, Assistant and staff ...	9,368	7,587	1,781	...	
(b) Equipment ...	1,350	762	588	...	
(c) Stores, Liquors, Licences ...	20,800	19,146	1,654	...	
(d) Laundry and Disinfectant ...	960	8	952	...	
(e) Mineral factory and ice plant ...	870	...	870	...	
<b>Total XII</b> ...	33,348	27,503	5,845	...	
<b>XIII. Claims investigation and Compensation</b> ...	4,620	3,382	1,238	...	
<b>XIV. Printing and Stationery</b> ...	9,535	7,057	2,478	...	
<b>XV. Passages of officials on leave and Repatriation of Asian Labour</b> ...	4,437	6,171	...	1,734	Underestimated.
<b>GRAND TOTAL.</b> ...	599,673	523,337	76,336	...	Due to general economy.

## RAILWAYS.—Comparison between Estimates and Expenditure, 1927.

## ABSTRACT (C.)

Particulars.	Esti- mate.	Expendi- ture.	Saving.	Ex- cess.	REMARKS.
	£	£	£	£	
<b>I. General Superintendence.—</b>					
(a) Salaries of Mechanical Engineer and Workshop Manager and Assistants	4,170	4,648	...	478	Provision insufficient.
(b) Subordinate Superintendence ... ..	11,707	11,139	568	...	
(c) Offices ... ..	9,441	8,682	759	...	
Total I ...	25,318	24,469	849	...	
<b>II. Maintenance of Engines.—</b>					
(1) Wages ... ..	56,375	51,360	5,015	...	
(2) Materials ... ..	33,465	26,383	7,082	...	
Total II ...	89,840	77,743	12,097	...	
<b>III. Maintenance of Coaching Stock.—</b>					
(1) Wages ... ..	17,880	13,834	4,046	...	
(2) Materials ... ..	10,540	9,963	577	...	
Total III ...	28,420	23,797	4,623	...	
<b>IV. Maintenance of Goods Stock.</b>					
(1) Wages ... ..	23,837	21,224	2,613	...	
(2) Materials ... ..	21,253	18,801	2,452	...	
Total IV ...	45,090	40,025	5,065	...	
<b>V. Maintenance of Machinery, tools, plant, pumps, etc. ...</b>	11,800	10,364	1,436	...	
<b>VI. Training African Apprentices</b>	3,000	1,306	1,694	...	
<b>VII. Printing and Stationery ...</b>	700	334	366	...	
<b>VIII. Passages of Officials on leave and repatriation of Asian Labour ... ..</b>	5,190	3,047	2,143	...	
<b>Grand Total ...</b>	<b>209,358</b>	<b>181,085</b>	<b>28,273</b>	<b>...</b>	<b>Due to general economy.</b>

## RAILWAYS.—Comparison between Estimates and Expenditure, 1927.

## ABSTRACT (D.)

Particulars.	Estimate.	Expenditure.	Saving.	Excess.	REMARKS.
	£	£	£	£	
<b>I. Administration.—</b>					
(a) High Commissioner for Transport and Staff ...	4,200	3,765	435	...	
(b) Railway Advisory Council	1,500	729	771	...	
(c) Consulting Engineers' fees and Crown Agents Commission ...	1,300	1,898	...	598	Provision insufficient.
Total I ...	7,000	6,392	608	...	
<b>II. Management.—</b>					
(a) General Manager and Assistants ...	7,541	7,427	114	...	
(b) Office ...	6,247	6,640	...	393	Under estimated.
(c) Passages of Officials on leave	1,200	946	254	...	
Total II ...	14,988	15,013	...	25	
<b>III. Audit and Accounts.—</b>					
(a) Chief Accountant and Assistants ...	5,400	4,146	1,254	...	
(b) Audit Department ...	4,300	4,001	299	...	
(c) Office ...	40,282	36,875	3,407	...	
(d) Cash Office ...	3,904	3,605	299	...	
(e) Printing and Stationery ...	1,000	808	192	...	
(f) Passages of Officials on leave	1,600	1,754	...	154	
Total III ...	56,486	51,189	5,297	...	
<b>IV. Watch and Ward ...</b>	11,356	11,497	...	141	Provision insufficient.
<b>V. Postal, Telephone, and Telegraph services ...</b>	3,000	3,164	...	164	
<b>VI. Advertising ...</b>	6,500	4,184	2,316	...	
<b>VII. Unclassified Expenditure ...</b>	4,200	2,655	1,545	...	
Grand Total ...	103,530	94,094	9,436	...	Due to general economy.



## RAILWAYS.—Comparison between Estimates and Expenditure, 1927.

## ABSTRACT (E).

Particulars.	Estimate.	Expenditure.	Saving.	Excess	REMARKS.
	£	£	£	£	
<b>I. General Superintendence.—</b>					
(a) Controlling Superintendence	3,760	3,911	...	151	Provision insufficient.
(b) Salaries of Head Office Staff, including Travelling allowances contingencies and Office Expenses	3,545	3,307	238	...	
<b>Total I</b>	7,305	7,218	87	...	
<b>II. Subordinate Superintendence.—</b>					
Salaries of Foremen	1,080	709	371	...	
<b>III. Running Expenses.—</b>					
(a) Superintendence	24,207	22,466	1,741	...	
(b) Salaries of Tug Masters, Engineers, Steamer Clerks, etc.	23,192	17,684	5,508	...	
(c) Other expenses, house and Travelling allowances, contingencies and Office Expenses	840	407	433	...	
<b>Total III</b>	48,239	40,557	7,682	...	
<b>IV. Maintenance.—</b>					
(a) Ships	18,200	15,870	2,330	...	
(b) Machinery in Shops	900	807	93	...	
(c) Tools and Plant	750	49	701	...	
(d) Training of African Apprentices	750	515	235	...	
(e) Working Water Pump	600	586	14	...	
<b>Total IV</b>	21,200	17,827	3,373	...	
<b>V. Equipment.—</b>					
General Stores, ropes, tarpaulins, etc.	2,500	1,844	656	...	
<b>VI. Fuel.—</b>					
(a) Fuel	30,000	23,622	5,925	...	
(b) Labour	...	453			
<b>Total VI</b>	30,000	24,075	5,925	...	
<b>VII. Oil, Tallow, etc.</b>	3,000	1,507	1,493	...	
<b>VIII. New minor Works</b>	500	18	482	...	
<b>IX. Maintenance of Channels and upkeep of Lights</b>					
(a) Channels	200	2,438	...	2,238	} Due to heavy blockage on Lake Kioga.
(b) Lights	500	324	176	...	
(c) Survey	1,330	491	839	...	
<b>Total IX</b>	2,030	3,253	...	1,223	
<b>X. Catering.—</b>					
(a) Salaries and wages of staff	12,600	2,396	439	...	
(b) Equipment		601			
(c) Stores, Liquors, licences, etc.		9,164			
<b>Total X</b>	12,600	12,161	439	...	
<b>XI. Printing and Stationery</b>	350	375	...	25	} Under estimated.
<b>XII. Passages of officials on leave and repatriation of Asian Labour.</b>	1,500	3,289	...	1,789	
<b>Grand Total</b>	130,304	112,833	17,471	...	Due to general economy.

## RAILWAYS.—Comparison between Estimates and Expenditure, 1927.

## ABSTRACT (F.)

Particulars.	Estimate.	Expendi- ture.	Saving.	Excess.	REMARKS.
	£	£	£	£	
<b>I. Superintendence.—</b>					
Salary of Motor Transport Officer and office expenses	673	752	...	79	Provision insufficient.
<b>II. Office.—</b>					
Salaries of Clerks ...	336	266	70	...	
<b>III. Station staff.—</b>					
Salaries of clerks and labour etc., including office expenses ...	1,224	404	820	...	
<b>IV. Running Expenses.—</b>					
(a) Drivers and Guards ...	1,600	1,313	287	...	
(b) Stores ...	9,000	6,673	2,327	...	
Total IV ...	10,600	7,986	2,614	...	
<b>V. Maintenance of cars.—</b>					
(a) Salaries of Motor Mechanics ...	4,060	2,646	1,414	...	} Excesses small.
(b) Stores and material ...	2,380	2,500	...	120	
Total V ...	6,440	5,146	1,294	...	
<b>VI. Passages of officials on leave.—</b>					
	120	131	...	11	
Grand Total ...	19,393	14,685	4,708	...	Due to general economy.

## RAILWAYS,—Comparison between Estimates and Expenditure, 1927.

## ABSTRACT (G).

Particulars.	Esti- mate.	Expendi- ture.	Saving.	Ex- cess.	REMARKS.
	£	£	£	£	
I. <i>Provident Fund and Gratuities from Revenue Account...</i>	31,000	26,144	4,856	...	
II. <i>Expenses of Indian Agency ...</i>	2,300	688	1,612	...	
III.	...	...	...	...	
IV. <i>Legal expenses ...</i>	1,700	1,477	223	...	
V. <i>Exchange ...</i>	3,000	3,871	...	871	} Provision insufficient.
VI. <i>Medical Services ...</i>	10,000	10,617	...	617	
VII. <i>Pensions and Gratuities</i>	3,337	2,160	1,177	...	
VIII. <i>Grants to Railway Clubs and Institutes</i>	1,000	972	28	...	
IX. <i>Educational Scholarships ...</i>	200	54	146	...	
Grand Total ...	52,537	45,983	6,554	...	

## HARBOURS.—Comparison between Estimates and Expenditure, 1927.

Particulars.	Estimate.	Expenditure.	Saving.	Excess.	REMARKS.
	£	£	£		
<i>Abstract (A)—Docks, Harbours, Jetties, Wharves and Quays—</i>					
1. Dredging ... ..	100	24	76	...	
2. Jetties, Wharves and Quays	...	104	...	104	} Provision insufficient.
3. Breakwaters and Sea Walls	...	...	...	...	
4. Fenders, Floats etc. ...	100	215	...	115	
5. Lighting and Buoying ...	350	283	67	...	
6. Ferries ... ..	2,550	2,356	194	...	
7. Moorings ... ..	220	108	112	...	
8. Roads and open spaces ...	1,168	1,285	...	117	} Provision insufficient.
9. Buildings and Grounds—					
(a) Port Buildings ...	600	1,131	...	531	
(b) Staff Quarters ...	544	563	...	19	
Total (9) ...	1,144	1,694	...	550	
10. Conservancy ... ..	1,171	1,466	...	295	} Provision insufficient.
11. Miscellaneous—					
(a) Lighting ... ..	500	930	...	430	
(b) Boats, Barges and Pontoons ...	160	299	...	139	
(c) Surveying ... ..	...	...	...	...	
(d) Coast Lights ... ..	241	184	57	...	
Total (11) ...	901	1,413	...	512	
Total (A) ...	7,704	8,948	...	1,244	
<i>Abstract (B)—Berthing, Supervision of Shipping—</i>					
1. Salaries of Port Captain, Assistant and Pilots ...	4,584	4,933	...	349	} Provision insufficient.
2. Office Expenses ... ..	3,728	3,839	...	111	
3. Uniforms and waterproof clothing ... ..	200	72	128	...	
4. Ropes, springs, stores etc.	250	188	62	...	
5. Life saving apparatus ...	...	...	...	...	
Total (B) ...	8,762	9,032	...	270	

## HARBOURS.—Comparison between Estimates and Expenditure, 1927.

Particulars.	Estimate.	Expenditure.	Saving.	Excess.	REMARKS.
	£	£	£	£	
<i>Abstract (C)—Water</i> ...	126	136	...	10	Excess small.
<i>Abstract (D)—Tugs, Launches and Lighters</i> ...	8,450	7,538	912	...	
<i>Abstract (E)—Cranes and Mechanical Appliances</i> ...	14,024	12,106	1,918	...	
<i>Abstract (F)—Ballast</i> ...	50	...	50	...	
<i>Abstract (G)—Dry Docks and Slips</i> ...	...	...	...	...	
<i>Abstract (H)—Railway Working</i>					
1. Salaries of Yard working supervising staff and Assistants ...	1,325	1,547	...	222	Provision insufficient.
2. Office Expenses ...	180	244	...	64	
3. Yard Staff ...	480	496	...	16	
4. Locomotive charges ...	8,328	6,822	1,506	...	Provision insufficient covered by saving.
5. Maintenances of Lines ...	1,936	1,796	140	...	
6. Maintenance of Engines and Rolling stock ...	4,772	4,832	...	60	
7. Landing, Shipping and Transhipping cargo—					
(a) Salaries of cargo foremen ...	1,760	2,093	...	333	
(b) Wages of Revenue, Tally and delivery clerks ...	1,689	2,200	...	511	
(c) Contract Lightering and Handling ...	...	328	...	328	
(d) Claims ...	...	4	...	4	
Total (7) ...	3,449	4,625	...	1,176	
8. Miscellaneous—					
(a) Weighing ...	500	553	...	53	
(b) Bunkering ...	...	...	...	...	
Total (8) ...	500	553	...	53	
Total (H) ...	20,970	20,915	55	...	

## HARBOURS.—Comparison between Estimates and Expenditure, 1927.

Particulars.	Estimate.	Expenditure.	Saving.	Excess.	REMARKS.
	£	£	£	£	
<i>Abstract (I)—General Charges—</i>					
1. Superintendence—					
(a) Port Manager and Assistants ...	2,082	1,827	255	...	
(b) Office ...	2,087	2,007	80	...	
Total (1) ...	4,169	3,834	335	...	
2. Accounts—					
(a) Supervision ...	813	690	123	...	
(b) Office ...	1,667	1,292	375	...	
Total (2) ...	2,480	1,982	498	...	
3. Watch and Ward ...	2,000	1,535	465	...	
Total (I) ...	8,649	7,351	1,298	...	
<i>Abstract (J)—Miscellaneous Expenditure—</i>					
1. Provident Fund ...	1,000	768	232	...	
2. Medical Services ...	300	274	26	...	
3. Passages of officials on leave	1,500	1,619	...	119	Under estimated.
Total (J) ...	2,800	2,661	139	...	

## Expenditure against Funds, provided under Uganda Railway Acts 1896 and 1902.

Heads of account.	Expenditure during 1927.		Expenditure to 31st Dec. 1926.		Expenditure to 31st Dec. 1927.	
	£	s. d.	£	s. d.	£	s. d.
Administration and General charges ...	...	...	423,816	10 11	423,816	10 11
Surveys ...	...	...	80,469	12 1	80,469	12 1
Land ...	...	...	22,173	10 9	22,173	10 9
Formation ...	...	...	1,261,776	0 0	1,261,776	0 0
Bridge work ...	...	...	771,722	17 5	771,722	17 5
Fencing ...	...	...	16,998	0 10	16,998	0 10
Telegraph ...	...	...	61,196	19 5	61,196	19 5
Ballast and permanent way ...	...	...	1,585,933	6 2	1,585,933	6 2
Stations and buildings ...	42,933	9 1	729,573	11 6	772,507	0 7
Equipment ...	...	...	523,199	13 5	523,199	13 5
Plant ...	...	...	107,751	17 8	107,751	17 8
Ferries and jetties ...	...	...	42,034	19 10	42,034	19 10
Loss and depreciation ...	...	...	4,758	14 9	4,758	14 9
<b>Total cost</b> ...	<b>42,933</b>	<b>9 1</b>	<b>5,631,405</b>	<b>14 9</b>	<b>5,674,339</b>	<b>3 10</b>
<b>Advances to General Account</b> ...					<b>12,097</b>	<b>11 4</b>
<b>Total</b> ...					<b>5,686,436</b>	<b>15 2</b>

## STATEMENT No. 16A.

## Expenditure against current Capital Estimates to 31st December, 1927.

Estimate No.	Particulars.	Provision.	Expended during 1927.	Expended to 31st Dec., 1926.	Total expended.	UN-EXPENDED BALANCE.
		£	£	£	£	£
186	Head Quarters Offices ...	40,000	34,467	5,533	40,000	...
172, 173, 177, 181 182	} Quarters for Europeans ...	68,998	7,482	49,945	5,7427	11,571
178 179, 180 183						
185						
168, 169, 170, 171, 174, 175 184 15 R.B. (R)	} Houses for Africans ...	25,000	984	24,489	25,473	527
<b>Total</b> ...						

## Total Expenditure on Railway Works Extraordinary. (Kenya Colony).

Particulars.								Amount.	
								£	
Lake Steamers	...	...	...	...	...	...	...	185,732	
Surveys	..	...	...	...	...	...	...	21,302	
Piers and Wharves		...	...	...	...	...	...	80,368	
Stations	...	...	...	...	...	...	...	8,895	
Goods Sheds and other Buildings		...	...	...	...	...	...	21,320	
Station Yards and Sidings	...	...	...	...	...	...	...	21,159	
Staff Quarters	...	...	...	...	...	...	...	35,024	
Examining Pits	...	...	...	...	...	...	...	2,465	
Equipment	...	...	...	...	...	...	...	21,581	
Miscellaneous	...	...	...	...	...	...	...	22,037	
							Total	...	419,883

## STATEMENT No. 18.

## Expenditure against Magadi Works Extraordinary. (Kenya Colony)

Particulars.								Expended to 31st Dec. 1927.	
								£	
Regrading	...	...	...	...	...	...	...	30,995	
Locomotives	...	...	...	...	...	...	...	44,528	
Bogies	...	...	...	...	...	...	...	22,017	
New station, Mbululu	...	...	...	...	...	...	...	1,342	
Extension to Loco sheds	...	...	...	...	...	...	...	3,820	
New plant	...	...	...	...	...	...	...	3,500	
Houses at Kilindini	...	...	...	...	...	...	...	5,764	
do. at Makindu	...	...	...	...	...	...	...	4,630	
Running room, Voi	...	...	...	...	...	...	...	1,755	
Water supply, Samburu	...	...	...	...	...	...	...	26,882	
Braking stock	...	...	...	...	...	...	...	3,392	
Brake vans	...	...	...	...	...	...	...	5,423	
Tyer's Tablets	...	...	...	...	...	...	...	4,004	
Steel ballast trucks	...	...	...	...	...	...	...	2,256	
Staff quarters	...	...	...	...	...	...	...	990	
							Total	...	161,298

## STATEMENT No. 19.

## Expenditure against Loan of £250,000. (Kenya Colony).

Particulars.	Amount Advanced.	Expended during 1927.	Expended to end of Dec. 1926.	Total Expenditure.	Unexpended balance.
	£	£	£	£	£
Kilindini deep water pier	...	...	10,459	10,459	} Ex. 30,521
Thika Railway (Kenya Colony Accounts)	42,000	...	62,062	62,062	
Total	42,000	...	72,521	72,521	Ex. 30,521

NOTE.—Excess of £30,521 met from Loan of £375,000 (reference Statement No. 20).



## Expenditure against Loan of £375,000. (Kenya Colony.)

Particulars.	Appropriation.	Expended during 1927.	Expended to 31st Dec. 1926.	Total.	Unexpended balance.
	£	£	£	£	£
Rolling Stock ... ..	174,403	...	174,403	174,403	...
Staff Quarters ... ..	22,860	...	22,860	22,860	...
Traffic Improvements ...	21,276	1,026	20,250	21,276	...
Loco Improvements ... ..	9,877	...	9,877	9,877	...
Improvements to General Stores	3,562	...	3,562	3,562	...
Improvements to Lake Ports ...	34,519	...	34,519	34,519	...
New Cargo Steamer ... ..	44,076	...	44,076	44,076	...
Improvements to Kilindini Pier	33,906	...	33,906	33,906	...
Total ... ..	344,479	1,026	343,453	344,479	...
Excess on Loan of £250,000 (Statement No. 19) ... ..	30,521	...	30,521	30,521	...
Total ... ..	375,000	1,026	373,974	375,000	...

## Expenditure against Loan of £1,868,000. (Kenya Colony).

Particulars.	Expended during 1927.	Expended to 31st December, 1926.	Total.
(A).—Advance of £62,840.	£	£	£
<i>Rolling Stock (£147,160).</i>			
1 Locomotive, tank type ... ..	...	3,399	3,399
2 Saloon coaches ... ..	...	12,544	12,544
4 Passenger bogie carriages ... ..	...	7,092	7,092
2 Third class do. ... ..	...	2,417	2,417
6 Horse boxes ... ..	...	4,513	4,513
34 4-wheeled high-sided open wagons ... ..	...	8,658	8,658
20 High-sided open bogie wagons ... ..	...	9,676	9,676
30 Low do. do. ... ..	...	14,723	14,723
<i>Less—Amount available on account of Rolling Stock sold</i>	...	63,022 Cr. 168	63,022 Cr. 168
<b>Total Rolling Stock</b> ... ..	...	62,854	62,854
<i>Mombasa and Kilindini minor works (£22,800).</i>			
Makupa brickfields ... ..	...	7,481	7,481
<b>Total</b> ... ..	...	70,335	70,335
Payment of interest out of Capital ... ..	...	7,541	7,541
<b>Total (A)</b> ... ..	...	77,876	77,876
Particulars.	Expended during 1927.	Expended to 31st December, 1926.	Total.
(B).—Advance of £652,049	£	£	£
Rolling stock ... ..	...	513,477	513,477
Staff quarters ... ..	...	21,234	21,234
Engine sheds ... ..	...	10,681	10,681
New stations ... ..	1,260	20,662	21,922
Waiting Room and Lavatories ... ..	...	789	789
Tyer's Tablet Instruments ... ..	...	1,299	1,299
Telegraph line Voi-Kahe Railway ... ..	...	1,193	1,193
Payment of Interest out of Capital ... ..	...	66,369	66,369
<b>Total (B)</b> ... ..	1,260	635,704	636,964

## Expenditure against Loan of £5,000,000 (1921) Kenya Colony.

Particulars. ..	Appropriation.	Expenditure to 31st Dec., 1927.
	£	£
1. Kilindini Harbour Works (Berths 1 and 2) ... ..	1,094,594	} 1,377,035
Interest paid out of Capital ... ..	165,792	
Expenses of Issue and Deduction for Discount ... ..	116,649	
2. Uasin Gishu Railway ... ..	1,400,000	} 1,761,358
Interest paid out of Capital ... ..	212,163	
Expenses of Issue and Deduction for Discount ... ..	149,195	
Repayment to H. M. Treasury of old Loans, £250,000, £375,000 and £1,868,000 ... ..	1,019,443	} 1,113,791
Expenses of Issue and Deduction for Discount ... ..	94,348	
Total ... ..	4,252,184	4,252,184

## STATEMENT No. 23.

## Expenditure against Loan of £3,500,000.

PARTICULARS.	Appropriation.	Expended during 1927.	Expended to 31st Dec., 1926.	Total.	Unexpended balance.
	£	£	£	£	£
1. Extension of the Kenya and Uganda Railway into Uganda and Construction of Branches in Kavirondo and Uganda ... ..	2,200,000	452,492	901,335	1,353,827	846,173
2. Additional Rolling Stock ... ..	800,000	219,700	543,703	763,403	36,597
3. Capital Improvements ... ..	500,000	28,706	319,088	347,794	152,206
Total ... ..	3,500,000	700,898	1,764,126	2,465,024	1,034,976

## Expenditure against £5,000,000 Loan (1927). Kenya Colony.

Particulars.	Appropriation.	Expended to 31st December, 1927.	Unexpended balance.
	£	£	£
Redemption of £3,500,000 Loan ... ..	3,250,000	3,250,000	...
Completion of Uasin Gishu Railway ... ..	600,000	596,102	3,898
Further Port Development ... ..	550,000	523,817	26,183
Purchase and re-conditioning of Voi-Kahe Railway ...	100,000	99,957	43
Locomotive and Rolling Stock ... ..	200,000	200,000	...
General Improvements ... ..	125,000	125,000	...
Expenses of Issue and deduction for discount ...	175,000	168,021	6,979
<b>TOTAL</b> ... ..	<b>5,000,000</b>	<b>4,962,897</b>	<b>37,103</b>

## STATEMENT No. 25.

## Expenditure against Advances pending Raising of Loans. Kenya Colony.

PARTICULARS.	Appropriation.	Expended to 31st Dec., 1927.	Un- expended balance.
	£	£	£
1. Balance to complete redemption of £3,500,000 Loan ...	30,467	30,467	...
2. Construction of Nyeri, Kitale and Solai Branches ...	845,000	804,096	40,904
3. Interest out of Capital ... ..	55,000	51,980	3,020
4. General Improvements ... ..	175,000	123,791	51,209
5. Rolling Stock ... ..	831,000	473,860	357,140
6. Two Deep Water Berths at Kilindini (Nos. 3 & 4.) ...	750,000	166,816	583,184
7. Improvements at Port ... ..	75,000	8,261	66,739
8. Site for Central Station, Mombasa ... ..	55,000	53,306	1,694
9. Thomson's Falls Branch ... ..	208,533	...	208,533
<b>Total</b> ... ..	<b>3,025,000</b>	<b>1,712,577</b>	<b>1,312,423</b>

## Expenditure against Uasin Gishu Railway, Nakuru to Turbo.

Heads of account.	Expenditure to 31st December, 1927.		
	£	s.	d.
* Administration ... ..	517,580	7	9
Surveys ... ..	41,943	0	9
Land ... ..	9,801	12	10
Formation ... ..	424,056	12	3
Bridge work ... ..	158,474	4	4
Fencing ... ..	6,712	18	3
Telegraph ... ..	15,256	11	5
Ballast and permanent way ... ..	499,980	16	0
Stations and buildings ... ..	186,858	17	4
Equipment ... ..	100,875	9	8
Plant ... ..	34,561	0	10
Interest paid out of Capital ... ..	231,992	10	4
Expenses of Issue ... ..	149,195	0	0
Total cost ... ..	2,377,289	19	9

\* This includes Contractors Head Office Charges and Profits.

£ 1,761,358	0	0	Expenditure from Loan of £ 5,000,000 (1921)
£ 596,101	11	5	" " " of £ 5,000,000 (1927)
£ 19,829	10	4	" from advances pending raising of Loans.
Total as above ...	£ 2,377,289	1	9

## Expenditure against Loan of £170,000 (Uganda Protectorate).

Heads of account.								Expenditure to 31st December, 1927.	
								£	s. d.
Administration	...	...	...	...	...	...	...	6,459	19 11
Surveys	...	...	...	...	...	...	...	2,371	18 8
Land	...	...	...	...	...	...	...	86	17 7
Formation	...	...	...	...	...	...	...	15,855	7 8
Bridge work	...	...	...	...	...	...	...	4,228	12 3
Fencing	...	...	...	...	...	...	...	285	7 4
Telegraph	...	...	...	...	...	...	...	3,157	9 9
Ballast and permanent way	...	...	...	...	...	...	...	91,744	3 8
Stations and buildings	...	...	...	...	...	...	...	33,563	17 5
Equipment	...	...	...	...	...	...	...	9,390	13 5
Plant	...	...	...	...	...	...	...	1,803	17 9
Ferries and jetties	...	...	...	...	...	...	...	1,529	6 3
<b>Total</b>								170,472	11 8

## Expenditure against Loan of £125,000 (Uganda Protectorate).

(Improvements Busoga Railway and Marine).

Particulars.	Provision.	Total. Expenditure to 31st Dec., 1927.	Unexpended balance.
10 C. G. Bogie Wagons ...	£ 3,965	£ 3,964	£ 1
Canal through the Sudd ...	5,993	5,993	...
6-100 ton lighters ...	9,000	9,000	...
Namasagali wharf ...	3,000	2,999	1
Piers and Warehouses ...	7,202	7,204	Ex. 2
<b>Total</b> ...	<b>29,160</b>	<b>29,160</b>	...

## STATEMENT No. 29.

## Expenditure against Busoga Railway Works Extraordinary (Uganda Protectorate).

Particulars.	Expended to 31st Dec., 1927.
One weighing machine, Lalli port ...	£ 37
Enlargement of Superintendent's office, Jinja ...	417
Siding for Messrs. Mathuradas Nanji & Co., Jinja ...	526
Godown Sidings at Jinja ...	1,630
Part cost of circular saw for Namasagali ...	375
<b>Total</b> ...	<b>2,985</b>

## STATEMENT No. 30.

## Expenditure against Loan of £329,000 (Uganda Protectorate).

(Improvements Busoga Railway and Marine).

Particulars.	Provision.	Expended to 31st Dec., 1926.	Expended during 1927.	Total.	Unexpended balance.
Rolling Stock ...	£ 13,477	£ 13,477	...	£ 13,477	...
Station Machinery ...	2,293	514	1,326	1,840	453
Quarters and offices ...	11,343	9,404	82	9,486	1,857
Piers ...	14,025	14,418	Cr. 590	13,828	197
Warehouses ...	720	720	...	720	...
Lighters... ...	9,563	9,563	...	9,563	...
Cranes for Namasagali ...	2,788	2,446	...	2,446	342
Sudd Cutting ...	687	687	...	687	...
Survey of Lake ...	554	554	...	554	...
Interest paid out of Capital ...	10,554	10,554	...	10,554	...
<b>Total</b> ...	<b>66,004</b>	<b>62,337</b>	<b>818</b>	<b>63,155</b>	<b>2,849</b>

Expenditure against Loan Works of £32,900. Uganda Protectorate  
Construction of Port Bell-Kampala Railway.

Heds of account.	Expenditure to 31st December, 1927.		
	£	s.	d.
Administration ... ..	1,482	13	1
Surveys ... ..	144	8	3
Earthworks ... ..	4,135	8	3
Land ... ..	79	13	5
Bridgeworks ... ..	764	18	9
Mile and gradient posts ... ..	9	0	10
Telegraphs ... ..	49	11	0
Permanent way ... ..	13,474	4	10
Buildings ... ..	6,985	4	2
Rolling stock ... ..	4,000	17	2
Plant ... ..	1,896	2	8
Contingencies ... ..	122	10	1
Total ... ..	93,144	12	6

## STATEMENT No. 32.

Expenditure against Loan Works of £329,000 Uganda Protectorate  
Improvements on Port Bell-Kampala Railway.

Particulars.	Provision.	Expended to 31st Dec., 1927.
	£	£
Goods Shed Extension ... ..	600	600
Crane for Kampala ... ..	644	644
Piers ... ..	16,906	16,906
Interest paid out of Capital ... ..	3,467	3,467
TOTAL ... ..	21,617	21,617

## STATEMENT No. 33.

Expenditure against Loan Works of £329,000 Uganda Protectorate  
Improvements on Lake Albert Marine.

Particulars.	Provision.	Expended during 1927.	Expended to 31st Dec., 1926.	Total.	Unexpended balance.
	£	£	£	£	£
S. L. "Livingstone" ... ..	42,000	...	9,224	9,224	2,596
Quarters ... ..		...	6,652	6,652	
Wharf ... ..		...	3,713	3,713	
Goods shed ... ..		...	...	...	
Offices ... ..	7,170	...	...	...	
Workshop and Stores ... ..		4,180	15,635	19,815	
New Steamer ... ..		...	7,170	7,170	
Interest paid out of Capital ... ..		...	...	...	
TOTAL ... ..	49,170	4,180	42,394	46,574	2,596



## Expenditure against Lake Albert Marine Works Extraordinary (Uganda Protectorate).

Particulars.						Expended to 31st Dec. 1927.
						£
S. L. "Samuel Baker" ...	...	...	...	...	...	11,000
Lighters and Sailing Vessels	...	...	...	...	...	475
Tools and Plant Stores, Butiaba	...	...	...	...	...	700
Staff Quarters	...	...	...	...	...	2,900
Offices and Pier	...	...	...	...	...	110
Slipway	...	...	...	...	...	600
Buildings at Mutir and Rhino Camp	...	...	...	...	...	55
Total						15,840

## STATEMENT No. 35.

## Expenditure against Uganda Protectorate Development Loan (Motor Transport Service).

Particulars.						Expended to 31st Dec. 1927.
						£
5-2 ton Albion Motor Vans	...	...	...	...	...	6,000
Total						6,000

## STATEMENT No. 36.

## Expenditure against Motor Transport Service Extraordinary (Uganda Protectorate).

Particulars.						Expended to 31st Dec. 1927.
						£
Paraffin Oil Storage	...	...	...	...	...	104
Godown and Offices at Masindi	...	...	...	...	...	1,200
Quarters at Masindi	...	...	...	...	...	300
Total						1,604

## Statement of Fine Fund for the year ended 31st December, 1927.

Receipts	Amount.			Expenditure.	Amount.		
	£	s.	c.		£	s.	c.
Balance on 1st Jan. 1927 ...	2,026	18	45	Expenditure during 1927 ...	1,108	11	56
Credits during 1927 ...	1,130	16	62	Balance on 31st Dec. 1927...	2,049	3	51
<b>Total ...</b>	<b>3,157</b>	<b>15</b>	<b>07</b>	<b>Total ...</b>	<b>3,157</b>	<b>15</b>	<b>07</b>

## STATEMENT No. 38.

## Statement of transactions of the Provident Fund for the year ended 31st December, 1927.

	Compulsory.		Bonus.		Voluntary.		Total.	
	£	S. C.	£	S. C.	£	S. C.	£	S. C.
Balance on 1st Jan. 1927	198,030	12 90	112,629	8 49	4,691	12 48	315,351	13 87
Additions during 1927 ...	50,637	19 51	25,054	11 20	7,901	13 60	83,594	4 31
<b>TOTAL ...</b>	<b>248,668</b>	<b>12 41</b>	<b>137,683</b>	<b>19 69</b>	<b>12,593</b>	<b>6 08</b>	<b>398,945</b>	<b>18 18</b>
Withdrawals during 1927	22,199	14 86	11,532	13 15	6,451	15 13	40,184	3 14
Balance on 31st Dec. 1927	226,468	17 55	126,151	6 54	6,141	10 95	358,761	15 04

## Provident Fund Investments as at 31st December, 1927.

Description.	Nominal Value.			Purchase Price.		
	£	s.	d.	£	s.	d.
Barbados 3½% Stock 1925/42 ... ..	6,041	17	10	5,657	17	1
Ceylon 6% Stock 1936/51 ... ..	25,685	14	9	24,939	18	5
„ 4% Stock 1939/59 ... ..	3,981	4	5	3,740	4	5
„ 3% Stock ... ..	1,975	3	0	1,597	9	11
Gold Coast 6% Stock 1945/70 ... ..	5,195	16	8	5,850	4	4
„ 4% Stock 1939/59 ... ..	3,300	9	5	2,835	19	9
„ 3½% Stock 1934/59 ... ..	3,823	8	5	2,973	16	10
„ 3% Stock ... ..	1,754	16	7	1,260	8	10
Hongkong 3½% Stock 1918/43 ... ..	3,620	13	2	3,205	8	3
Jamaica 4½% Stock 1941/71 ... ..	2,233	3	7	2,070	6	6
„ 4% Stock 1934 ... ..	5,217	5	2	5,144	17	4
„ 3½% Stock 1919/49 ... ..	9,145	7	2	8,388	8	2
Mauritius 3½% Stock 1930/55 ... ..	1,000	0	0	916	7	0
Nigeria 4% Stock 1963 ... ..	52,747	1	3	44,904	18	2
„ 5% Stock 1947/57 ... ..	20,544	16	4	20,444	17	11
„ 6% Stock 1936/46 ... ..	2,870	10	6	3,144	13	7
„ 6% Stock 1949/79 ... ..	17,374	5	3	19,395	5	6
Sierra Leone 4% Stock 1938/63 ... ..	3,661	2	9	3,543	7	4
S. Nigeria 3½% Stock 1930/55 ... ..	16,673	2	7	14,744	17	9
Straits Settlements 6% Stock 1936/51 ... ..	27,717	9	6	29,224	10	9
„ „ 4½% Stock 1935/45 ... ..	3,328	7	2	3,198	15	5
„ „ 3½% Stock 1937/67 ... ..	15,624	3	7	14,199	19	3
4% Funding Stock 1960/90... ..	27,878	4	11	22,302	11	11
Grenada 4% Stock ... ..	1,200	0	0	1,092	3	0
5% National War Bonds (Feb.) 1929 ... ..	4,300	0	0	4,300	0	0
Queensland 3½% Stock 1940/60 ... ..	3,506	0	9	3,325	0	7
5% War Stock 1929/47 ... ..	28,935	10	2	27,741	0	7
Canada 3½% Stock 1930/50 ... ..	4,194	18	7	3,985	9	8
W. Australia 4½% Stock 1935/65 ... ..	307	15	5	285	2	5
Cape of Good Hope 4% Stock 1916/36 ... ..	1,768	12	8	1,642	3	5
New Zealand 4½% Stock 1945 ... ..	6,851	8	11	6,463	10	10
„ „ 3½% Stock ... ..	2,832	15	3	2,468	4	9
Cape 3½% Stock ... ..	6,746	12	4	5,456	4	7
Gold Coast 4½% Stock ... ..	30,106	2	8	28,196	12	8
Victoria 5% Stock 1945/75 ... ..	5,500	0	0	5,124	14	5
Natal 3½% Stock 1934/44 ... ..	5,000	0	0	4,175	5	0
„ 3% Stock ... ..	1,401	13	1	1,054	7	11
Union of South Africa 4% Stock ... ..	1,500	0	0	1,277	0	6
<b>TOTAL</b> ... £	<b>365,545</b>	<b>14</b>	<b>10</b>	<b>340,566</b>	<b>4</b>	<b>9</b>

## Marine Insurance Fund Investments as at 31st December, 1927.

Description.	Nominal Value.			Purchase Price.			
	£	s.	d.	£	s.	d.	
Ceylon 6% Stock 1936/51 ... ..	18,610	15	0	17,865	19	7	
.. 3½% .. 1934/59 ... ..	10,418	14	7	9,864	4	8	
Gold Coast 6% Stock 1945/70 ... ..	2,142	16	6	2,416	17	11	
.. 3½% .. 1934/59 ... ..	547	6	3	443	7	5	
Hong Kong 3½% .. 1918/43 ... ..	542	5	10	443	7	5	
Jamaica 4½% .. 1941/71 ... ..	838	16	6	780	2	2	
.. 4% .. 1934 ... ..	470	17	2	404	19	7	
.. 3½% .. 1919/49 ... ..	7,090	10	8	4,963	6	5	
Nigeria 4% .. 1963 ... ..	5,850	12	11	5,025	16	3	
.. 5% .. 1947/57 ... ..	4,026	15	5	4,054	13	1	
.. 6% .. 1936/46 ... ..	3,364	1	2	3,668	5	0	
.. 6% .. 1949/79 ... ..	13,031	4	9	13,646	2	5	
Sierra Leone 4% .. 1938/63 ... ..	2,572	15	0	2,568	5	6	
S. Nigeria 3½% .. 1930/55 ... ..	1,209	7	11	879	8	5	
Straits Setts. 6% .. 1936/51 ... ..	9,236	11	0	9,477	16	9	
.. 4½% .. 1935/45 ... ..	15,577	6	1	14,800	11	10	
.. 3½% .. 1937/67 ... ..	16,654	11	11	14,102	14	1	
Trinidad .. 4% .. 1917/42 ... ..	10,018	5	9	10,000	0	0	
5% War Stock 1929/47 ... ..	3,847	8	1	3,875	9	10	
W. Australia 4½% Stock 1935/65 ... ..	132	13	7	122	17	11	
Victoria 5% .. 1932/42 ... ..	135	10	4	134	3	3	
S. Australia 4% .. 1917/36 ... ..	419	7	11	392	3	2	
Tasmania 3% .. 1920/40 ... ..	91	6	2	72	11	10	
Cape of Good Hope 4% Stock 1916/36 ... ..	1,654	17	10	1,536	0	2	
New Zealand 4½% Stock 1945 ... ..	1,058	5	2	996	19	5	
Gold Coast 4½% Stock ... ..	4,425	7	9	4,143	18	9	
Cape 3½% .. ... ..	376	10	8	306	18	0	
TOTAL	£	134,345	1	11	126,987	0	10

## Open Mileage, Train and Engine Mileage, etc.

DETAILS.	1927.	1926.	Increase.	Decrease.
Gauge of Railways ... ..	Metre	Metre	...	...
Miles open at end of year ... ..	1,204	† 1,037	167	...
Mean mileage worked ... ..	1,166	998	168	...
Number of Stations ... ..	111	102	9	...
Total length of following gradients--				
4% ... .. Miles	44	40	4	...
Under 4% to 3% ... ..	17.52	4.04	13.48	...
" 3% to 2% ... ..	138.13	98.41	39.72	...
" 2% to 1.50% ... ..	275.89	268.34	7.55	...
" 1.50% to 1% ... ..	253.18	215.66	37.52	...
" 1% ... ..	321.56	273.80	47.76	...
Level ... ..	197.54	175.98	21.56	...
Steepest gradient worked ... .. Per cent	4.00	4.00	...	...
Greatest length of steepest gradient ... Miles	40	40	...	...
<b>Train and Engine Mileage.—</b>			Increase.	Decrease.
<b>CLASSIFICATION.—</b>			Miles.	Per-centage.
<b>I. Train Miles.—</b>				
Passenger ... .. Miles	506,192	558,597	...	52,405 9.38
Goods ... ..	1,961,616	1,871,619	89,997 4.81	...
Total ... ..	2,467,808	2,430,216	37,592 1.55	...
<b>II. Departmental Miles.—</b>				
Loco Fuel ... ..	263,411	233,179	30,232 12.97	...
Engineering Department (a) ... ..	396,371	406,644	...	10,273 2.53
Miscellaneous ... ..	25,393	24,856	537 2.16	...
Total ... ..	685,175	664,679	20,496 3.08	...
Total Train Mileage ... ..	3,152,983	3,094,895	58,088 1.88	...
<b>III. Other Engine Miles.—</b>				
Assisting ... ..	93,395	27,287	66,108 242.27	...
Light ... ..	62,741	29,260	33,481 114.43	...
Shunting ... ..	414,316	542,499	...	128,183 23.63
Total Miscellaneous Engine Mileage	570,452	599,046	...	28,594 4.77
<b>IV. Total Engine Mileage ... ..</b>	<b>3,723,435</b>	<b>3,693,941</b>	<b>29,494</b>	<b>80</b>

(a)—Excluding New Construction lines.

† Excluding Magadi Soda Company's branch line.

## Statement of Locomotives for the year ended 31st December, 1927.

Class of Locomotive.	Cylinders.	Maximum Axle Load.	Weight on coupled Wheels.		Weight of Engine in Steam.	Water capacity of Tender.	Weight of Tender Loaded.	Tractive Effort @ 75%	On hand 31st December, 1926.	Erected in 1927.	Scrapped in 1927.	On hand 31st December, 1927.	Total Mileage of Locomotives (including Magadi Railway).	DAILY AVERAGE.										
			Tons.	Tons.										Tons.	Galls.	Tons.	lbs.	On hand.	Stabled.	On loan to lines under construction, etc.	Net on Kenya and Uganda Railway.	In Traffic.	Under shed repairs.	Under shop repairs.
Garratt	4-8-2	2-8-4	16½" x 22"	...	10-00	39-88	39-47	125-35	4,250	...	35,500	4	...	...	4	153,856	4-00	...	...	4-00	3-60	-26	-14	117-17
Mikado		2-8-2	21½" x 28"	...	17-50	69-55	39-47	90-70	5,000	...	33,500	...	3	...	3	116	6-64	...	...	0-01	...	...	-01	...
Mallet		0-6-6-0	15½" x 21"	} High Pressure	10-12	30-15	30-15	60-30	3,050	...	23,600	18	...	...	18	204,254	18-00	1-07	...	16-93	8-84	3-56	4-53	63-33
			24½" x 20"		} Low Pressure	10-02	40-06	48-06	48-06	3,500	...	37-60	20,400	18	...	18	2,036,220	56-00	...	...	56-00	46-07	2-44	7-49
G. D. (Superheater)	4-8-0		18" x 22"	...		10-00	39-95	47-65	42-37	2,500	...	29-10	20,400	38	...	38	42,876	2-00	...	...	2-00	1-28	-24	-48
G. C. (Superheater)	4-8-0		17" x 22"	...	9-00	33-54	42-37	42-37	2,500	...	28-50	17,700	2	...	2	148,352	7-00	...	...	6-19	4-74	-72	-73	85-70
G. A	4-8-0		16" x 22"	...	8-88	34-68	42-80	42-80	2,000	...	30-40	17,700	7	...	7	560,871	34-00	...	11-33	22-67	17-15	1-09	4-43	85-64
G. B.	4-8-0		16" x 22"	...	8-88	34-68	42-80	42-80	2,000	...	30-40	17,700	34	...	34	139,007	8-00	...	-14	7-86	5-98	1-24	-64	63-74
Bank	2-6-4		15" x 22"	...	10-10	30-00	52-35	52-35	1,200	...	13,800	8	...	...	8	381,927	24-00	...	2-46	21-44	18-65	2-03	-76	56-11
Shunting Tank	2-6-2		15" x 22"	...	9-91	29-52	44-88	44-88	800	...	13,800	3	...	...	3	...	...	...	...	...	...	...	...	...
New Shunting Tank	2-6-2		15" x 22"	...	11-25	33-75	50-70	50-70	1,200	...	13,800	21	...	...	21	...	...	...	...	...	...	...	...	...
F.	0-6-0		14½" x 20"	...	10-35	28-50	30-10	30-10	1,500	...	18-70	1	...	...	1	3,916	1-00	...	-42	-58	-25	-01	-32	43-51
B.	2-6-0		14½" x 20"	...	8-80	24-10	28-95	28-95	1,500	...	18-10	7	...	...	5	46,864	5-49	-25	-25	4-99	4-41	-45	-13	29-13
N.	2-6-0		14" x 20"	...	6-30	22-00	22-40	22-40	1,200	...	12-50	4	...	...	3	5,176	3-33	1-09	1-00	1-24	-96	-28	...	14-79
All Classes													...	3,723,435	163-46	3-14	16-40	143-92	111-91	12-33	19-68	91-16		
Percentage													...	...	...	1-92	10-03	88-05	68-46	7-55	12-04	...		

## Statement of Rolling Stock for the year ended 31st December, 1927.

Description of Vehicles.	Code.	Total number on books at end of 1927.	Average tare of each vehicle in tons.	Average carrying capacity of each vehicle.
<i>Coaching Stock.</i>				
Inspection Coaches ... ..	R	33	10.43	2.44 Passengers.
First Class Bogie Coaches ... ..	BX	12	23.93	24.00 ..
" " Corridor Coaches ... ..	BY	1	31.33	22.00 ..
" " Ordinary Coaches ... ..	D	5	6.07	16.80 ..
First & Second Class Bogie Coaches ... ..	EB	3	13.75	18.00 ..
" " " " Coaches ... ..	C	6	6.87	15.00 ..
First & Third Class Bogie Coaches ... ..	BB	6	13.49	34.50 ..
" " " " Ordinary Coaches ... ..	E	1	7.40	34.00 ..
Second Class Bogie Coaches ... ..	FB	14	13.62	22.97 ..
" " Corridor Coaches ... ..	FC	1	30.25	24.00 ..
" " Ordinary Coaches ... ..	F	16	6.52	12.20 ..
Third Class Bogies ... ..	GB	10	20.59	80.00 ..
" " Bogie Coaches ... ..	GC	10	24.60	112.00 ..
" " Ordinary Coaches ... ..	G	85	6.24	40.00 ..
Restaurant Car ... ..	BR	1	13.75	24.00 Chairs.
Luggage and Parcel Vans ... ..	M	6	7.37	8.00 Tons.
Horse Boxes ... ..	H	16	7.37	4.00 Horses or
Pay & Ration Vans ... ..	LX	4	7.53	6.00 Ponies.
Brake Vans Ordinary ... ..	K	112	6.43	2.50 " 2 Tons and
Brake Van Composite Bogies ... ..	KB	5	21.00	1 Berth.
				Tons.
				14 Tons & 10
				Passengers.
Total ... ..	...	347	...	...
<i>Goods Stock.</i>				
Covered Goods Wagons ... ..	N	392	5.19	11.04 Tons.
" " " " Bogie ... ..	NBX	866	11.04	22.60 ..
Cattle Trucks ... ..	Q	47	6.70	9.00 ..
Low-sided Trucks ... ..	T	194	3.78	9.87 ..
" " Wagons ... ..	OB	280	8.61	27.68 ..
High-sided Wagons ... ..	SL	84	6.18	14.00 ..
" " " " 4-wheel ... ..	SX	139	3.53	10.00 ..
" " " " Bogie ... ..	HOB	259	11.53	24.68 ..
Powder Vans ... ..	P	3	4.87	10.00 ..
Water Tanks ... ..	WT	112	5.90	9.99 ..
Oil Tanks ... ..	OT	10	5.69	9.20 ..
" " " " Bogie ... ..	OTB	11	14.55	18.70 ..
Petrol Tanks ... ..	PTB	2	16.95	15.00 ..
Rail & Timber Trucks ... ..	RB	107	3.93	10.00 ..
Refrigerator Van ... ..	RG	1	10.50	7.00 ..
Ballast Trucks ... ..	ST	188	5.67	13.62 ..
Platform Wagons ... ..	BF	26	7.05	20.00 ..
" " " " Bogie ... ..	BF	37	10.61	28.00 ..
Relief & Store Vans ... ..	RV	14	4.71	10.00 ..
" " " " Bogie ... ..	RV	5	9.43	22.00 ..
Sheep Trucks ... ..	QX	2	7.15	100.00 Sheep.
Total ... ..	...	2,779	...	...

STOCK ERECTED.	CARRYING CAPACITY.	STOCK CONVERTED.	STOCK SCRAPPED.	CARRYING CAPACITY.
Inspection Coaches (R) 1	...	II Class Coach to Pay Van (F to LX) ... 1	Brake Van (K) ... 1	...
Brake Vans (K) 30	...	II Class Coach to Inspection Coach (F to R) ... 1	High-sided Bogie (HOB) ... 1	14 tons
III Cl. Bogie (GC) 10	...	Brake Van to Caboose (not shown) ... 1		
1st Corridor (BY) 1	...	Stores Van to Covered Goods Wagon (RV to N) ... 1		
2nd " (FC) 1	...	High-sided Wagons to Platform Wagons. Bogie (HOB to BF) ... 10		
Oil Tanks (OT) 2	20 tons	Covered Goods Wagons to Platform Wagons. Bogie (NBX to BF) ... 1		
Water Tanks (WT) 20	200 "	Low-sided Wagon to Platform Wagons. Bogie (OB to BF) ... 1		
High-side Wagons (HOB) 20	550 "			
Covered Wagons (NBX) 192	5,376 "			
	277		2	14 tons
	6,146			

N.B.—The increase in Rolling Stock during the year 1927 represents additional Carrying Capacity of 6,146 tons.

## RETURN SHOWING THE OUTWARDS TRAFFIC AT EACH STATION FOR THE YEAR ENDED 31st DECEMBER, 1927.

DISTANCE FROM MOMBASA.		STATIONS.	Passengers.			Parcels and Luggage.		Live Stock.		MERCHANDISE GENERAL.				RAILWAY MATERIAL.				GRAND TOTAL.	
Miles.	No.		No.	£	s.	£	s.	£	s.	Quantity.		Amount.		Quantity.		Amount.		£	s.
										Tons.	cwt.	£	s.	Tons.	cwt.	£	s.		
	1	MOMBASA .. .. .	99,575½	48,330	11	9,466	17	60	6	38,231	1	345,903	5	22,075	2	108	11	403,869	10
	2	KILINDINI HARBOUR .. .. .	2,093	7,776	19	2,083	12	490	5	122,095	13	577,537	18	47,404	18	(-) 426	4	587,462	10
2	3	KILINDINI STATION .. .. .	60,787	3,147	6	567	3	21	12	71,328	18	189,012	4	29,542	15	9,278	3	202,026	8
6	4	CHANGAMWE .. .. .	35,703	329	1	190	18	2	14	110	12	179	18	2	13	1	19	704	10
8	5	KWA-JOMVU .. .. .	20,948	309	2	42	0	1	10	..	..	..	..	..	..	..	..	352	12
11	6	MIRITINI .. .. .	16,476	267	2	55	10	1	15	160	9	748	4	1	3	..	..	1,072	11
16	7	MAZERAS .. .. .	29,642	1,417	16	96	14	5	18	547	0	2,191	0	4	15	27	14	3,739	2
26	8	MARIAKANI .. .. .	6,434	933	2	28	6	46	17	613	7	256	6	4	5	..	..	1,264	11
34	9	MAJI-YA-CHUMVI .. .. .	304½	30	0	..	..	..	..	19	18	8	6	33	10	..	..	39	7
44	10	SAMBURU .. .. .	1,688	382	11	18	4	1	12	84	3	148	2	19	4	..	..	550	9
55	11	TARU .. .. .	..	..	..	..	..	..	..	..	..	..	..	456	10	..	..	..	..
63	12	MACKINNON ROAD .. .. .	929	262	19	..	9	..	14	108	17	107	8	5,653	13	..	..	371	10
75	13	BACHUMA .. .. .	116½	12	13	..	3	..	2	..	17	..	16	25	7	..	..	13	14
87	14	MAUNGU .. .. .	1,851½	397	11	3	2	..	12	6	16	22	6	1,391	10	(-) 14	15	408	16
94	15	NDARA .. .. .	136½	22	4	..	5	..	..	24	4	2	17	825	12	..	..	25	6
104	16	VOI .. .. .	9,220½	2,629	9	93	18	6	4	851	15	881	3	1,539	12	191	19	3,802	13
120	17	MWATATE .. .. .	1,562	188	11	14	19	..	12	297	3	248	7	..	1	..	..	452	9
127	18	BURA .. .. .	2,511	437	17	7	7	..	9	35	16	24	4	4	3	1	9	471	6
144	19	MAKTAU .. .. .	105	14	9	..	13	..	2	..	..	..	..	368	5	..	..	15	4
178	20	TAVETA .. .. .	2,608	637	18	16	12	11	14	1,066	18	1,079	1	280	2	..	..	1,745	5
..	21	HIMO SIDING .. .. .	..	..	..	..	..	..	..	16	5	2	1	..	..	..	..	2	1
195	22	KAHE .. .. .	353	77	12	..	18	..	..	26	17	25	16	..	..	..	..	104	6
..	23	SANYA JUNCTION .. .. .	..	..	..	..	2	..	..	19	14	2	2	..	..	..	..	2	4
..	24	KISANGIRO .. .. .	..	..	..	..	..	..	..	27	9	12	10	..	..	..	..	12	10
208	25	MOSHI .. .. .	2,507	2,295	0	252	6	2	1	3,326	19	4,869	10	343	10	..	2	7,418	19
..	26	MOMBO .. .. .	..	..	..	..	..	..	..	..	5	..	..	..	..	..	..	..	19
..	27	MUHESA .. .. .	..	..	..	..	..	..	..	75	1	193	15	..	..	..	..	193	15
..	28	WERU WERU .. .. .	..	..	..	..	..	..	..	81	17	16	12	..	..	..	..	16	12
..	29	TANGA .. .. .	4	8	0	4	15	..	..	38	7	347	10	..	..	..	..	360	5
117	30	NDI .. .. .	1,157½	249	12	7	10	..	3	601	17	292	18	414	9	..	..	550	3
136	31	TSAVO .. .. .	528	93	6	..	16	..	4	37	11	42	5	428	4	4	4	140	15
142	32	KYULU .. .. .	809	263	15	..	14	..	8	34	7	65	4	18	3	..	..	330	1
150	33	KENANI .. .. .	346	93	6	..	10	..	..	11	2	11	13	10	0	..	..	105	9
157	34	KANGA .. .. .	130	28	15	..	3	..	2	..	5	..	4	34	19	..	..	29	4
166	35	MTITO-ANDEI .. .. .	454½	106	12	..	7	..	6	2	10	4	1	440	12	..	..	111	6
176	36	DARAJANI .. .. .	206	41	19	1	15	..	4	4	1	4	7	3,344	1	..	..	48	5
187	37	MASONGALENI .. .. .	3,007½	852	4	13	1	4	15	1,027	19	798	11	47	12	..	..	1,668	11
198	38	KIBWEZI .. .. .	6,361	1,890	0	28	1	593	3	2,264	12	1,862	8	8,111	5	..	..	4,373	12
211	39	MAKINDU .. .. .	3,602½	763	11	17	16	3	4	545	13	587	10	3,231	3	493	18	1,265	19
232	40	SIMBA .. .. .	1,054½	167	9	4	7	..	9	24	2	46	19	2,795	15	..	..	219	4



## STATEMENT No. 44.—(Contd.).

## RETURN SHOWING THE OUTWARDS TRAFFIC AT EACH STATION FOR THE YEAR ENDED 31ST DECEMBER, 1927.—(contd.).

DISTANCE FROM MOMBASA.		STATIONS.	Passengers.			Parcels and Luggage.		Live Stock.		MERCHANDISE GENERAL.				RAILWAY MATERIAL.				GRAND TOTAL.	
Miles	No.		No.	£	s.	£	s.	£	s.	Quantity.		Amount.		Quantity.		Amount.		£	s.
										Tons.	cwt.	£	s.	Tons.	cwt.	£	s.		
243	41	EMALI .. .. .	1,123½	162	5	11	13	1	1	176	15	168	4	436	8	..	..	343	3
251	42	SULTAN HAMUD .. .. .	2,524	473	13	15	3	1	10	521	9	504	2	273	3	..	..	994	8
261	43	KIMA .. .. .	655	133	13	12	8	8	9	1,892	19	629	15	2,723	15	..	10	784	15
270	44	KIU .. .. .	3,135½	501	11	12	7	..	14	22,138	18	6,131	0	31	8	..	..	6,645	12
279	45	ULU .. .. .	492	123	7	10	8	5	3	5,769	4	1,671	19	33	5	..	..	1,810	17
287	46	MAGADI JUNCTION .. .. .	2,697½	607	9	619	6	11	18	369	14	357	14	2	12	..	..	1,596	7
314	47	KAJIADO .. .. .	3,156½	664	18	27	3	10	11	2,101	8	568	14	1,516	17	..	..	1,271	6
329	48	TOROKA .. .. .	325½	60	11	..	..	..	..	..	..	..	..	..	..	..	..	60	11
344	49	NYUKI .. .. .	158	15	13	..	..	..	..	..	..	..	..	..	..	..	..	15	13
363	50	KOORA .. .. .	487	39	0	..	..	..	..	..	..	..	..	..	..	..	..	39	0
378	51	LAKE MAGADI .. .. .	2,912½	1,083	15	45	1	4	19	62,937	1	47,029	17	135	14	..	..	48,163	12
291	52	KAPITI PLAINS .. .. .	1,051	278	10	13	10	4	19	478	1	774	0	5	16	..	..	1,070	19
300	53	STONY ATHI .. .. .	232	20	12	..	2	..	..	4	16	2	1	13	7	..	..	22	15
314	54	ATHI RIVER .. .. .	5,181½	781	8	99	8	53	4	17,814	8	2,549	1	60	16	..	..	3,483	1
324	55	EMBAKASI .. .. .	..	..	..	..	..	..	..	..	..	..	..	8	..	..	..	..	..
330	56	NAIROBI .. .. .	83,134½	55,995	12	14,055	0	726	15	48,800	12	93,522	14	19,398	17	213	17	164,513	18
343	57	KAHAWA .. .. .	2,269½	383	8	15	3	18	13	2,538	12	4,253	7	3	11	..	..	4,670	11
348	58	RUIRU .. .. .	8,031½	1,675	6	37	14	27	13	6,385	9	5,368	3	29	16	..	..	7,108	16
364	59	THIKA .. .. .	4,797½	995	1	90	1	48	1	11,767	18	10,063	12	66	3	..	..	11,196	15
375	60	MITUBIRI .. .. .	2,059	526	11	48	11	84	10	2,929	1	3,595	16	32	10	..	..	4,255	8
386	61	PUNDA MILIA .. .. .	2,998½	570	2	17	7	17	6	1,728	11	2,434	3	38	9	..	..	3,038	18
394	62	MARAGUA .. .. .	1,987	451	12	13	16	105	10	5,601	3	5,345	5	249	4	..	..	5,916	3
403	63	FORT HALL .. .. .	2,102½	317	1	41	12	183	2	5,288	0	3,209	5	12	11	..	..	3,751	0
411	64	SAGANA .. .. .	5,518	1,365	13	102	17	11	17	8,752	15	5,124	4	903	18	..	..	6,604	11
429	65	KARATINA .. .. .	2,417	508	3	9	13	(-)	7	3,822	1	3,051	14	80	14	..	..	3,562	5
443	66	NYERI .. .. .	1,939½	654	12	95	8	461	17	1,025	1	2,076	1	1,585	14	..	..	3,287	18
459	67	NARO MORU .. .. .	255	103	10	13	10	233	19	236	15	498	8	..	12	..	..	849	7
339	68	KABETE .. .. .	8,464	1,287	4	170	14	171	17	509	18	363	6	3	19	..	..	1,993	1
345	69	KIKUYU .. .. .	12,162½	1,227	2	57	15	33	15	4,448	0	1,258	15	4	4	..	..	2,577	7
349	70	MUGUGA .. .. .	5,241½	583	3	10	4	3	9	17,591	14	5,554	19	20,906	6	..	..	6,151	15
355	71	LIMURU .. .. .	15,464½	2,315	7	333	3	61	4	10,384	5	5,522	6	469	2	..	..	8,232	0
361	72	UPLANDS .. .. .	6,763½	977	8	340	15	19	5	5,012	0	2,056	9	1,674	18	..	..	3,393	17
367	73	ESCARPMENT .. .. .	8,475	1,140	2	38	4	8	19	2,939	2	2,123	3	2,109	0	..	..	3,310	8
375	74	KIJABE .. .. .	11,880½	2,088	3	136	12	101	19	2,088	6	1,947	14	95	8	..	..	4,274	8
381	75	LONGNOT .. .. .	1,955	203	3	44	3	41	7	173	19	82	8	10	18	..	..	376	1
395	76	NAIVASHA .. .. .	15,299	2,746	12	448	5	1,124	3	3,806	3	2,450	5	280	2	..	..	6,769	5
413	77	GILGIL .. .. .	17,039	3,162	19	356	3	789	7	4,119	5	2,970	12	146	1	..	..	7,279	1
423	78	EBURRU .. .. .	4,757	712	4	9	14	23	11	624	9	371	14	6	14	..	..	1,117	3
434	79	ELMENTEITA .. .. .	6,985½	1,139	16	127	16	537	3	1,890	8	834	9	4,900	6	..	..	2,639	4
452	80	NAKURU .. .. .	38,979½	11,337	14	1,342	7	477	14	24,530	19	15,291	12	4,585	15	171	17	28,621	4
457	81	NAKURU JUNCTION .. .. .	1,388½	208	13	7	7	7	4	2,058	10	1,128	12	255	4	..	..	1,361	16

## RETURN SHOWING THE OUTWARDS TRAFFIC AT EACH STATION FOR THE YEAR ENDED 31st DECEMBER, 1927—(contd.).

DISTANCE FROM MOMBASA.		STATIONS.	Passengers.			Parcels and Luggage.		Live Stock.		MERCHANDISE GENERAL.				RAILWAY MATERIAL.				GRAND TOTAL.	
Miles.	No.		No.	£	s.	£	s.	£	s.	Quantity.		Amount.		Quantity.		Amount.		£	s.
										Tons.	cwt.	£	s.	Tons.	cwt.	£	s.		
463	82	MENENGAI .. .. .	484½	63	19	3	19	14	6	3,591	14	1,697	2	16	11	..	..	1,779	6
472	83	RONGAI .. .. .	7,919	1,085	1	66	15	1,203	17	19,037	4	10,921	2	4,003	13	..	..	13,276	15
479	84	KAMPI-YA-MOTO .. .. .	1,264	104	12	11	18	71	7	5,657	12	4,911	14	1,175	9	..	..	5,099	11
488	85	OLABANAITA .. .. .	1,142½	82	2	8	16	13	8	7,117	9	4,282	16	12	1	..	..	4,387	2
499	86	LAKE SOLAI .. .. .	2,055	296	0	27	7	51	1	2,212	15	1,434	9	43	4	..	..	1,808	17
489	87	SABATIA .. .. .	3,336	522	9	15	9	13	19	6,804	2	1,744	0	587	0	4	9	2,300	6
496	88	MAJI-MAZURI .. .. .	4,082	932	0	57	8	111	4	5,738	6	6,934	6	9,415	8	243	8	8,278	6
516	89	EQUATOR .. .. .	553½	98	8	4	8	45	5	259	12	169	5	1,599	14	..	..	317	6
526	90	TIMBOROA .. .. .	2,028	417	15	13	8	19	18	430	4	392	5	144	12	..	..	843	6
549	91	KIPKABUS .. .. .	2,908	573	5	40	15	57	0	2,896	18	1,536	16	11,102	17	..	..	2,207	16
567	92	PLATEAU .. .. .	1,006	341	18	19	12	9	6	2,055	3	2,149	0	1,637	3	13	5	2,533	1
577	93	ELDOROT .. .. .	17,077	7,358	13	635	8	190	6	7,298	11	6,013	4	2,847	1	..	..	14,197	11
587	94	LESERU .. .. .	1,344	124	0	2	19	9	4	669	14	286	14	1,533	18	85	11	508	8
594	95	SOY .. .. .	1,502½	145	4	12	7	26	2	2,349	9	2,105	10	47	5	..	..	2,289	3
614	96	HOEY'S BRIDGE .. .. .	3,086	494	10	53	5	43	7	10,968	2	4,848	18	18	15	..	..	5,440	0
628	97	KITALE .. .. .	6,008	2,343	18	266	14	157	15	12,344	3	10,169	13	58	15	..	..	12,938	0
599	98	TURBO .. .. .	6,440	1,060	13	67	3	34	0	8,188	11	4,697	16	1,269	12	..	..	5,859	12
608	99	*KIPKARREN RIVER .. .. .	231	26	2	4	8	..	1	504	19	253	14	17	10	..	..	284	5
617	100	LUGARI .. .. .	502	48	17	3	1	..	2	818	5	598	0	10	14	..	..	650	0
629	101	BRODERICK FALLS .. .. .	698	149	15	11	10	..	10	51	11	111	18	29	4	..	..	273	13
..	102	TORORO .. .. .	9	77	16	1	6	..	..	2,817	14	4,655	4	49	13	12	13	4,746	19
..	103	NSINZE .. .. .	..	..	..	..	..	..	..	1,083	13	1,273	18	..	3	..	..	1,273	18
..	104	KALIRO .. .. .	..	..	..	..	..	..	..	1,019	17	1,545	6	1	15	..	..	1,545	6
..	105	NAMWENDWA .. .. .	..	..	..	..	..	..	..	336	4	481	18	..	12	..	..	481	18
..	106	NAMAGANDA .. .. .	..	..	..	..	..	..	..	1,340	19	2,542	18	..	..	..	..	2,542	18
..	107	KAMULI .. .. .	..	..	..	..	..	..	..	..	17	5	4	..	..	..	..	5	4
464	108	NJORO .. .. .	18,148	3,302	19	173	10	277	8	15,279	6	14,005	4	8,777	1	..	..	17,759	1
478	109	ELBURGON .. .. .	11,317	1,796	3	74	18	166	2	6,740	14	4,279	5	10,895	10	..	..	6,316	8
483	110	TURI .. .. .	2,974	465	10	303	5	18	8	2,359	19	1,916	10	3,678	9	..	..	2,703	13
493	111	MOLO .. .. .	8,249	1,510	1	329	18	516	14	3,705	19	3,010	18	9,110	9	..	..	5,367	11
495	112	MAU .. .. .	2,415½	372	15	31	7	16	4	678	3	418	1	7,650	11	..	..	838	7
503	113	LONDIANI .. .. .	7,739	1,368	10	43	5	120	9	4,885	11	3,032	2	1,080	6	..	..	4,564	6
512	114	KEDOWA .. .. .	2,970½	449	15	94	5	31	5	2,709	18	1,218	4	100	4	..	..	1,793	9
521	115	LUMBWA .. .. .	9,533½	2,507	6	245	9	138	9	2,640	1	3,085	18	110	2	..	..	5,977	2
530	116	TUNNEL .. .. .	165½	35	6	6	16	..	1	184	19	116	18	3	16	..	..	159	1
539	117	FORT TERNAN .. .. .	4,902	854	8	30	8	4	17	1,099	16	807	2	21	16	..	..	1,696	15
546	118	KORU .. .. .	3,889½	674	9	41	6	10	7	1,496	0	1,928	7	5	9	..	..	2,654	9
553	119	MUHORONI .. .. .	10,550	1,710	18	93	1	75	15	3,891	10	5,038	4	29	14	..	..	6,917	18
562	120	CHEMELIL .. .. .	823	104	1	9	19	..	15	623	14	322	17	3	7	..	..	437	12
565	121	KIBIGORI .. .. .	9,216½	1,145	12	64	11	89	12	810	16	787	1	1	19	..	..	2,086	16
569	122	MIWANI .. .. .	8,432	1,043	18	36	2	2	2	7,915	0	22,385	9	76	1	..	..	23,467	11

## RETURN SHOWING THE OUTWARDS TRAFFIC AT EACH STATION FOR THE YEAR ENDED 31st DECEMBER, 1927—(contd.).

DISTANCE FROM MOMBASA.		STATIONS.	Passengers.			Parcels and Luggage.		Live Stock.		MERCHANDISE GENERAL.				RAILWAY MATERIAL.				GRAND TOTAL.	
Miles.	No.		No.	£	s.	£	s.	£	s.	Quantity.		Amount.		Quantity.		Amount.		£	s.
										Tons.	cwt.	£	s.	Tons.	cwt.	£	s.		
581	123	KIBOS .. .. .	17,939	2,680	13	21	13	31	13	1,890	19	994	2	2,381	4	30	7	3,758	8
587	124	KISUMU STATION .. .. .	61,650	21,672	18	1,525	16	49	0	8,179	19	14,053	18	3,115	5	171	17	37,473	9
	125	KISUMU PIER .. .. .	2,234½	2,122	7	223	14	853	7	2,519	14	4,836	6	2,046	14	..	..	8,035	14
	126	USEMBO BAY .. .. .	..	..	..	..	..	..	..	301	0	378	4	2	1	..	..	378	4
621	127	KENDU BAY .. .. .	..	..	..	..	..	..	..	274	17	437	1	..	..	..	..	437	1
	128	HOMA BAY .. .. .	10½	1	2	..	..	..	..	1,527	5	1,813	1	..	..	..	..	1,814	3
681	129	SOI PIER .. .. .	4	..	7	..	8	..	..	698	18	1,388	19	..	..	..	..	1,389	14
	130	MJANJI PIER .. .. .	1,275	607	5	65	14	17	0	4,844	7	11,361	1	2	3	..	..	12,051	0
762	131	JINJA PIER .. .. .	4,457½	5,463	14	1,119	12	8	9	4,740	0	13,348	1	168	9	(-)	11	19,939	5
	132	BULUBA .. .. .	222	11	1	..	4	..	7	1,349	1	1,917	4	46	9	..	..	1,928	16
	133	KATIMERU .. .. .	833	45	0	..	18	..	18	43	14	30	18	..	..	..	..	77	14
	134	SOZI .. .. .	2,565½	157	15	8	4	9	3	65	7	75	16	..	..	..	..	250	18
	135	KIUNGU .. .. .	1,093½	68	13	..	7	1	18	7	18	9	8	..	..	..	..	60	6
	136	KATEBO .. .. .	76½	5	7	..	1	..	1	978	6	1,087	3	1	6	..	..	1,092	12
	137	KITOSI .. .. .	680½	32	4	1	1	..	3	2	11	1	18	23	7	..	..	35	6
	138	KOME .. .. .	930½	41	6	..	12	1	10	5	6	6	7	..	..	..	..	49	15
	139	NANSO BAY .. .. .	26	3	3	..	..	..	..	..	..	..	..	..	..	..	..	3	3
	140	KIBARA .. .. .	1	..	3	1	4	..	..	..	..	..	..	..	..	..	..	1	7
	141	NASSO .. .. .	..	..	..	..	..	..	..	100	5	123	18	..	..	..	..	123	18
762	142	BUGUNGU .. .. .	..	..	..	..	..	..	..	568	1	1,613	6	..	..	..	..	1,613	6
	143	KIBANGA PORT .. .. .	24	2	3	..	1	2	10	1,401	7	3,686	13	1	2	..	..	3,691	7
762	144	PORT BELL PIER .. .. .	3,948	2,233	10	230	5	14	19	2,381	0	7,056	12	55	19	..	..	9,535	6
	145	ENTEBBE .. .. .	6,773½	2,569	17	579	0	5	5	897	15	1,878	6	10	18	..	..	5,032	8
808	146	BUKAKATA .. .. .	1,235½	427	3	102	3	7	1	1,973	11	4,838	7	6	13	..	..	5,374	14
755	147	KISUBI PORT .. .. .	..	..	..	..	..	..	..	..	..	..	..	66	14	..	..	..	..
809	148	SANGO BAY .. .. .	403	143	13	11	17	..	2	828	19	668	8	..	..	..	..	824	0
675	149	KARUNGU .. .. .	442	86	8	1	3	..	2	280	9	337	12	4	0	..	..	425	5
893	150	BUKOKA .. .. .	1,893½	1,395	15	188	14	2	13	4,611	13	19,532	6	..	7	..	..	21,119	8
732	151	MUSOMA .. .. .	849½	553	9	82	9	114	0	1,363	12	2,724	11	..	6	..	..	3,474	9
855	152	MWANZA .. .. .	3,032½	3,190	1	674	5	879	16	10,988	3	26,460	13	107	7	..	..	31,204	15
	153	JINJA PIER .. .. .	11	10	16	..	..	..	..	299	17	176	1	465	14	..	..	186	17
763	154	JINJA STATION .. .. .	4,832½	1,083	8	816	2	3	3	3,655	15	5,854	16	2,191	1	..	..	7,757	9
778	155	MUTAI .. .. .	1,601	99	5	9	19	1	11	9	15	2	7	199	14	..	..	113	2
789	156	LUZINGA .. .. .	1,517	109	4	5	16	..	17	1,857	11	4,188	9	3,567	19	..	..	4,304	6
806	157	MBULAMUTI .. .. .	3,695	427	8	19	15	8	16	2,858	0	5,464	0	503	16	..	..	5,919	19
824	158	NAMASAGALI STATION .. .. .	1,862	350	5	26	1	216	14	18	10	27	6	1,254	4	..	..	620	6
	159	NAMASAGALI PIER .. .. .	799	261	19	8	12	1	1	15	1	34	17	846	16	..	..	306	9
861	160	KASATA .. .. .	2½	1	16	..	..	..	9	..	..	..	..	..	..	..	..	2	5
914	161	BUGONDO .. .. .	1,012	332	12	72	7	6	3	3,500	1	8,329	2	2	5	..	..	8,740	4
920	162	SANGAI .. .. .	324½	112	1	29	13	46	9	771	5	1,519	0	1	13	..	..	1,707	3
928	163	LALLI .. .. .	780½	486	14	183	4	33	9	2,418	9	6,255	11	..	10	..	..	6,958	18

## RETURN SHOWING THE OUTWARDS TRAFFIC AT EACH STATION FOR THE YEAR ENDED 31st DECEMBER, 1927—(concl'd.).

DISTANCE FROM MOMBASA.		STATIONS.	Passengers.			Parcels and Luggage.		Live Stock.		MERCHANDISE GENERAL.				RAILWAY MATERIAL.				GRAND TOTAL.	
Miles.	No.		No.	£	s.	£	s.	£	s.	Quantity.		Amount.		Quantity.		Amount.		£	s.
										Tons.	cwt.	£	s.	Tons.	cwt.	£	s.		
907	164	KELLI .. .. .	1,391½	469	10	89	11	424	14	1,412	1	2,729	12	..	9	..	..	3,713	7
880	165	NAMASALI .. .. .	3	..	10	1	10	..	..	607	1	1,253	19	..	..	..	..	1,255	19
930	166	MASINDI PORT .. .. .	1,625	395	4	18	0	1	9	406	10	891	18	102	17	..	..	1,306	11
960	167	PALANGO .. .. .	35½	8	5	1	8	..	1	264	18	606	9	2	0	..	..	616	3
985	168	ATURA .. .. .	394	259	14	95	13	..	6	1,450	6	3,395	15	26	13	..	..	3,751	8
959	169	NABIESO .. .. .	..	..	..	..	..	..	..	145	3	178	7	..	..	..	..	178	7
975	170	KACHUNG .. .. .	869	484	13	183	4	373	1	1,212	13	3,321	9	1	14	..	..	4,362	7
867	171	MUNTU .. .. .	7	1	6	..	..	..	..	95	18	49	5	..	..	..	..	50	11
975	172	EKWERA .. .. .	..	..	..	..	..	..	..	100	6	114	2	..	..	..	..	114	2
899	173	KIZINGI .. .. .	..	..	..	..	..	..	..	489	6	1,084	17	..	..	..	..	1,084	17
830	174	BUDALI PIER .. .. .	..	..	..	..	4	..	..	193	0	357	19	..	..	..	..	358	3
905	175	BUGOI .. .. .	..	..	..	..	..	..	..	..	..	..	..	2	3	..	..	..	..
960	176	MASINDI TOWN .. .. .	2,444	704	15	123	18	..	9	1,647	8	4,644	1	125	13	..	..	5,473	3
988	177	BUSENGIRO .. .. .	..	..	..	..	..	..	..	122	7	36	15	29	7	..	..	36	15
974	178	KINYALA .. .. .	27	3	6	..	..	..	..	103	4	17	15	4	0	..	..	21	1
1005	179	BUTIABA .. .. .	7,331½	1,818	18	117	12	..	4	357	7	554	10	4,255	16	..	..	2,491	4
1032	180	MAHAGI PIER .. .. .	1	..	7	..	..	..	..	..	1	..	1	..	..	..	..	..	8
1045	181	PANYUMUR PIER .. .. .	6,970½	748	19	1	4	44	13	2	4	5	7	..	..	..	..	800	3
1063	182	PACKWACH PIER .. .. .	279½	68	13	8	0	..	5	5	19	8	5	..	14	..	..	85	3
1080	183	KASENYI PIER .. .. .	157	690	10	175	18	2	5	99	16	1,217	16	..	..	..	..	2,086	9
1086	184	MUTIR PIER .. .. .	48	15	0	..	8	..	..	..	..	..	..	..	..	..	..	15	8
1105	185	PORT NTOROKO .. .. .	2	1	13	1	14	..	..	..	..	..	..	..	..	..	..	3	7
1110	186	RHINO CAMP.. .. .	837½	663	11	110	2	..	4	290	3	858	12	15	3	..	..	1,632	9
1175	187	OGUJEBBE .. .. .	200½	80	10	7	0	11	7	76	13	140	1	..	..	..	..	238	18
1185	188	LAROPI PIER .. .. .	101½	52	11	28	17	..	17	89	2	155	17	..	..	..	..	238	2
1205	189	NIMULE PIER .. .. .	35	46	16	10	17	..	..	11	8	24	2	..	..	..	..	81	15
768	190	KAMPALA STATION .. .. .	8,020	5,843	5	1,187	6	4	2	38,029	9	43,632	2	998	12	..	..	50,666	15
..	..	SEASON TICKETS .. .. .	568	829	15	..	..	..	..	..	..	..	..	..	..	..	..	829	15
..	..	PLATFORM TICKETS .. .. .	106,365	531	16	..	..	..	..	..	..	..	..	..	..	..	..	531	16
..	..	SPECIAL TRAINS .. .. .	..	42	15	..	..	..	..	..	..	..	..	..	..	..	..	42	15
..	..	CARRIAGE OF MAILS .. .. .	..	..	..	6,474	18	..	..	..	..	..	..	..	..	..	..	6,474	18
..	..	WATER AND CONSTRUCTION TRAINS .. .. .	..	..	..	..	..	..	..	..	..	..	..	189,362	0	2,910	2	2,910	2
GRAND TOTAL ..			1,041,709	266,326	3	49,404	9	13,395	14	813,062	7	1,724,327	17	481,103	18	13,524	5	2,066,978	8

## Summary of Train mileage from 1st April, 1903 to 31st December, 1927.

Year.	Mean mileage worked.	Traffic train mileage.	Construction and Water train mileage &c.	Total train mileage.	Average daily traffic train mileage.	REMARKS.
1903-04 (Leap year) ...	584	321,791	215,794	537,585	879	
1904-05 ...	584	352,624	60,128	412,752	966	
1905-06 ...	584	471,487	58,491	529,978	1,292	
1906-07 ...	584	622,950	82,036	704,986	1,707	
1907-08 (Leap year) ...	584	636,893	68,763	705,656	1,740	
1908-09 ...	584	632,752	70,104	702,856	1,734	
1909-10 ...	58	648,541	99,229	747,770	1,777	
1910-11 ...	585	863,962	103,343	967,305	2,367	
1911-12 (Leap year) ...	586	1,142,878	65,187	1,208,065	3,123	
1912-13 ...	641	1,475,112	53,620	1,528,732	4,041	
1913-14 ...	664	1,609,715	71,227	1,680,942	4,410	
1914-15 ...	680	1,341,085	49,951	1,391,036	3,674	
1915-16 (Leap year) ...	685	1,349,804	50,714	1,400,518	3,689	
1916-17 ...	685	1,597,927	37,206	1,635,133	4,378	
1917-18 ...	685	1,333,489	46,839	1,380,328	3,653	
1918-19 ...	685	1,182,127	39,215	1,221,342	3,238	
1919-20 (Leap year) ...	685	1,237,822	39,193	1,277,016	3,382	
1920-21	685	1,487,833	71,454	1,559,287	4,077	
1921 (9 months) ...	685	1,057,260	49,613	1,106,873	3,845	
1922 ...	685	1,500,583	83,579	1,584,162	4,111	
1923 ...	692	1,623,251	104,876	1,728,127	4,447	
1924 (Leap year) ...	816	2,160,023	325,868	2,485,891	5,902	
1925 ...	898	2,575,407	355,492	2,930,899	7,056	
1926 ...	908	2,663,395	431,500	3,094,895	7,297	
1927 ...	1,166	2,731,219	421,764	3,152,983	7,483	

## RAILWAYS. Summary of Earnings from 1903 to 1927.

YEAR.	Passengers.	Parcels and Luggage.	Live Stock.	Goods.	Telegraphs.	Surcharge.	Miscellaneous.	Total Earnings.	Working Expenses. (excluding Depreciation)	Net Earnings. (exclusive of Depreciation and loan charges).	Percentage of ordinary Working Expenses to Receipts.
	£	£	£	£	£	£	£	£	£	£	%
1903-04 ...	28,203	5,071	2 115	93,544	1,142	...	1,492	131,567	191,668	-60,101	145.68
1904-05 ...	31,952	5,589	2,370	112,101	687	...	1,095	153,794	151,155	2,639	98.29
1905-06 ...	41,006	6,164	4,647	151,009	743	...	1,359	204,928	148,250	56,678	72.34
1906-07 ...	45,872	7,000	3,164	183,080	591	...	1,505	241,212	164,448	76,764	68.18
1907-08 ...	51,545	8,994	4,203	164,588	649	...	2,091	232,070	167,357	64,713	72.11
1908-09 ...	50,178	9,020	4,134	166,587	626	...	2,116	232,661	167,823	64,838	72.13
1909-10 ...	48,305	9,485	4,213	180,197	649	...	3,297	246,146	180,279	65,867	73.24
1910-11 ...	55,567	10,793	5,003	225,049	715	...	2,989	300,116	201,596	98,520	67.17
1911-12 ...	63,657	11,143	6,088	274,518	955	...	3,858	360,224	228,852	131,372	63.53
1912-13 ...	75,311	13,154	5,974	396,725	1,356	...	4,860	497,380	287,082	210,298	57.72
1913-14 ...	92,852	15,586	5,589	447,047	1,294	...	5,786	568,154	350,809	217,345	61.75
1914-15 ...	145,690	15,909	19,500	340,733	3,291	...	10,861	535,984	355,987	179,997	66.42
1915-16 ...	167,323	26,774	38,475	383,243	3,742	...	38,050	657,607	367,959	289,648	55.95
1916-17 ...	223,780	27,438	45,784	465,847	1,974	...	48,128	812,951	455,749	357,202	56.06
1917-18 ...	256,578	16,131	16,204	352,593	1,664	...	33,779	676,949	465,818	211,131	68.81
1918-19 ...	225,001	17,524	11,476	374,905	2,325	...	43,992	675,223	532,626	142,597	78.88
1919-20 ...	140,298	20,218	9,262	417,219	1,705	...	39,311	628,013	582,406	45,607	92.74
1920-21 ...	253,075	35,748	13,132	637,744	2,212	168,717	64,813	1,175,441	1,022,702	152,739	87.01
1921 (9 mths.)	158,625	28,598	6,707	428,682	1,341	99,879	43,298	767,130	721,099	46,031	94.00
1922 ..	176,573	40,457	7,889	815,932	1,438	...	50,200	1,092,489	952,784	139,705	87.21
1923 ...	171,361	39,581	7,018	965,956	1,221	...	52,599	1,237,736	822,385	415,351	66.44
1924 ...	199,500	46,939	8,782	1,313,906	1,567	...	64,495	1,635,189	878,467	756,722	53.72
1925 ...	227,272	53,426	10,872	1,616,765	1,285	...	83,889	1,993,509	1,090,071	903,438	54.88
1926 ...	256,918	51,084	10,992	1,634,700	1,308	...	103,709	2,058,711	1,216,774	841,937	59.11
1927 ...	266,326	49,404	13,396	1,737,852	1,791	...	57,274	2,126,043	1,150,786	975,257	54.13

Commodities.	1927.	1926.	Increase.	Decrease.	REMARKS.
	Tons.	Tons.	Tons.	Tons.	
Brass, iron and steel wire	1,169	1,318	...	149	
Cement	28,913	17,677	11,236	...	
Corrugated iron	9,885	8,496	1,389	...	
Cars, motor	4,275	4,686	...	411	
Chillies C. P.	511	124	387	...	
Coffee C. P.	24,193	18,987	5,206	...	
Cotton—					
Ginned C. P.	25,378	33,768	...	8,390	
Unginned C. P.	875	1,782	...	907	
Cotton manufactured—					
Cotton cloth	5,547	5,101	446	...	
Cotton blankets	2,223	2,466	...	243	
Fibre—					
Sisal	16,568	13,705	2,863	...	
Flax	22	95	...	73	
Flax tow	249	100	149	...	
Flour—					
Maize and meal	33,005	24,753	8,252	...	
Wheat C. P.	5,079	3,327	1,752	...	
Wheat, imported	1,851	1,582	269	...	
Government goods	33,915	15,791	18,124	...	
Grains C. P.—					
Barley	197	206	...	9	
Beans	3,966	3,063	903	...	
Maize	119,938	78,125	41,813	...	
Oats	106	107	...	1	
Peas	57	55	2	...	
Rice	5,213	5,590	...	377	
Wheat	7,527	4,704	2,823	...	
Others	5,108	3,915	1,193	...	
Gunny—					
Bags	6,453	6,976	...	523	
Hessian Cloth	226	420	...	194	
Hardware	1,169	1,372	...	203	
Hides	6,567	4,544	2,023	...	
Implements, agricultural	9,508	7,662	1,846	...	
Iron and steel manufactured	6,993	6,873	120	...	
Lime	3,546	2,675	871	...	
Liquors—					
Aerated waters imported	34	17	17	...	
Aerated waters, C. P.	306	266	40	...	
Ale and beer imported	761	808	...	47	
Spirits	833	974	...	141	
Ale and beer C. P.	376	279	97	...	
Wines	686	599	87	...	
Machinery	6,415	5,761	654	...	
Manures	2,590	1,540	1,050	...	
Oil—					
Kerosene	16,895	9,477	7,418	...	
Liquid fuel (crude)	9,787	4,581	5,206	...	
Petrol	21,699	15,088	6,611	...	
Oil seeds—					
Cotton seeds	29,081	36,972	...	7,891	
Ground nuts	5,325	12,287	...	6,962	
Simsim	4,509	4,516	...	7	
Other oil seeds	143	211	...	68	
Potatoes	5,234	5,291	...	57	
Provisions	4,366	3,226	1,140	...	
Rubber	1,279	912	367	...	
Salt	11,039	9,457	1,582	...	
Sand	71,512	37,398	34,114	...	
Soap—					
Imported	1,233	962	271	...	
C. P.	2,026	1,776	250	...	
Skins—					
Goat	550	473	77	...	
Sheep	105	129	...	24	
Soda Ash	61,222	16,315	44,907	...	
Sugar and cane—					
Imported	33	77	...	44	
C. P.	12,300	9,005	3,295	...	
Jagree	863	734	129	...	
Sugar cane raw	1,587	1,321	266	...	
Stone	42,196	12,090	30,106	...	
Tea—					
Imported	522	448	74	...	
C. P.	10	5	5	...	
Timber—					
Imported	1,290	1,415	...	125	
C. P.	39,222	34,734	4,488	...	
Firewood	30,067	24,025	6,042	...	
Tobacco, including cigars and cigarettes—					
Imported	920	1,113	...	193	
C. P.	53	82	...	29	
Vegetables	2,872	2,478	394	...	
Wattle bark	3,694	2,577	1,117	...	
Wool	424	385	39	...	
All other merchandise	48,771	33,433	15,338	...	
<b>TOTAL</b>	<b>813,062</b>	<b>573,282</b>	<b>266,848</b>	<b>27,068</b>	

Approximate Tonnages of Principal Commodities carried, Lake Victoria Steamers—1927,  
compared with 1926.

Commodities.	1927.	1926.	Increase.	Decrease.	REMARKS.
	Tons.	Tons.	Tons.	Tons.	
Brass, iron and steel wire	197	95	102	...	
Cement	4,911	4,719	192	...	
Corrugated iron	2,576	3,131	...	555	
Cars, motor	859	1,110	...	251	
Chillies, C. P.	82	85	...	3	
Coffee, C. P.	6,901	6,430	471	...	
Cotton ginned, C. P.	23,866	32,545	...	8,679	
Cotton unginned	6	4	2	...	
Cotton manufactured—					
Cotton cloth	2,763	2,784	...	21	
Cotton blankets	653	788	...	135	
Fibre—					
Sisal	90	77	13	...	
Flax	...	...	...	...	
Flax tow	1	...	1	...	
Flour—					
Maize and meal	3,119	3,410	...	291	
Wheat C. P.	754	840	...	86	
Wheat imported	653	512	141	...	
Government goods	7,812	6,417	1,395	...	
Grains C. P.—					
Barley	...	...	...	...	
Beans	459	1,127	...	668	
Maize	463	463	...	...	
Oats	...	...	...	...	
Peas	...	...	...	...	
Rice	3,383	3,835	...	452	
Wheat	30	23	7	...	
Others	512	744	...	232	
Gunny—					
Bags	979	1,341	...	362	
Hessian cloth	170	298	...	128	
Hardware	56	64	...	8	
Hides	2,342	1,703	639	...	
Implements, agricultural	1,132	903	229	...	
Iron and steel, manufactured	2,730	3,157	...	427	
Lime	1,115	645	470	...	
Liquors—					
Aerated waters imported	...	...	...	...	
Aerated waters C. P.	16	16	...	...	
Ale and beer imported	228	259	...	31	
Ale and beer C. P.	70	29	41	...	
Spirits	4	5	...	1	
Wines	316	384	...	68	
Machinery	1,170	1,758	...	588	
Manures	...	...	...	...	
Oil—					
Kerosene	2,655	2,970	...	315	
Liquid fuel (crude)	1,189	1,293	...	104	
Petrol	5,094	4,952	142	...	
Oil seeds—					
Cotton seeds	25,980	25,658	322	...	
Ground nuts	5,112	11,605	...	6,493	
Simsim	3,680	2,939	741	...	
Other oil seeds	15	...	15	...	
Potatoes	302	278	24	...	
Provisions	795	891	...	96	
Rubber	911	758	153	...	
Salt	6,155	5,639	516	...	
Sand	1,270	3,706	...	2,436	
Skins—					
Goat	287	240	47	...	
Sheep	87	80	7	...	
Soap—					
Imported	303	739	...	436	
C. P.	1,094	643	451	...	
Soda ash	...	6	...	6	
Sugar and cane—					
Imported	16	4	12	...	
C. P.	1,616	1,162	454	...	
Jagree	102	55	47	...	
Sugar cane raw	...	2	...	2	
Stone	498	15	483	...	
Tea—					
Imported	137	154	...	17	
C. P.	3	3	...	...	
Timber—					
Imported	104	84	20	...	
C. P.	3,534	5,519	...	1,985	
Firewood	...	...	...	...	
Tobacco, including cigars and cigarettes—					
Imported	430	561	...	131	
C. P.	12	19	...	7	
Vegetables	227	169	58	...	
Wattle bark	8	2	6	...	
Wool	11	7	4	...	
All other merchandise	4,697	12,835	...	8,138	
<b>TOTAL</b>	<b>136,742</b>	<b>162,689</b>	<b>7,205</b>	<b>33,152</b>	



Approximate Tonnages of Principal Commodities carried, Lake Kioga Steamers—1927,  
compared with 1926.

Commodities.	1927.	1926.	Increase.	Decrease.	REMARKS.
	Tons.	Tons.	Tons.	Tons.	
Brass, iron and steel wire ...	12	570	...	558	
Cement ...	935	1,276	...	341	
Corrugated iron ...	658	496	162	...	
Cars, motor ...	161	97	64	...	
Chillies, C. P. ...	3	1	2	...	
Coffee, C. P. ...	332	210	122	...	
Cotton—					
Ginned C. P. ...	5,366	8,164	...	2,798	
Unginned ...	369	766	...	397	
Cotton manufactured—					
Cotton cloth ...	230	159	71	...	
Cotton blankets ...	73	45	28	...	
Fibre—					
Sisal ...	...	...	...	...	
Flax ...	...	...	...	...	
Flax tow ...	...	...	...	...	
Flour—					
Maize and meal ...	176	291	...	115	
Wheat, C. P. ...	88	141	...	53	
Wheat, imported ...	143	65	78	...	
Government goods ...	1,576	1,628	...	52	
Grains C. P.—					
Barley ...	...	...	...	...	
Beans ...	27	62	...	35	
Maize ...	5	7	...	2	
Oats ...	...	...	...	...	
Peas ...	...	...	...	...	
Rice ...	123	189	...	66	
Wheat ...	1	1	...	...	
Others ...	36	42	...	6	
Gunny—					
Bags ...	208	189	19	...	
Hessian cloth ...	31	72	...	41	
Hardware ...	37	22	15	...	
Hides ...	406	215	191	...	
Implements, agricultural ...	274	131	143	...	
Iron and steel manufactured ...	1,109	656	453	...	
Lime ...	18	25	...	7	
Liquors—					
Aerated waters imported ...	...	...	...	...	
Aerated waters, C. P. ...	2	4	...	2	
Ale and beer, C. P. ...	11	1	10	...	
Ale and beer, imported ...	37	31	6	...	
Spirits ...	31	20	11	...	
Wines ...	9	52	...	43	
Machinery ...	729	762	...	33	
Manures ...	...	...	...	...	
Oil—					
Kerosene ...	185	480	...	295	
Liquid fuel (crude) ...	248	195	53	...	
Petrol ...	751	1,082	...	331	
Oil seeds—					
Cotton seeds ...	6,574	5,572	1,002	...	
Ground nuts ...	43	101	...	58	
Simsiu ...	775	408	367	...	
Other oil seeds ...	...	...	...	...	
Potatoes ...	47	40	7	...	
Provisions ...	88	92	...	4	
Rubber ...	35	30	5	...	
Salt ...	1,464	1,364	100	...	
Sand ...	73	...	73	...	
Stone ...	...	1	...	1	
Soap—					
Imported ...	50	50	...	...	
C. P. ...	95	89	6	...	
Skins—					
Goats ...	22	11	11	...	
Sheep ...	...	...	...	...	
Soda ash ...	...	...	...	...	
Sugar and cane—					
Imported ...	5	...	5	...	
C. P. ...	215	130	85	...	
Jagree ...	32	35	...	3	
Sugar cane raw ...	...	...	...	...	
Tea —					
Imported ...	19	18	1	...	
C. P. ...	1	3	...	2	
Timber—					
Imported ...	1	...	1	...	
C. P. ...	402	762	...	360	
Tobacco, including cigars and cigarettes—					
Imported ...	21	59	...	38	
C. P. ...	3	1	2	...	
Vegetables ...	5	19	...	14	
Wattle bark ...	...	...	...	...	
All other merchandise ...	2,010	241	1,769	...	
<b>TOTAL</b> ...	<b>26,380</b>	<b>27,173</b>	<b>4,862</b>	<b>5,655</b>	

Approximate Tonnages of Principal Commodities carried, Lake Albert Steamers 1927—  
compared with 1926.

Commodities.	1927.	1926.	Increase.	Decrease.	REMARKS.
	Tons.	Tons.	Tons.	Tons.	
Brass, iron and steel wire	46	11	35		
Cement	553	310	243		
Corrugated iron	355	114	241		
Cars, motor	273	123	150		
Chillies, C. P.					
Coffee, C. P.		1		1	
Cotton—					
Ginned, C. P.	51	185		134	
Unginned	185	587		402	
Cotton manufactured—					
Cotton cloth	92	93		1	
Cotton blankets	43	49		6	
Fibre—					
Sisal					
Flax					
Flax tow					
Flour—					
Maize, and meal	3	7		4	
Wheat, C. P.	35	26	9		
Wheat, imported	25	26		1	
Government goods	256	49	207		
Grains, C. P.—					
Barley					
Beans	2	1	1		
Maize	5	2	3		
Oats					
Peas					
Rice	8	3	5		
Wheat					
Others	2		2		
Gunny—					
Bags	23	39		16	
Hessian cloth	1	1			
Hardware	18	4	14		
Hides	37	104		67	
Impliments, agricultural	136	16	120		
Iron and steel manufactured	1,032	212	820		
Lime	2		2		
Liquors—					
Aerated waters imported					
Aerated waters, C. P.		4		4	
Ale and beer imported	12	22		10	
Spirits	4	4			
Ale and beer C. P.	6	2	4		
Wines	8	14		6	
Machinery	294	377		83	
Manures					
Oil—					
Kerosene	43	59		16	
Liquid fuel (crude)		1		1	
Petrol	472	333	139		
Oil seeds—					
Cotton seeds	87	30	57		
Ground nuts					
Simsim		15		15	
Other oil seeds					
Potatoes	1		1		
Provisions	40	34	6		
Rubber					
Salt	554	337	217		
Sand					
Stone					
Soap—					
Imported	14	10	4		
C. P.	13	8	5		
Skins—					
Goat					
Sheep					
Soda ash		1		1	
Sugar and cane—					
Imported	5		5		
C. P.	42	24	18		
Jagree	7	3	4		
Sugar cane raw					
Tea—					
Imported	2	3		1	
C. P.					
Timber—					
Imported	1		1		
C. P.	22	2	20		
Tobacco, including cigars and cigarettes—					
Imported	8	9		1	
C. P.					
Vegetables					
Wattle bark					
All other merchandise	154	732		578	
<b>TOTAL</b>	<b>4,972</b>	<b>3,987</b>	<b>2,333</b>	<b>1,348</b>	

Approximate Tonnages of Principal Commodities carried, Masindi Port-Butiaba Road  
Motor Service, during 1927 compared with 1926.

Commodities.	1927	1926.	Increase.	Decrease.	REMARKS.
	Tons.	Tons.	Tons.	Tons.	
Brass, iron and steel wire	310	43	267	...	
Cement	646	587	59	...	
Corrugated iron	318	150	168	...	
Cars, motor	103	67	36	...	
Chillies, C. P.	3	...	3	...	
Coffee, C. P.	431	199	232	...	
Cotton—					
Ginned, C. P.	316	454	...	138	
Unginned	343	280	63	...	
Cotton manufactured—					
Cotton cloth	111	110	1	...	
Cotton blankets	69	61	8	...	
Fibre—					
Sisal	...	...	...	...	
Flax	...	...	...	...	
Flax tow	...	...	...	...	
Flour—					
Maize, and meal	124	180	...	56	
Wheat C. P.	41	29	12	...	
Wheat, imported	35	29	6	...	
Government goods	400	1,910	...	1,510	
Grains, C. P.—					
Barley	...	...	...	...	
Beans	10	35	...	25	
Maize	10	1	9	...	
Oats	...	...	...	...	
Peas	...	...	...	...	
Rice	20	16	4	...	
Wheat	2	...	2	...	
Others	12	29	...	17	
Gunny—					
Bags	46	40	6	...	
Hessian cloth	8	4	4	...	
Hardware	156	41	115	...	
Hides	34	...	34	...	
Implements, agricultural	106	43	63	...	
Iron and steel manufactured	493	860	...	367	
Lime	7	15	...	8	
Liquors—					
Aerated waters imported	...	...	...	...	
Aerated waters, C. P.	3	3	...	...	
Ale and beer imported	16	19	...	3	
Spirits	5	2	3	...	
Ale and beer C. P.	4	5	...	1	
Wines	16	37	...	21	
Machinery	637	322	315	...	
Manures	...	...	...	...	
Oil—					
Kerosene	112	140	...	28	
Liquid fuel (crude)	119	126	...	7	
Petrol	381	365	16	...	
Oil seeds—					
Cotton seeds	475	235	240	...	
Ground nuts	2	6	...	4	
Simsim	1	...	1	...	
Other oil seeds	...	...	...	...	
Potatoes	4	4	...	...	
Provisions	57	45	12	...	
Rubber	53	6	47	...	
Salt	688	537	151	...	
Sand	14	1	13	...	
Stone	1	...	1	...	
Soap—					
Imported	18	25	...	7	
C. P.	27	23	4	...	
Skins—					
Goat	...	...	...	...	
Sheep	...	...	...	...	
Soda ash	1	...	1	...	
Sugar and cane—					
Imported	1	...	1	...	
C. P.	100	40	60	...	
Jagree	10	7	3	...	
Sugar cane raw	...	3	...	3	
Tea—					
Imported	8	4	4	...	
C. P.	1	1	...	...	
Timber—					
Imported	...	19	...	19	
C. P.	145	155	...	10	
Tobacco, including cigars and cigarettes—					
Imported	7	10	...	3	
C. P.	...	1	...	1	
Vegetables	...	...	...	...	
Wattle bark	...	...	...	...	
All other merchandise	409	176	233	...	
<b>TOTAL</b>	<b>7,469</b>	<b>7,500</b>	<b>2,197</b>	<b>2,228</b>	

Summary of cargo received at Kisumu Pier from the undermentioned Ports  
during 1927 compared with 1926.

Ports from						1927.	1926.
						Tons.	Tons.
Usembu Bay	...	...	...	...	...	301	381
Sio Pier	...	...	...	...	...	680	722
Mjanji Pier	...	...	...	...	...	4,725	7,563
Kendu Bay	...	...	...	...	...	337	404
Homa Bay	...	...	...	...	...	1,455	1,073
Jinja Pier	...	...	...	...	...	25,940	26,463
Kibanga	...	...	...	...	...	1,201	906
Port Bell	...	...	...	...	...	18,563	20,601
Entebbe	...	...	...	...	...	111	41
Bukakata	...	...	...	...	...	1,889	2,068
Karungu	...	...	...	...	...	226	146
Bukoba	...	...	...	...	...	4,404	4,935
Musoma	...	...	...	...	...	1,309	2,102
Mwanza	...	...	...	...	...	8,596	15,545
Katebo	...	...	...	...	...	984	790
Buluba	...	...	...	...	...	1,193	863
Homa Point	...	...	...	...	...	.....	27
Nassa	...	...	...	...	...	100	.....
Bugungu	...	...	...	...	...	358	.....
Total						72,372	84,630

## STATEMENT No. 53.

Summary of cargo carried from Kisumu Pier to the undermentioned Ports  
during 1927 compared with 1926.

Ports to						1927.	1926.
						Tons.	Tons.
Usembu Bay	...	...	...	...	...	33	23
Sio Pier	...	...	...	...	...	105	8
Mjanji Pier	...	...	...	...	...	2,600	4,965
Kendu Bay	...	...	...	...	...	78	89
Homa Bay	...	...	...	...	...	259	17
Jinja Pier	...	...	...	...	...	20,755	32,450
Kibanga	...	...	...	...	...	32	120
Port Bell	...	...	...	...	...	18,966	21,796
Entebbe	...	...	...	...	...	2,100	3,151
Bukakata	...	...	...	...	...	1,820	1,782
Kadimu Bay	...	...	...	...	...	1	.....
Karungu	...	...	...	...	...	408	54
Bukoba	...	...	...	...	...	2,920	2,779
Musoma	...	...	...	...	...	687	599
Mwanza	...	...	...	...	...	6,464	4,439
Busungwe Island	...	...	...	...	...	.....	3
Sango Bay	...	...	...	...	...	3	1
Katibo	...	...	...	...	...	1	.....
Bugungu	...	...	...	...	...	129	.....
Total						57,361	72,285

Summary of cargo received at Namasagali Pier from the undermentioned ports  
during 1927 compared with 1926.

PORTS FROM.					1927.	1926.
					Tons.	Tons.
Aputi	...	...	...	...	.....	.....
Atura	...	...	...	...	1,612	897
Bugondo	...	...	...	...	3,210	3,089
Ekwera	...	...	...	...	98	.....
Kachung	...	...	...	...	1,319	1,368
Kelli	...	...	...	...	1,250	1,836
Kigingi	...	...	...	...	489	557
Lalli	...	...	...	...	2,364	2,853
Masindi Port	...	...	...	...	1,647	2,101
Muntu	...	...	...	...	.....	.....
Nabieso	...	...	...	...	73	48
Namasali	...	...	...	...	552	333
Palango	...	...	...	...	182	181
Ruko	...	...	...	...	.....	.....
Sangai	...	...	...	...	717	1,255
Budali	...	...	...	...	176	101
Rompango	...	...	...	...	.....	.....
Naraboya	...	...	...	...	.....	.....
Total					13,689	14,619

## STATEMENT No. 55.

Summary of cargo carried from Namasagali Pier to the undermentioned ports  
during 1927 compared with 1926.

PORTS TO.					1927.	1926.
					Tons.	Tons.
Aputi	...	...	...	...	.....	3
Atura	...	...	...	...	623	627
Budali	...	...	...	...	27	40
Bugondo	...	...	...	...	783	1,386
Ekwera	...	...	...	...	.....	2
Kachung	...	...	...	...	1,845	630
Kelli	...	...	...	...	599	817
Kigingi	...	...	...	...	.....	1
Lalli	...	...	...	...	1,033	1,716
Masindi Port	...	...	...	...	6,126	5,082
Muntu	...	...	...	...	.....	.....
Nabieso	...	...	...	...	4	.....
Namasali	...	...	...	...	26	134
Palango	...	...	...	...	9	96
Sangai	...	...	...	...	249	411
Naraboya	...	...	...	...	.....	.....
Gogonya	...	...	...	...	.....	.....
Rompango	...	...	...	...	.....	.....
Bugoi	...	...	...	...	7	.....
Maruzi	...	...	...	...	12	.....
Musanga	...	...	...	...	8	.....
Blockage	...	...	...	...	3	.....
Total					11,354	10,945

Summary of cargo received at Butiaba from the undermentioned ports  
during 1927 compared with 1926.

PORTS.						1927.	1926.
						Tons.	Tons.
Mahagi	...	...	...	...	...	.....	.....
Panyamur	...	...	...	...	...	2	4
Packwach	...	...	...	...	...	6	.....
Rhino Camp	...	...	...	...	...	180	354
Ogujebbe	...	...	...	...	...	13	38
Laropi	...	...	...	...	...	22	11
Nimule	...	...	...	...	...	1	.....
Kibero	...	...	...	...	...	.....	.....
Ntoroko	...	...	...	...	...	.....	.....
Kasenyi	...	...	...	...	...	81	20
Liri	...	...	...	...	...	11	.....
Total					...	316	427

## STATEMENT No. 57.

Summary of cargo carried from Butiaba to the undermentioned ports  
during 1927 compared with 1926.

PORTS.						1927.	1926.
						Tons.	Tons.
Kasenyi	...	...	...	...	...	3,737	2,259
Rhino Camp	...	...	...	...	...	531	629
Mahagi	...	...	...	...	...	127	41
Panyamur	...	...	...	...	...	31	42
Nimule	...	...	...	...	...	1	3
Packwach	...	...	...	...	...	22	3
Laropi	...	...	...	...	...	18	11
Ogujebbe	...	...	...	...	...	10	10
Ntoroko	...	...	...	...	...	.....	1
Mutir	...	...	...	...	...	3	.....
Lake Rubi	...	...	...	...	...	3	.....
Total					...	4,483	2,999

Tonnage of Goods carried, Masindi Port—Butiaba Road Motor Service, during 1927,  
compared with 1926.

Direction.					1927.	1926.	Increase.	Decrease.
					Tons.	Tons.	Tons.	Tons.
Upward ...	...	...	...	...	5,856	6,000	.....	114
Downward	...	...	...	...	1,613	1,500	113	.....
				TOTAL ...	7,469	7,500	113	144

## LAKE VICTORIA.—Summary of Cargo in Tons Carried between Intermediate Ports during 1927 compared with 1926.

PORTS TO.	Kitosi.	Sio Pier.	Bugungu.	Jinja Pier.	Kibanga.	Port Bell.	Entebbe.	Busungwe Island.	Bukakata.	Bukoba.	Musoma.	Mwanza.	Sozi.	Katebo.	Buluba.	Kome.	Kendu Bay.	Sango Bay.	Mjanji Pier.	Katimeru.	Year ended 31st December, 1927.	Year ended 31st December, 1926.	
* Ports from																							
Sio Pier ... ..	...	...	...	5	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	...	
Mjanji Pier ... ..	...	...	...	91	4	43	16	...	1	6	...	1	...	...	...	...	...	...	...	...	162	236	
Homa Bay ... ..	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	...	
Jinja Pier ... ..	...	...	307	...	13	414	43	...	129	18	...	105	...	...	...	...	...	...	...	311	1,342	1,817	
Kibanga ... ..	...	...	...	252	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	252	17	
Port Bell ... ..	...	...	...	550	4	...	2	...	77	37	...	75	...	...	...	...	...	...	...	...	805	922	
Etebbe ... ..	...	...	...	259	...	170	...	...	286	1	1	2	1	11	...	...	...	...	...	...	766	340	
Busungwe Island ... ..	...	...	...	...	...	35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35	...	
Bukakata ... ..	...	...	...	20	94	42	38	...	...	17	2	54	...	...	...	...	...	...	...	...	279	181	
Kisubi ... ..	...	...	...	58	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	58	26	
Bukoba ... ..	...	...	...	8	...	7	...	...	3	...	1	58	...	...	...	...	...	...	...	...	78	100	
Musoma ... ..	...	...	...	2	...	1	...	...	1	1	...	7	...	...	...	...	...	...	...	...	12	25	
Mwanza ... ..	...	...	...	409	...	881	27	...	62	589	38	...	...	...	...	...	...	...	...	21	2,027	1,554	
Usembo Bay ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32	...
Buluba ... ..	...	...	...	176	...	24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200	397	
Sozi ... ..	...	...	...	...	...	10	53	...	...	...	...	...	...	...	...	...	...	...	...	...	63	61	
Kiungu ... ..	...	...	...	...	...	2	5	...	...	...	...	...	...	...	...	...	...	...	...	...	7	4	
Kadirau ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Karungu ... ..	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...
Sango Bay ... ..	...	...	...	167	...	323	246	...	...	...	...	...	...	...	...	...	4	...	...	...	736	40	
Katebo ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Katimeru ... ..	...	2	...	22	...	5	7	...	...	...	...	...	1	...	4	1	...	...	...	...	42	18	
Kitosi ... ..	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	
Kome ... ..	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	
Bugungu ... ..	...	...	...	71	45	3	1	...	...	...	...	...	...	...	...	...	...	...	...	...	120	...	
<b>TOTAL</b> ... ..	2	...	314	2,090	160	1,968	439	...	559	669	42	302	2	11	4	1	4	22	417	3	7,009	5,774	



## LAKE KIOGA.—Summary of cargo in tons carried between Lake Ports during 1927 compared with 1926.

PORTS TO	Muntu.	Bugondo.	Sangai.	Kelli.	Lalli.	Masindi Port.	Rompango.	Maruzi.	Atura.	Ekwera.	Palango.	Blockage.	Nabieso.	Namasali.	Kachung.	Aputi.	Kigingi.	Ruko.	Year ending 31-12-27	Year ending 31-12-26
<b>PORTS FROM</b>																				
Muntu ...	...	...	...	...	...	...	...	...	...	...	...	...	...	72	...	...	...	...	72	150
Bugondo ...	16	...	73	46	6	3	...	87	43	36	41	...	54	13	11	...	...	...	429	131
Sangai ...	...	3	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	38	159
Kelli ...	...	63	8	...	45	16	...	...	...	...	...	...	...	...	...	...	...	...	132	168
Lalli ...	...	9	5	14	...	1	...	...	...	...	...	...	...	...	...	...	...	...	29	17
Masindi Port ...	...	3	...	13	2	...	...	...	113	...	15	...	...	156	1	...	...	...	303	645
Palango ...	...	...	...	...	...	...	...	...	80	...	...	...	...	...	...	...	...	...	80	17
Atura ...	...	...	...	...	...	84	...	...	...	...	...	...	...	...	...	...	...	...	84	124
Ekwera ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kachung ...	...	...	...	...	...	...	...	...	15	...	...	...	...	...	...	...	...	...	15	3
Namasali ...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	2	12
Rompango ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
Kigingi ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
Aputi ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	44
Ruko ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
Nabieso ...	...	1	...	...	...	...	...	...	...	...	...	...	...	72	...	...	...	...	73	81
Bugoi ...	...	...	...	...	...	...	...	...	...	...	...	80	...	...	...	...	...	...	80	...
<b>TOTAL ...</b>	<b>16</b>	<b>113</b>	<b>86</b>	<b>73</b>	<b>53</b>	<b>107</b>	<b>...</b>	<b>87</b>	<b>251</b>	<b>36</b>	<b>56</b>	<b>80</b>	<b>54</b>	<b>313</b>	<b>12</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>1,337</b>	<b>1,609</b>

## LAKE ALBERT.—Summary of cargo in tons carried between Lake Ports during 1927 compared with 1926.

PORTS TO		Mahagi.	Kasenyi.	Ntoroko.	Panyamur.	Packwach.	Mutir.	Rhino Camp.	Ogujebbe.	Laropi.	Nimule.	Liri.	Year ended 31-12-27.	Year ended 31-12-26.
PORTS FROM														
Kibero	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mahagi	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kasenyi	...	5	...	...	...	...	...	...	...	...	...	...	5	5
Ntoroko	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Panyamur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Packwach	...	...	...	...	...	...	...	1	...	...	...	...	1	21
Mutir ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rhino Camp	...	...	...	...	1	4	...	...	10	21	...	...	36	30
Ogujebbe	...	...	...	...	...	...	...	39	...	5	...	...	44	182
Laropi ...	...	...	...	...	...	...	...	75	1	...	...	1	77	322
Nimule	...	...	...	...	...	...	...	10	...	...	...	...	10	1
<b>TOTAL</b>	...	5	...	...	1	4	...	125	11	26	...	1	173	561

## Statement of Flotilla Stock, Lake Victoria, for the year ended 31st December, 1927.

Date of Launching and Serial No.	Name or distinguishing number of vessel.	1 Indicated horse power.	2 Displacement tonnage.	3 Draft fully loaded.	4 Breadth.	5 Length over all.	6 PASSENGER ACCOMMODATION.		7 Cargo accommodation.	8 Number of days running.	9 Number of days not in commission.	10 Fuel capacity.	11 Speed in knots.	12-16 STAFF OF					REMARKS.
							1st class.	2nd class.						Officers.	Engin- eers.	Steamer clerks.	Men.	Masters.	
February 1903 December 1906	1 S. S. "Winifred," twin screw	550 H.P.	700 tons	6' 10"	29'	175'	14	8	250 tons.	227	138	Tons. 40 Oil.	10 knots.	3	3	2	46	...	Annual docking. The remainder of the work for 6 new first class cabins, Officers' quarters on bridge and Engineers' cabins which was not finished during 1926 was completed. New furnace tube fitted to boiler and engine overhauled Aft Awning renewed. Annual Docking. do. Annual Docking. Extra Oil Tanks fitted for fishing party. Annual Docking, new propeller fitted. This ship was burnt at Musoma on 30-9-27 and was brought in dock on 12-10-27 for dismantling and re-conditioning. Annual Docking.
	2 S. S. "Clement Hill" do. ...	635 "	1,100 "	7' 0"	32'	225'	30	20	450 "	358	7	28-59 do.	10 "	3	3	2	49	...	
December 1897	3 Tug "Percy Anderson," single screw.	120 "	100 "	7' 6"	14'	68'	...	...	...	225	140	10-00 do.	8 "	...	2	1	9	1	
December 1907	4 S. S. "Nyanza," twin screw	550 "	1,146 "	7' 0"	34'	220'	...	...	525 "	227	138	38-00 do.	9 "	3	3	2	41	...	
September 1913	5 S. S. "Usoga," single screw	400 "	1,200 "	7' 0"	35'	220'	12	8	750 "	351	14	44-00 do.	8 "	3	3	2	47	...	
November 1913	6 Tug "Kavirondo," single screw	400 "	200 "	7' 0"	21'	100'	...	...	...	221	144	25-00 do.	9 "	...	3	1	24	1	
Purchased October 1913	7 S. S. "Husseni," do ...	50 "	50 "	4' 0"	12'	60'	...	...	40 "	296	69	25 Wood	6 "	...	2	1	9	1	
September 1914	8 S. S. "Rusinga," do. ...	400 "	1,200 "	7' 0"	35'	220'	12	8	750 "	273	92	44 Oil.	8 "	3	3	2	47	...	
1900	9 S. S. "William Mackinnon," single screw.	90 "	70 "	5' 6"	16'	104'	4	...	68 "	310	55	4½ Wood	7 "	...	2	1	14	1	
November 1925	10 Tug "Buganda" single screw.	400 "	200 "	7' 0"	21'	105'	...	...	...	365	...	25 Oil.	9 "	...	3	1	24	1	
September 1926	11 Tug "Buvuma" do. ...	400 "	200 "	7' 0"	21'	105'	...	...	...	261	...	25 do.	9 "	...	3	1	24	1	

## Statement of Flotilla Stock, Lake Victoria, for 1927.—(concl.).

				CARRIAGE OF TROOPS.				
Flats and Barges.				REMARKS.		Horses.	Men.	Baggage.
	Steel Barges No. 1 to 35...	24 7 2 2	120 tons 70 " 50 " 30 "	Painted and repaired.				
S.S. "Winifred"	"Sybil" ... 3 Cutters ... 1 Teak Gig ...	... ... ...	350 " ... ...		do.	S.S. "Winifred" ...	186	713
S.S. "Clement Hill"	2 Steel Life Boats ... 1 " Cutter ... 1 Teak Gig ...	... ... ...	... ... ...	do.	S.S. "Clement Hill" ...	252	1,176	120 "
S.S. "Nyanza"	1 Steel Life Boat ... 1 " Cutter ... 1 Teak Gig ... 1 Mvuli Dinghy...	... ... ... ...	... ... ... ...	do.	S.S. "Nyanza" ...	292	800	120 "
S.S. "Usoga"	1 Steel Life Boat ... 2 " Cutters ... 1 Teak Gig ...	... ... ...	... ... ...	do.	S.S. "Usoga" ...	300	1,500	500 "
S.S. "Rusinga"	1 Steel Life Boat ... 2 " Cutters... 1 Teak Gig ...	... ... ...	... ... ...	do.	Tug "Percy Anderson" ...	Nil.	50	Nil.
Tug "Kavirondo"	2 Steel Life Boats ...	... ...	... ...	do.	S.S. "Rusinga" ...	300	1,500	500 tons.
S.S. "Husseni"	1 Dinghy ...	... ...	... ...	do.	Tug "Kavirondo" ...	18	100	60 "
S.S. "Wm. Mackinnon"	1 Mvuli Dinghy...	... ...	... ...	do.	S.S. "Husseni" ...	Nil.	50	20 "
Tug "Percy Anderson"	1 Dinghy ...	... ...	... ...	do.	S.S. "Wm. Mackinnon" ...	"	70	20 "
Tug "Buganda"	2 Steel Life Boats ...	... ...	... ...	do.	Tug "Buganda" ...	18	100	60 "
Tug "Buvuma"	2 Steel Life Boats ...	... ...	... ...	do.	Tug "Buvuma" ...	18	100	60 "
Marine Workshop	1 Pine Whale Boat ... 1 Teak Gig "Lady Florence" 1 Steel Motor Launch ... 1 Cutter ... 1 Teak Gig "Nyanza"	... ... ... ... ...	... ... ... ... ...	do.	24 Lighters ...	36 each.	150 each.	80 tons each.
Kisumu Pier	1 Cutter ...	... ...	... ...	do.	7 " ...	30 "	75 "	70 "
					2 " ...	18 "	50 "	50 "
					2 " ...	12 "	30 "	30 "
					"Sybil" ...	200	700	350 tons.

## Statement of Flotilla Stock, Lake Kioga, for the year ended 31st December, 1927.

Date of launching and serial No.	Name or distinguishing number of vessel.	1	2	3	4	5	6		7	8	9	10	11	12	13	14	15	16																																														
		Indicated horse power.	Displacement tonnage.	Draft fully loaded.	Breadth.	Length over all.	PASSENGER ACCOMMODATION.		Cargo accommodation.	Number of days running.	Number of days in dock.	Fuel capacity.	Speed in knots.	STAFF.																																																		
							1st Class.	2nd Class.						Officers.	Engin- eers.	Steamer Clerks.	Men.	Engineers Asstics.																																														
March 1910	1 S. W. S. "Speke" ...	175	90	3'6"	20'	100	7	...	50	353	12	1,000	10	...	1	1	32	1																																														
April 1913	2 S. W. S. "Stanley" ...	200	150	3'8"	24'	143	13	8	100	344	21	1,500	10	...	1	2	43	1																																														
July 1925	3 S. W. S. "Grant" ...	350	228	3'0"	26'	134	16	6	10	361	4	3,000	10	...	1	2	48	1																																														
May 1926	4 Motor Launch "Kelvin" ...	14	3	1'6"	8'	28	...	...	...	...	...	K. P. 5 Gl. 1 Gl.	...	...	...	...	2	...																																														
		<i>Lighters, Nos.</i>		<i>Tons.</i>		<i>REMARKS.</i>		<i>CARRIAGE OF TROOPS.</i>																																																								
April 1909	5 Lighter Reg. No. 1 ...	...	10	Steel, wooden hatches.																																																												
April 1913	6 " " No. 4 ...	...	50	" " decks.																																																												
" 1912	7.8 } " " Nos. 5, 6 & 7 ...	...	100	" " "																																																												
March 1913	10 " " No. 8 ...	...	100	" deck																																																												
May 1915	11 " " " 9 ...	...	100	Steel decks.																																																												
June 1915	12 " " " 10 ...	...	100	" "																																																												
July 1915	13 " " " 11 ...	...	100	" "																																																												
September 1915	14 " " " 12 ...	...	100	" "																																																												
November 1915	15 " " " 13 ...	...	100	" "																																																												
January 1916	16 " " " 14 ...	...	100	" "																																																												
November 1922	17 " " " 15 ...	...	100	" "																																																												
December 1922	18 " " " 16 ...	...	100	" "																																																												
February 1925	19 " " " 17 ...	...	100	" "																																																												
April 1925	20 " " " 18 ...	...	100	" "																																																												
March 1926	21 " " " 19 ...	...	100	" "																																																												
April 1926	22 " " " 20 ...	...	100	" "																																																												
May 1912	23 Dredger Punt No. 1 ...	...	10	" "																																																												
" "	24 " " " 2 ...	...	10	" "																																																												
October "	25 " " " 4 ...	...	10	" "																																																												
						<table border="1"> <thead> <tr> <th></th> <th><i>Horses only.</i></th> <th><i>Men.</i></th> <th><i>Baggage.</i></th> </tr> </thead> <tbody> <tr> <td>S. W. S. "Speke" ...</td> <td>35</td> <td>180</td> <td>20 tons.</td> </tr> <tr> <td>S. W. S. "Stanley" ...</td> <td>43</td> <td>244</td> <td>65 "</td> </tr> <tr> <td>S. W. S. "Grant" ...</td> <td>12</td> <td>244</td> <td>65 "</td> </tr> <tr> <td>Lighter No. 1 ...</td> <td>...</td> <td>75</td> <td>5 "</td> </tr> <tr> <td>" " 4 ...</td> <td>72</td> <td>200</td> <td>25 "</td> </tr> <tr> <td>" " Nos. 5 &amp; 6 ...</td> <td>70</td> <td>750</td> <td>50 "</td> </tr> <tr> <td>" " 7 &amp; 8 ...</td> <td>80</td> <td>750</td> <td>50 "</td> </tr> <tr> <td>" " 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 &amp; 20</td> <td>100</td> <td>850</td> <td>60 "</td> </tr> <tr> <td>Dredger Punt No. 1 ...</td> <td>8</td> <td>20</td> <td>2 "</td> </tr> <tr> <td>" " " 2 ...</td> <td>8</td> <td>20</td> <td>2 "</td> </tr> <tr> <td>" " " 4 ...</td> <td>8</td> <td>20</td> <td>2 "</td> </tr> </tbody> </table>												<i>Horses only.</i>	<i>Men.</i>	<i>Baggage.</i>	S. W. S. "Speke" ...	35	180	20 tons.	S. W. S. "Stanley" ...	43	244	65 "	S. W. S. "Grant" ...	12	244	65 "	Lighter No. 1 ...	...	75	5 "	" " 4 ...	72	200	25 "	" " Nos. 5 & 6 ...	70	750	50 "	" " 7 & 8 ...	80	750	50 "	" " 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 & 20	100	850	60 "	Dredger Punt No. 1 ...	8	20	2 "	" " " 2 ...	8	20	2 "	" " " 4 ...	8	20	2 "
	<i>Horses only.</i>	<i>Men.</i>	<i>Baggage.</i>																																																													
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Lighter No. 1 ...	...	75	5 "																																																													
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" " " 4 ...	8	20	2 "																																																													

## Statement of Flotilla Stock, Lake Albert, for the year ended 31st December, 1927.

Date of Launching and Serial No.	Name or distinguishing number of vessel.	1	2	3	4	5	6		7	8	9	10	11	12	13	14	15
		Indicated horse power.	Displacement tonnage.	Draft fully loaded.	Breadth.	Length over all.	PASSENGER ACCOMMODATION.		Cargo accommodation.	Number of days running.	Number of days in dock.	Fuel capacity.	Speed in knots.	STAFF.			
							1st Class.	2nd Class.						Officers.	Eng. noes.	Steamer Clerks.	Men.
1908 ... 1	P. S. "Samuel Baker" ...	175	150	3'6"	24'0"	124'0"	8	Nil.	Tons. 50	365	Nil.	Tons 32	8	...	1	1	31
1922 ... 2	S. L. "Livingstone" ...	100	60	3'0"	12'0"	60'0"	4	Nil.	Nil.	365	Nil.	8	8	...	1	1	14
1927 ... 3	S. W. "Lugard" ...	250	186	2'0"	29'0"	145'0"	16	10	10	159	Nil.	1,200 c.ft.	10	...	2	1	36
	<i>Lighters, etc.</i>	Tonnage.	REMARKS.				CARRIAGE OF TROOPS.										
Re-erected in 1925.	4 Lighter No. 2 ...	30	Steel, wooden decks.							Horses only.	Men.	Baggage.					
August, 1926.	5 " " 3 ...	50	" " "														
October, 1926.	6 " " 4 ...	50	" " "														
July, 1926 ...	7 Steel boat ...	4	Steel whaler.				P. S. "Samuel Baker" ...			150	300	50 tons.					
September, 1926 ...	8 " " ...	4	" "				S. L. "Livingstone" ...			Nil.	25	5 ..					
P. S. "Samuel Baker" ...	2 Dinghys ...	...	Steel.				S. W. "Lugard" ...			10	200	60 ..					
S. L. "Livingstone"	1 Dinghy ...	...	Aluminium.				Lighter No. 2 ...			45	225	15 ..					
S. W. "Lugard"	1 Dinghy ...	...	Steel.				" " 3 ...			72	272	25 ..					
							" " 4 ...			72	272	25 ..					
							Steel Boat ...			Nil.	15	2 ..					
							Steel Boat ...			Nil.	15	2 ..					



## SUMMARY OF ACCIDENTS, 1927.

CLASS "A."—Accidents resulting in loss of life or grievous hurt to persons.

CLASSIFICATION.	EUROPEANS.		ASIANS.		NATIVES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<b>Passengers :—</b>						
Railway ... ..	...	...	...	1	...	2
Marine ... ..	...	1	...	...	2	...
<b>Employees :—</b>						
Railway ... ..	...	1	1	2	5	20
Marine ... ..	...	...	1	2	2	1
Workshops ... ..	...	...	...	2	1	8
Persons on business on Railway premises ...	...	...	...	...	1	4
Persons crossing at Level Crossings ...	...	...	...	...	...	3
Trespassers ... ..	...	...	...	...	9	...
<b>TOTAL</b> ...	...	2	2	7	20	38

CLASS "B."—Accidents resulting in serious delays to traffic or damage to property, but not in loss of life or serious injury to persons :—

**Railway :—**

Collisions at level crossings ... ..	...	...	...	...	5
,, between trains and trolleys ... ..	...	...	...	...	10
Derailments due to regrading & line sinking due to heavy rains ...	...	...	...	...	2
,, ,, mechanical defects in vehicles ... ..	...	...	...	...	9
,, ,, other causes ... ..	...	...	...	...	31
Washaways ... ..	...	...	...	...	8

**Marine :—**

Ships aground ... ..	...	...	...	...	1
,, burnt ... ..	...	...	...	...	1



STAFF.  
Railways and Harbours (excluding Construction).

Designation.	1927.		1926.	
	Total staff employed on 31-12-1927.	Total staff employed on 31-12-1926.	Increase.	Decrease.
<b>Europeans.—</b>				
Senior Officers ... ..	87	80	7	...
Clerical staff ... ..	182	167	15	...
Running „ ... ..	115	118	...	3
Workshops staff ... ..	54	56	...	2
Apprentices ... ..	42	46	...	4
Inspectors of Works, Permanent Way Inspectors, Second Engineers, etc., etc.	76	78	...	2
Total ... ..	556	545	11	...
<b>Asians.—</b>				
Permanent Way Staff ... ..	29	26	3	...
Overseers and Sub-Overseers ... ..	16	11	5	...
Office Clerical Staff ... ..	470	461	9	...
Station Masters and Assistant Station Masters ... ..	133	130	3	...
Other station staff ... ..	342	322	20	...
Guards ... ..	78	68	10	...
Drivers ... ..	50	48	2	...
Firemen ... ..	78	65	13	...
Artizan classes ... ..	954	1,061	...	107
Cooks and Stewards ... ..	63	54	9	...
Marine Pier and Steamer Clerks ... ..	82	98	...	16
Tug Masters, Mates, III Engineers, etc. ... ..	23	21	2	...
Press staff ... ..	...	26	...	26
Apprentices, Chowkidars, Sweepers, Jemadars and Khalasis ... ..	66	49	17	...
Total ... ..	2,384	2,440	...	56
<b>Africans.—</b>				
Office Clerical Staff ... ..	89	54	35	...
Station (Signallers, Tally Clerks, etc.) ... ..	205	279	...	74
Artizan classes ... ..	1,283	1,199	84	...
Running staff ... ..	377	362	15	...
Apprentices ... ..	162	211	...	49
Unskilled labourers, Porters, etc. ... ..	12,424	13,956	...	1,532
Total ... ..	14,540	16,061	...	1,521
<b>GRAND TOTAL</b> ... ..	<b>17,480</b>	<b>19,046</b>	...	<b>1,566</b>

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**DIAGRAMS.**

**LONGITUDINAL SECTIONS.**

**PHOTOGRAPHS.**

**PLANS: RAILWAY WORKSHOPS**  
**& NEW HEADQUARTER OFFICES.**

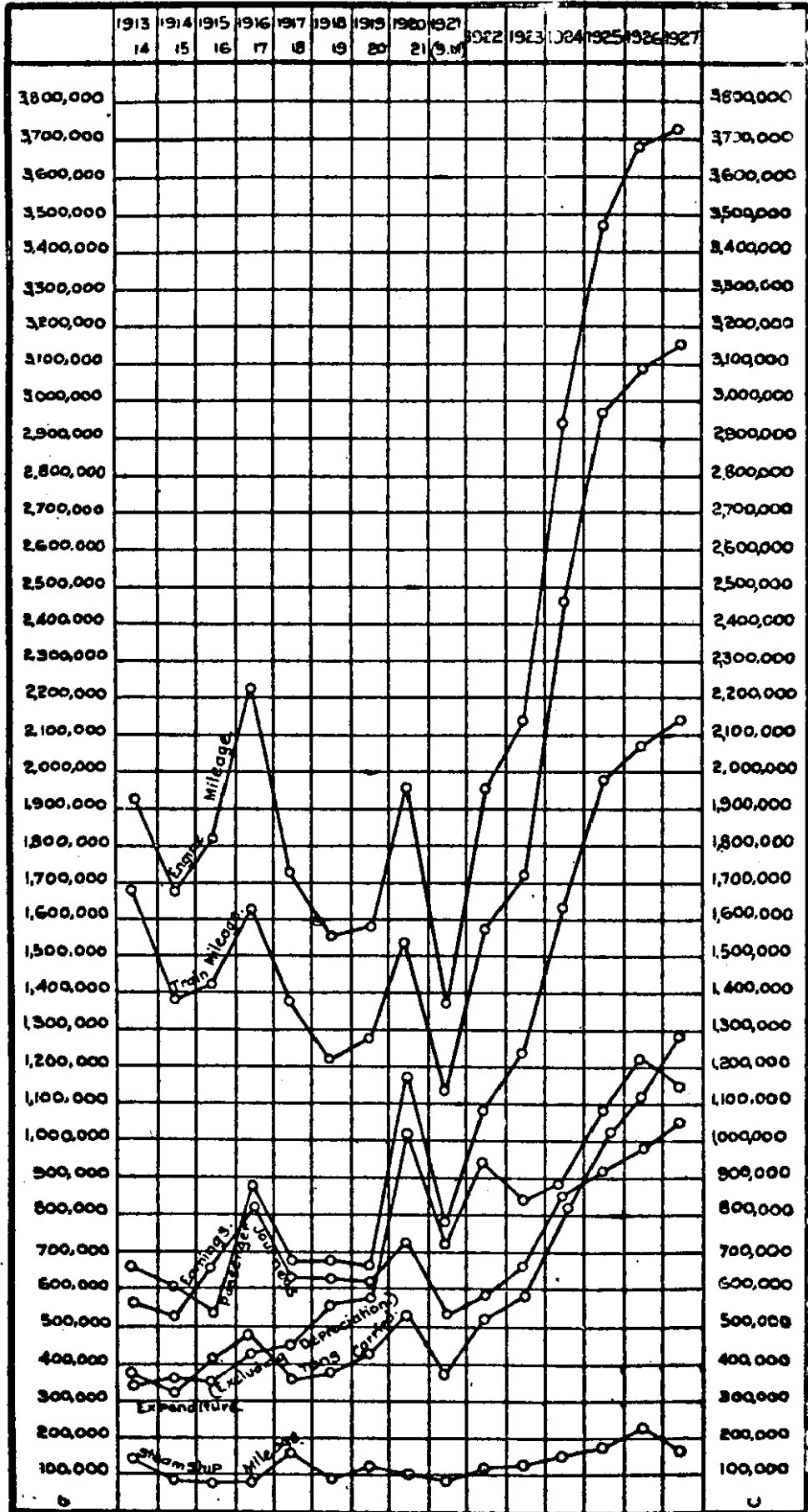
**MAP.**

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# RAILWAYS.

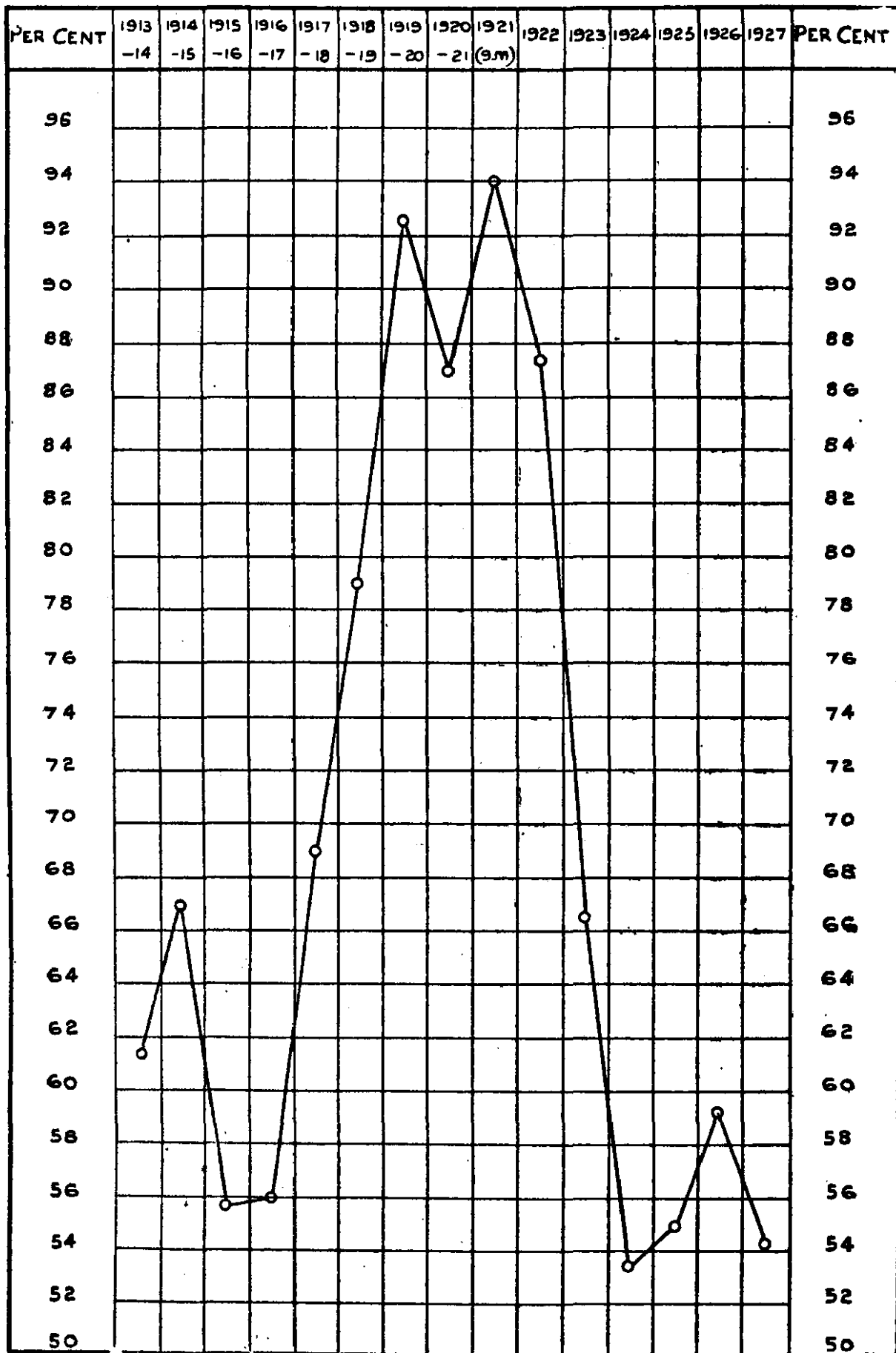
## TRAFFIC DIAGRAM.

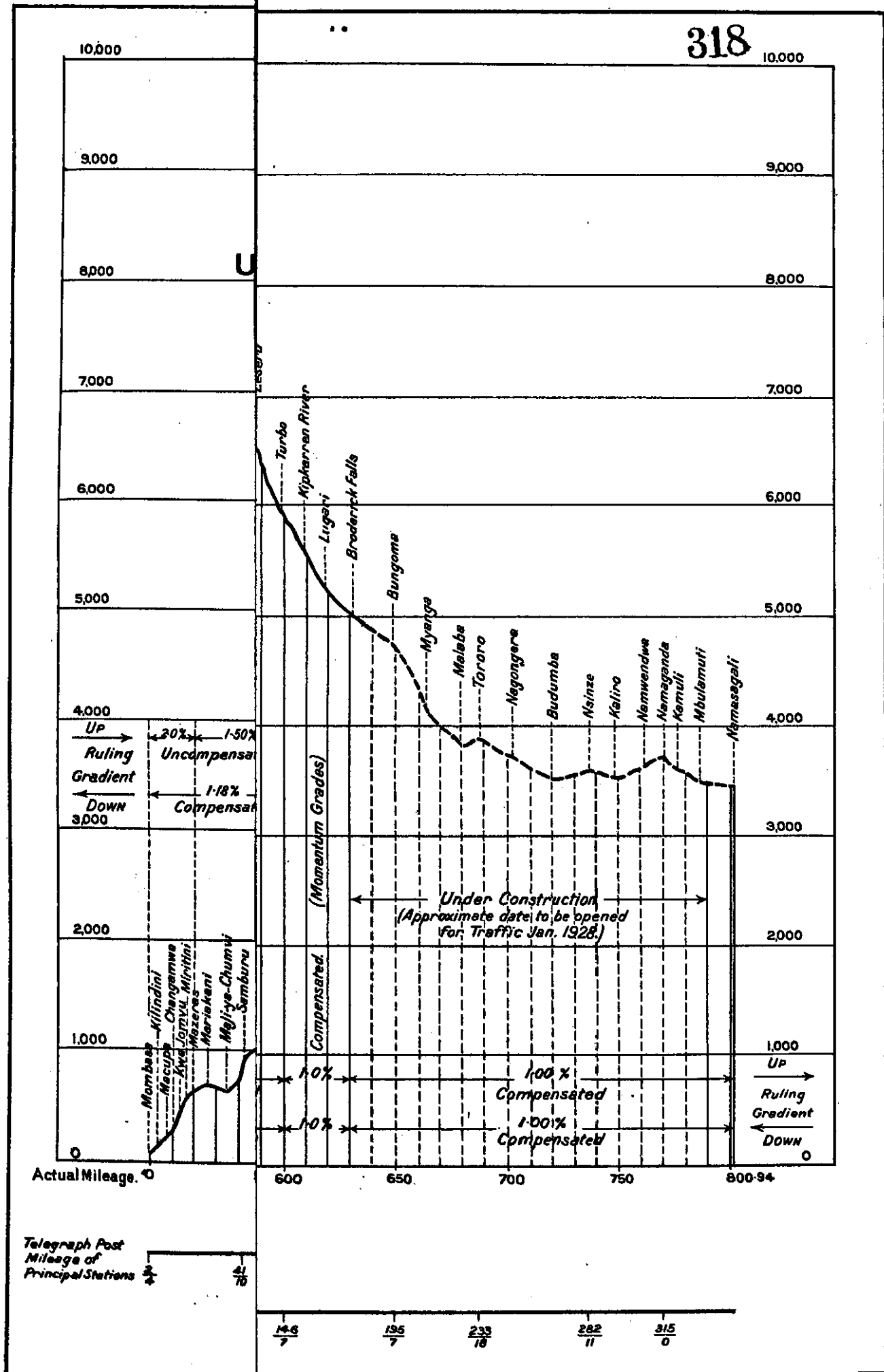




# RAILWAYS.

## PERCENTAGE OF ORDINARY WORKING EXPENDITURE TO EARNINGS.

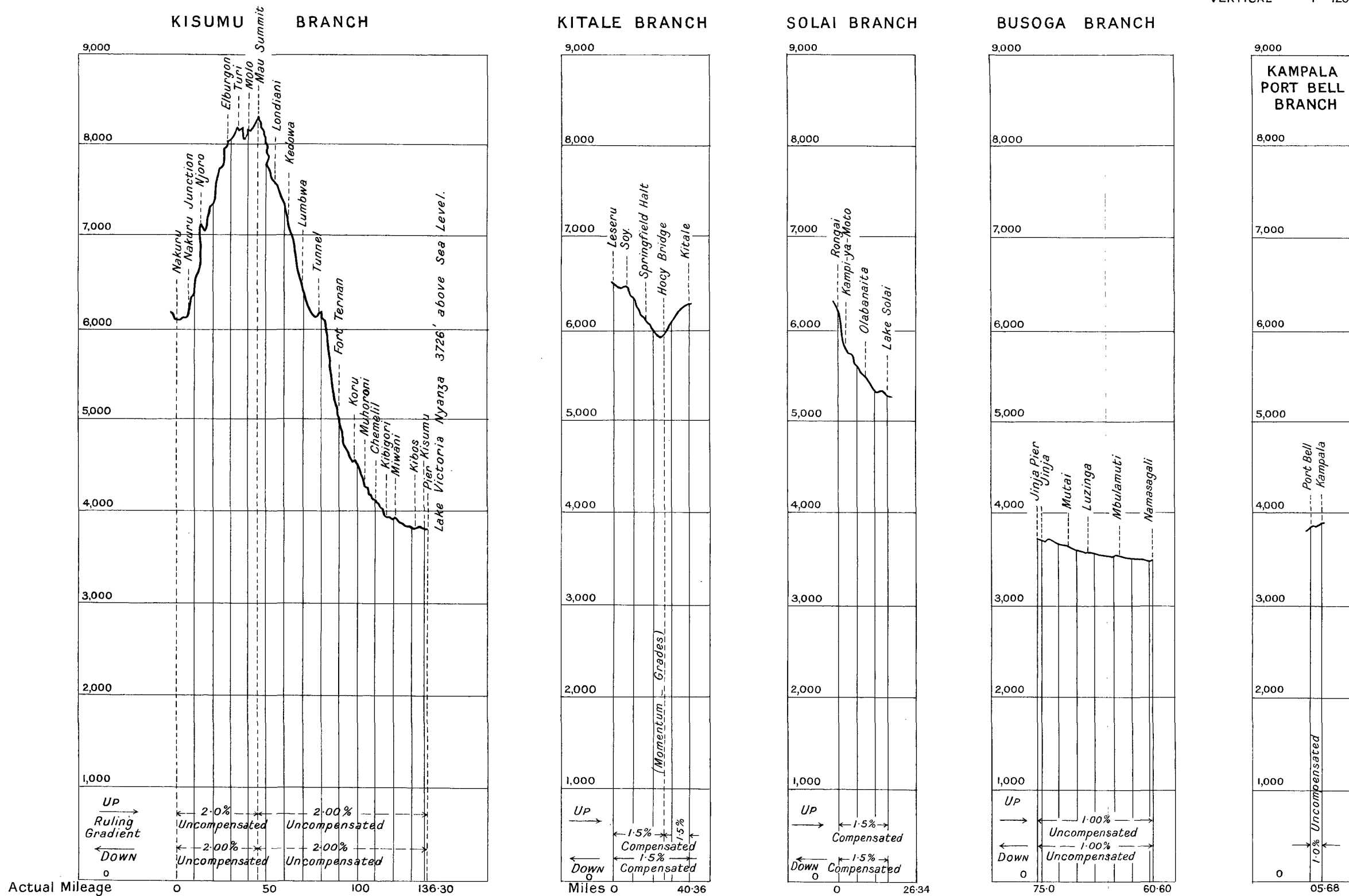




KENYA AND UGANDA RAILWAY BRANCH LINES LONGITUDINAL SECTION

SCALE :-

HORIZONTAL 1" = 60 MILES  
VERTICAL 1" = 1200 FEET



Telegraph Post Mileage of Principal Stations.

446	481	515	547	580
12	16	9	2	17

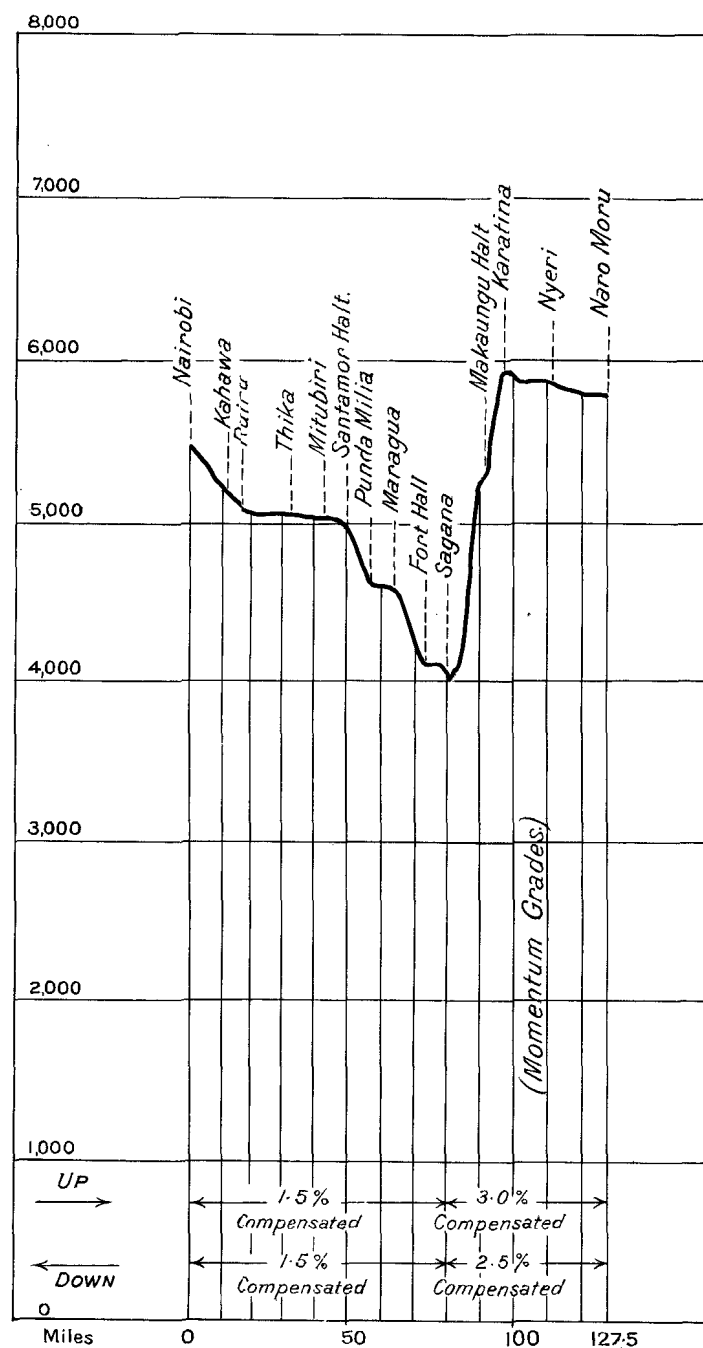
0	26	40
	7	9

0	16	26
	3	8½

KENYA AND UGANDA RAILWAY. BRANCH LINES. LONGITUDINAL SECTION

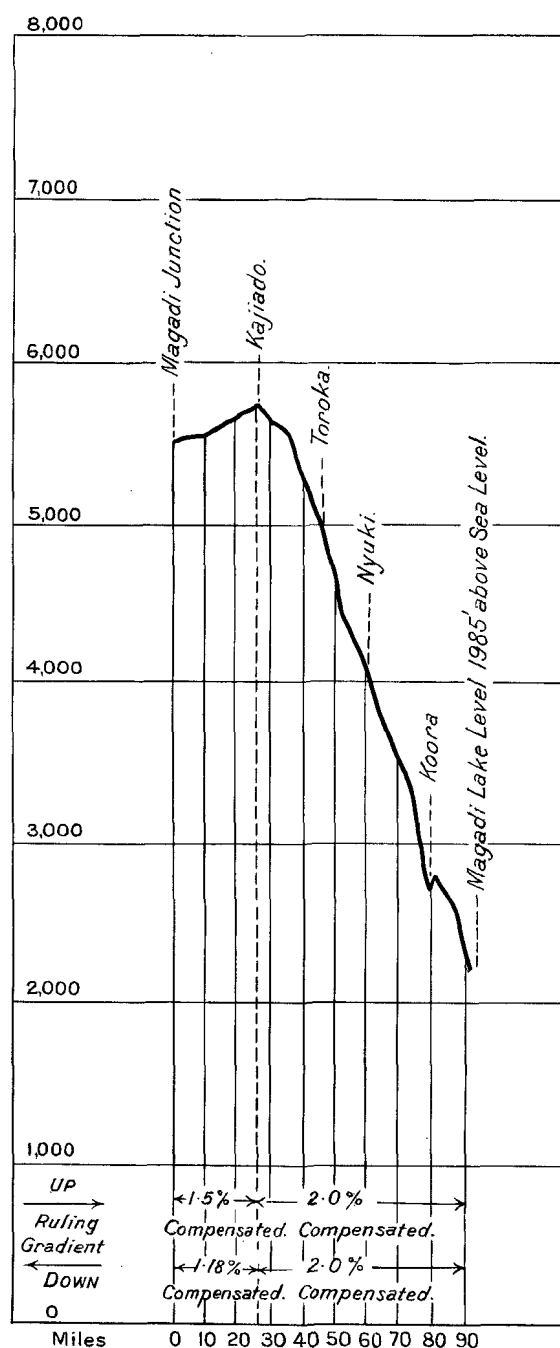
SCALE.— HORIZONTAL 1" = 60 MILES  
VERTICAL 1" = 1200 FEET.

NYERI BRANCH.



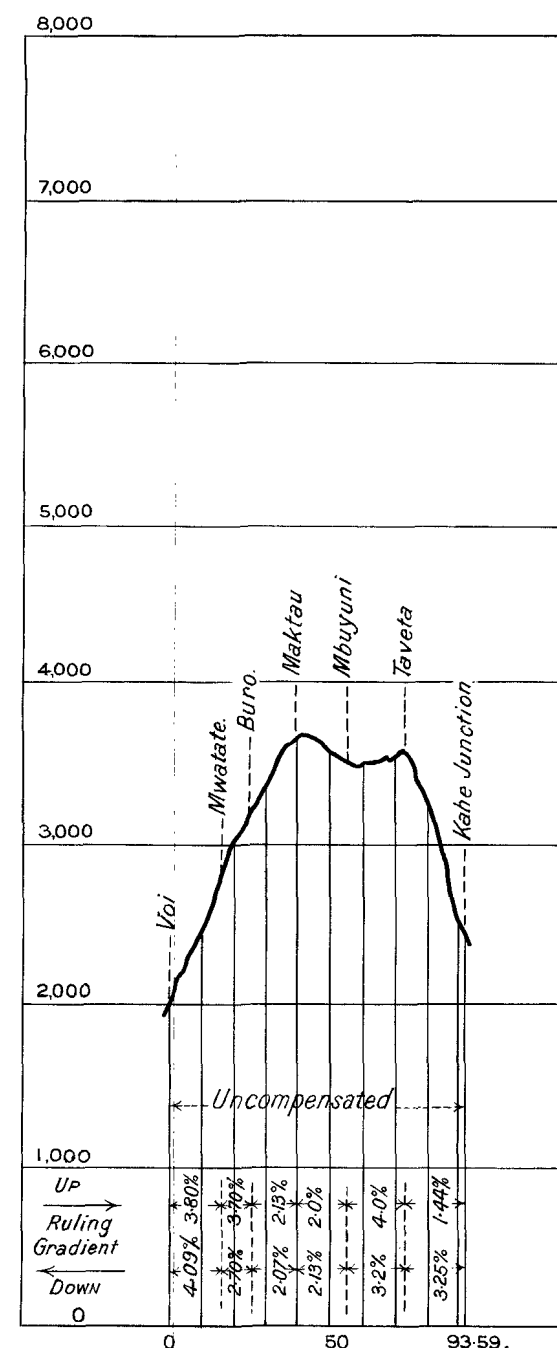
Telegraph Post Mileage of Principal Stations. 0  $\frac{33}{13}$   $\frac{72}{14}$   $\frac{111}{16}$

MAGADI BRANCH.



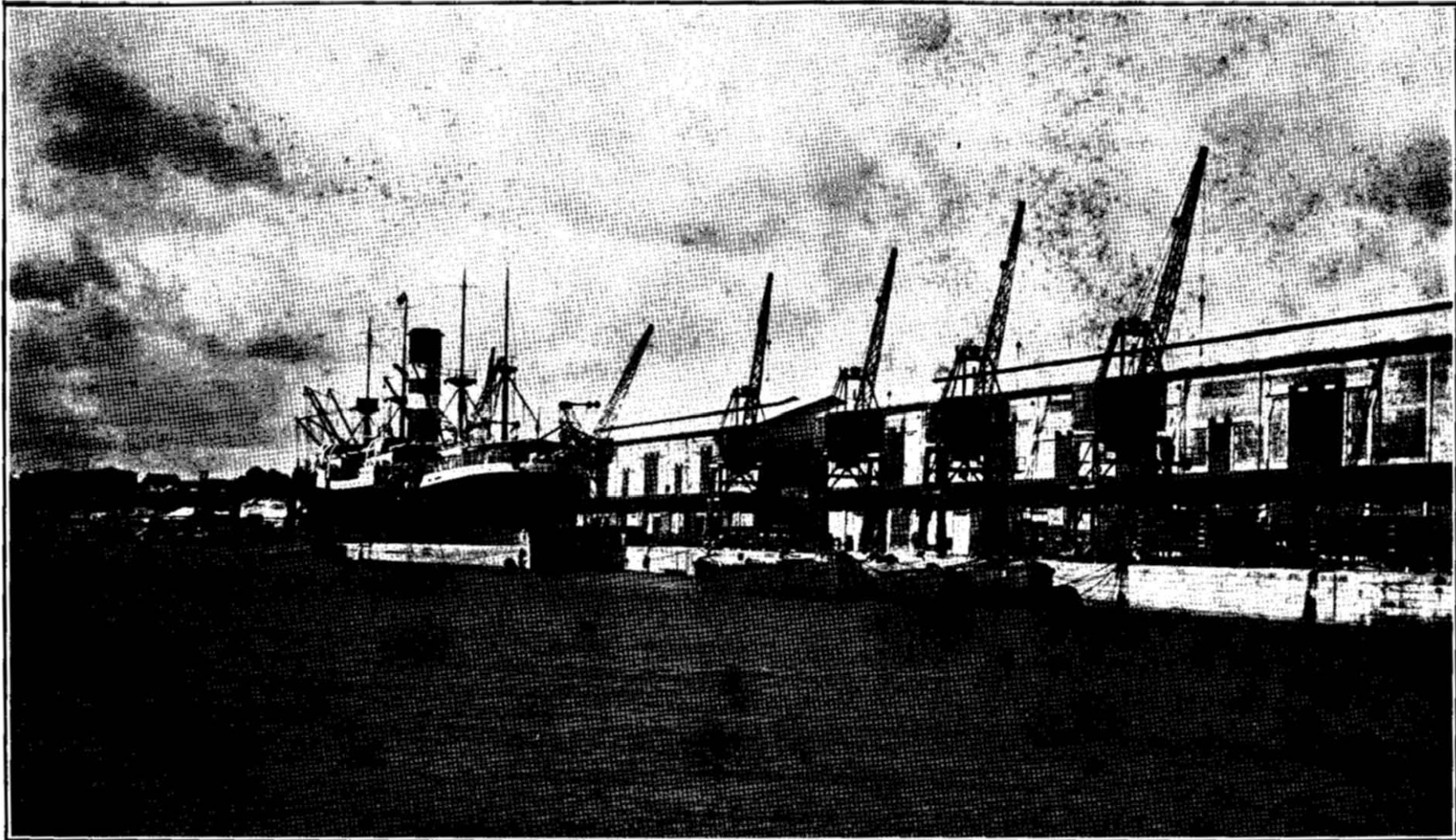
0  $\frac{26}{5}$   $\frac{91}{0}$

VOI KAHE BRANCH.



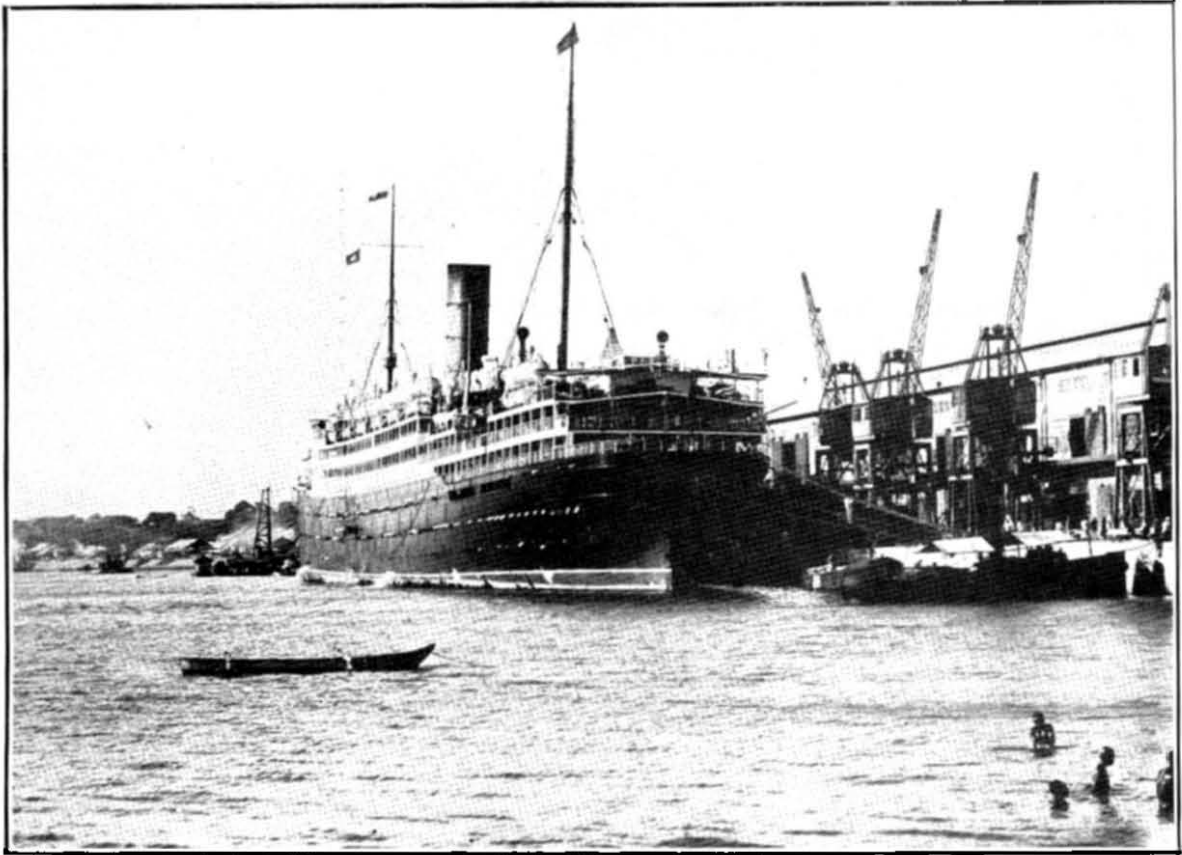
0  $\frac{39}{1}$   $\frac{92}{9}$





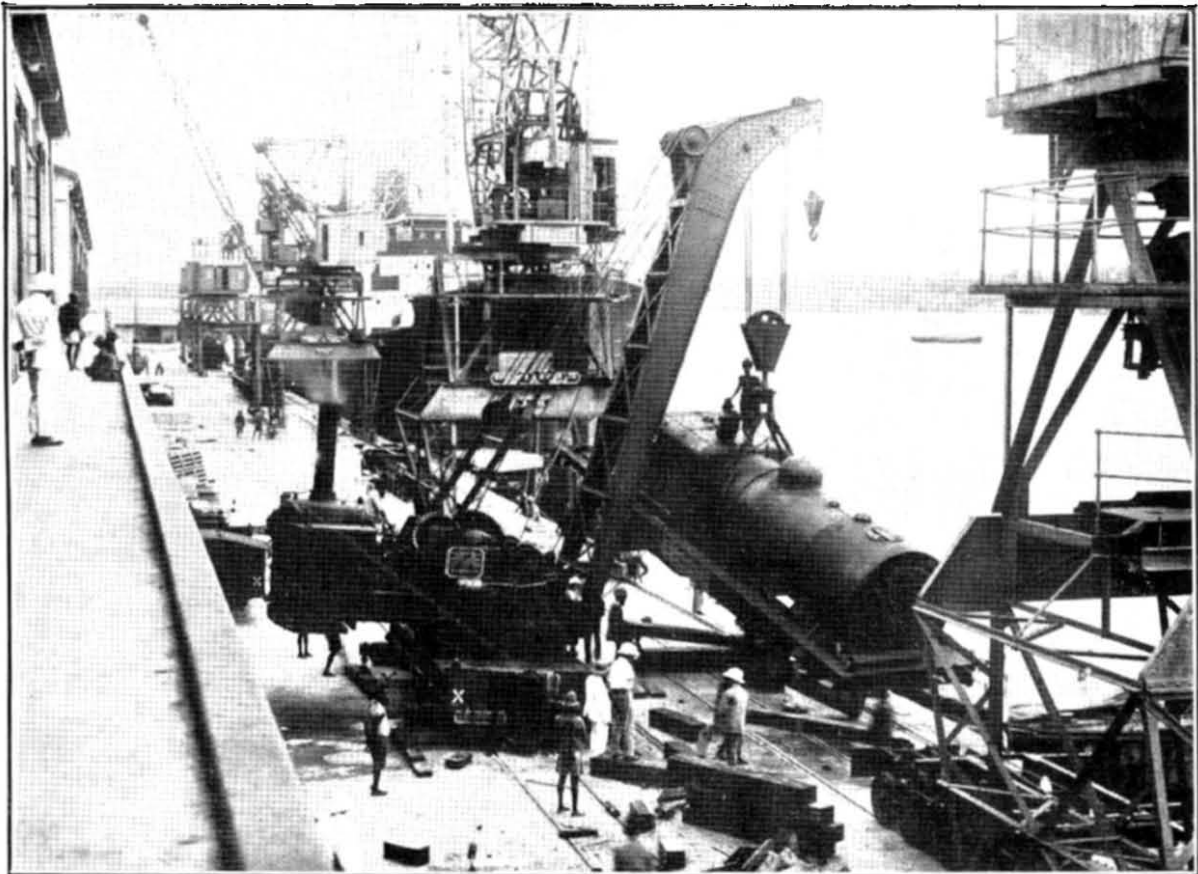
**KILINDINI HARBOUR.**

View of quay wall and sheds, S.S. Diplomat alongside—this boat discharged a record tonnage at the port for any one ship, of 7,616 tons.



**KILINDINI HARBOUR.**

S S. Franconia (20,175 tons) alongside.



**KILINDINI HARBOUR.**

Landing heavy lifts at one of the deep-water berths.



**CORRIDOR TRAIN CROSSING MACUPA BRIDGE.**

Constructional work of the new Causeway can be seen behind the existing Bridge.

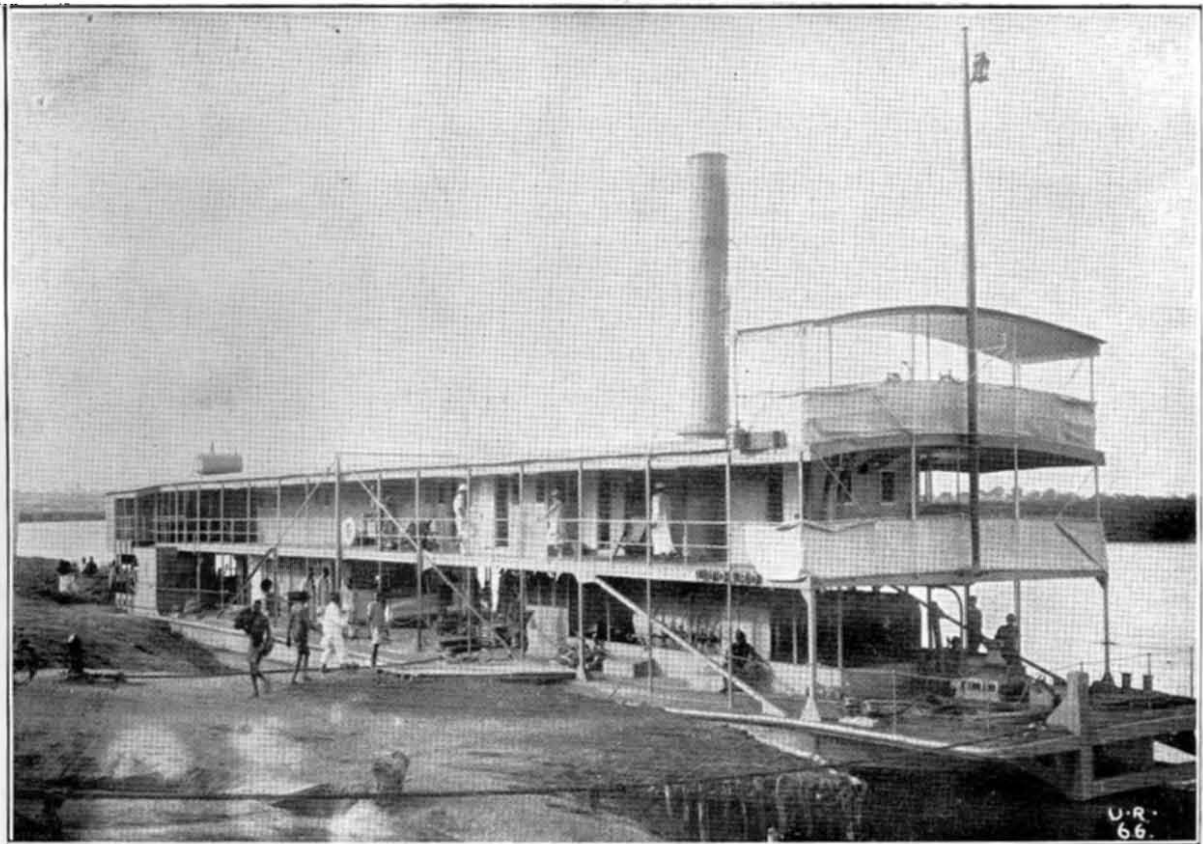


**KILINDINI HARBOUR.**

View of one of the deep-water berths.



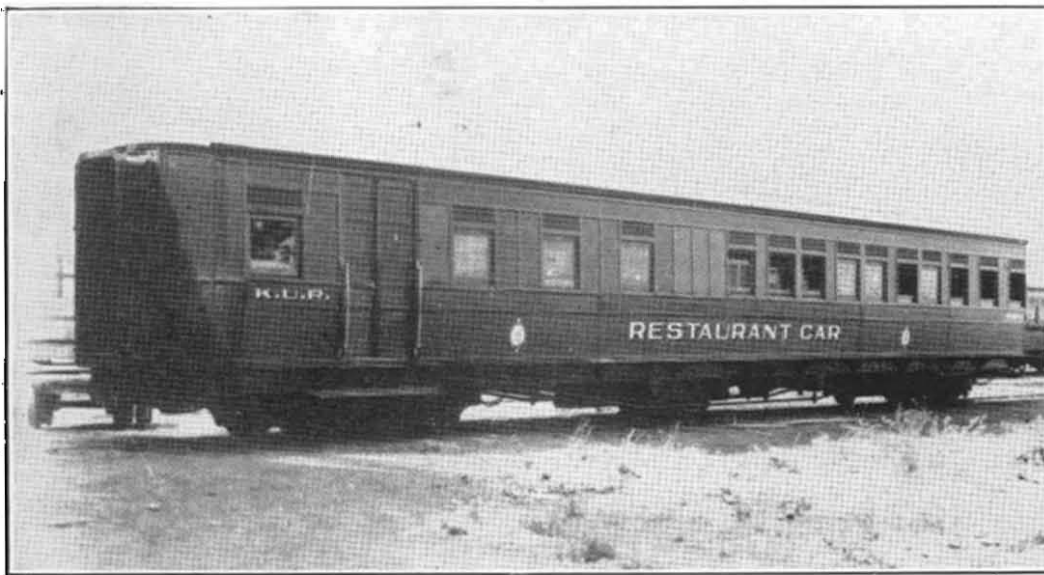
**MACHINE SHOP—NAIROBI WORKSHOPS.**



**S. W. LUGARD.**

Lake Albert—Nile Service (BUTIABA—NIMULE).

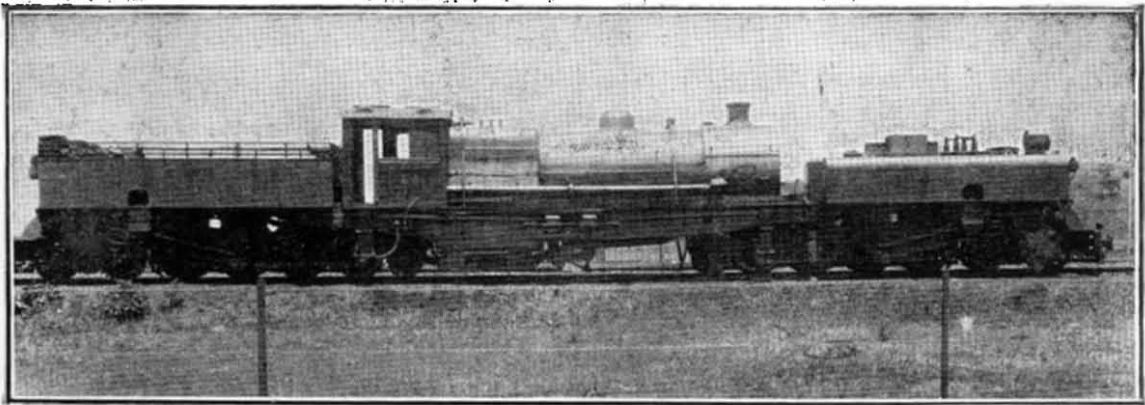




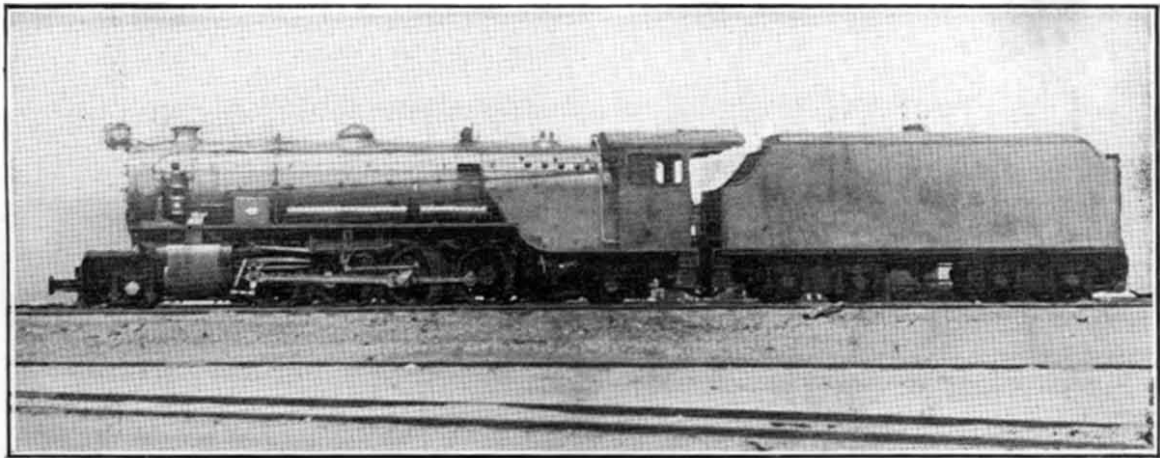
**RESTAURANT CAR.**



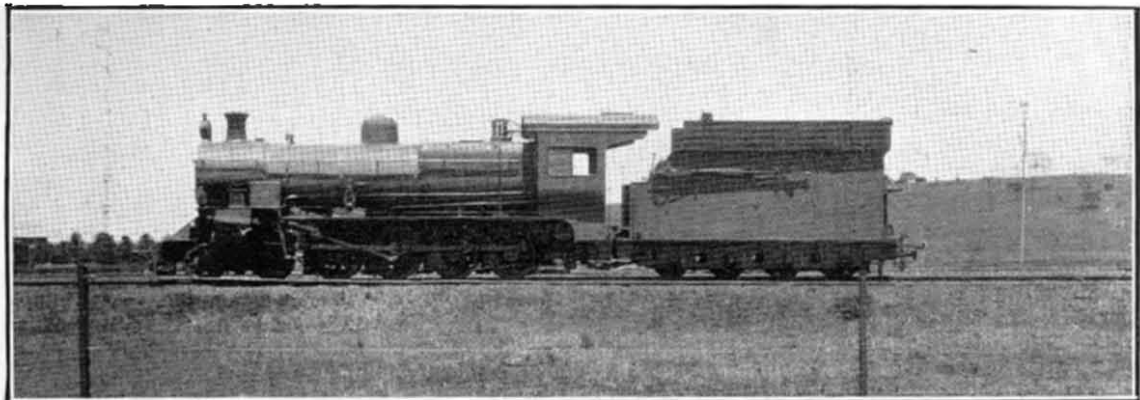
**INTERIOR OF RESTAURANT CAR.**



**"GARRATT" LOCOMOTIVE.**



**"MIKADO" LOCOMOTIVE.**



**"G, D," CLASS (SUPERHEATING) LOCOMOTIVE.**



KENYA AND UGANDA RAILWAYS AND HARBOURS  
NEW HEAD QUARTER OFFICES NAIROBI

# PLAN OF RAILWAY WORKSHOPS NAIROBI.

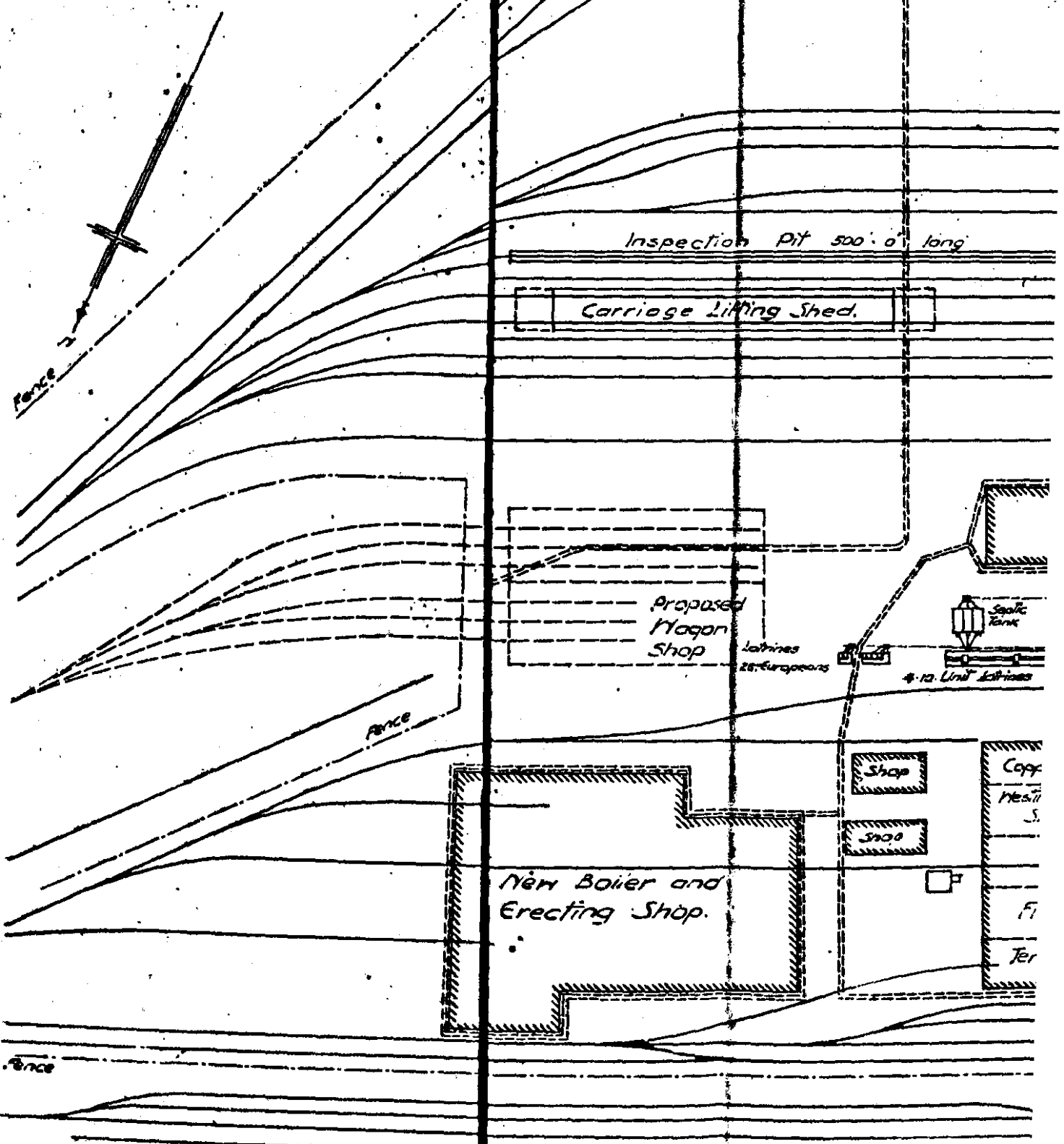
## Reference

Shops & Permanent way

Drainage System

Drainage Channels

Fences



Inspection Pit 500.0' long

Carriage Lifting Shed.

Proposed  
Mason  
Shop

Latrines  
26 Europeans

4-12 Unit Latrines

Septic  
Tank

New Boiler and  
Erecting Shop.

Shop

Shop

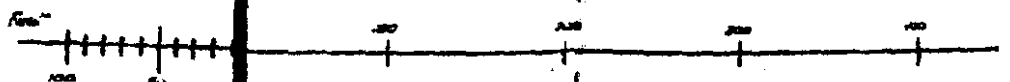
Copy

Mess

Fl

Ter

Scale of Feet





# KENYA COLONY

NORTH A 36-37  
SOUTH A 36-37

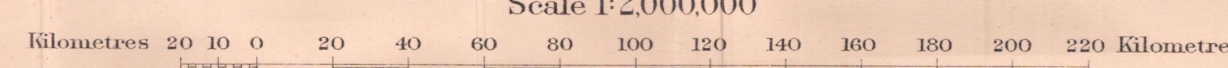
AFRICA 1:2,000,000



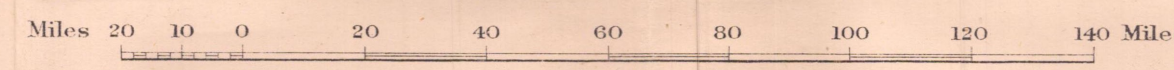
Geographical Section, General Staff, No 2871

Projection of the International Map

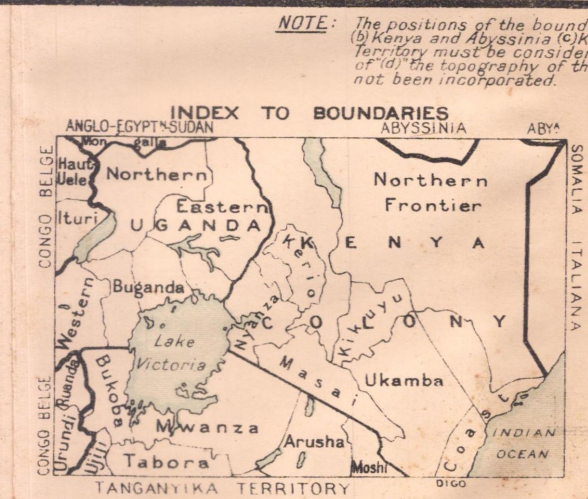
Scale 1:2,000,000



1 Millimetre = 2 Kilometres



Scale 1 Inch to 31.56 Miles  
or 1.04 Inches to 32 Miles



INDEX TO ADJOINING SHEETS

BAHR EL GHAZAL	ABYSSINIA	SOMALIA
CONGO FOREST	JUBA RIVER	
UPPER CONGO	ZANZIBAR	ALDABRA

Reference	
Railways ( Gauge in metres written along the line )	Towns of 1st importance
under construction	Blantyre
projected	Matope
Roads suitable for motor traffic	Mwara
carts	Mpezi
Trucks	Peaks or heights
Telegraphs or Telephones	Canals
along roads or trucks	Marshes and swamps
Boundaries, International	Plains liable to inundation
International	Contours are at 200 ft intervals
Provincial	Geodetic Triangulation Stations
District	Altitudes in metres
Names of Provinces	MAZOE
Districts	HAZUE
Localities	MUCHINGA
Mountain Ranges	Dedza
Peaks, Valleys, Copes, Islands etc.	SUK
Tribes	Wireless Telegraph Stations

NOTE: The positions of the boundaries of Kenya and Italian Somaliland (to Kenya and Abyssinia) are shown for reference only. In the neighbourhood of the topography of the boundary commission surveys has not been incorporated.

Compiled and drawn at the Royal Geographical Society under the direction of the Geographical Section General Staff and printed at the War Office, 1919. Small corrections along northern edge of sheet. Railways revised 1925.

Authority	Scale
War Office Maps, Administrative Chart 2525	1:200,000
Kenya Protectorate Map, C.D. 1917/19 G.S. 1917	1:250,000
Kenya Protectorate Map, R.E.S. 1911/1914	1:250,000
Kenya Protectorate Map, R.E.S. 1911/1914	1:250,000
Kenya Protectorate Map, R.E.S. 1911/1914	1:250,000
Kenya Protectorate Map, R.E.S. 1911/1914	1:250,000
Kenya Protectorate Map, R.E.S. 1911/1914	1:250,000
Kenya Protectorate Map, R.E.S. 1911/1914	1:250,000
Kenya Protectorate Map, R.E.S. 1911/1914	1:250,000
Kenya Protectorate Map, R.E.S. 1911/1914	1:250,000

Railways under construction in Kenya  
Projected railways in Kenya  
Existing Stations  
Stations not yet built  
Lake and River Routes  
Motor Service





# Kenya and Uganda Railways and Harbours



REPORT  
OF THE  
ACTING GENERAL MANAGER  
ON THE  
ADMINISTRATION OF THE  
RAILWAYS AND HARBOURS

For the Year Ended 31st December, 1928.

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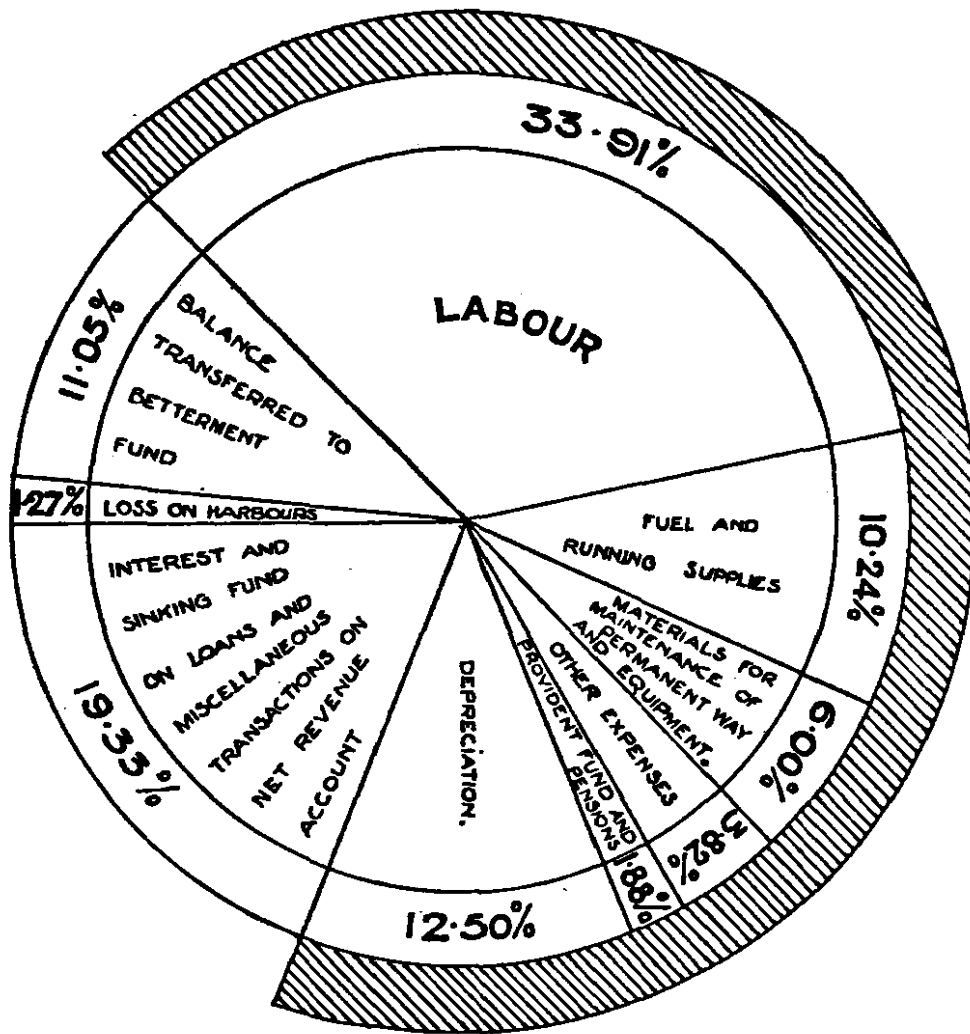
# RAILWAYS.

## REVENUE

1928.

HOW

IT



IS

SPENT

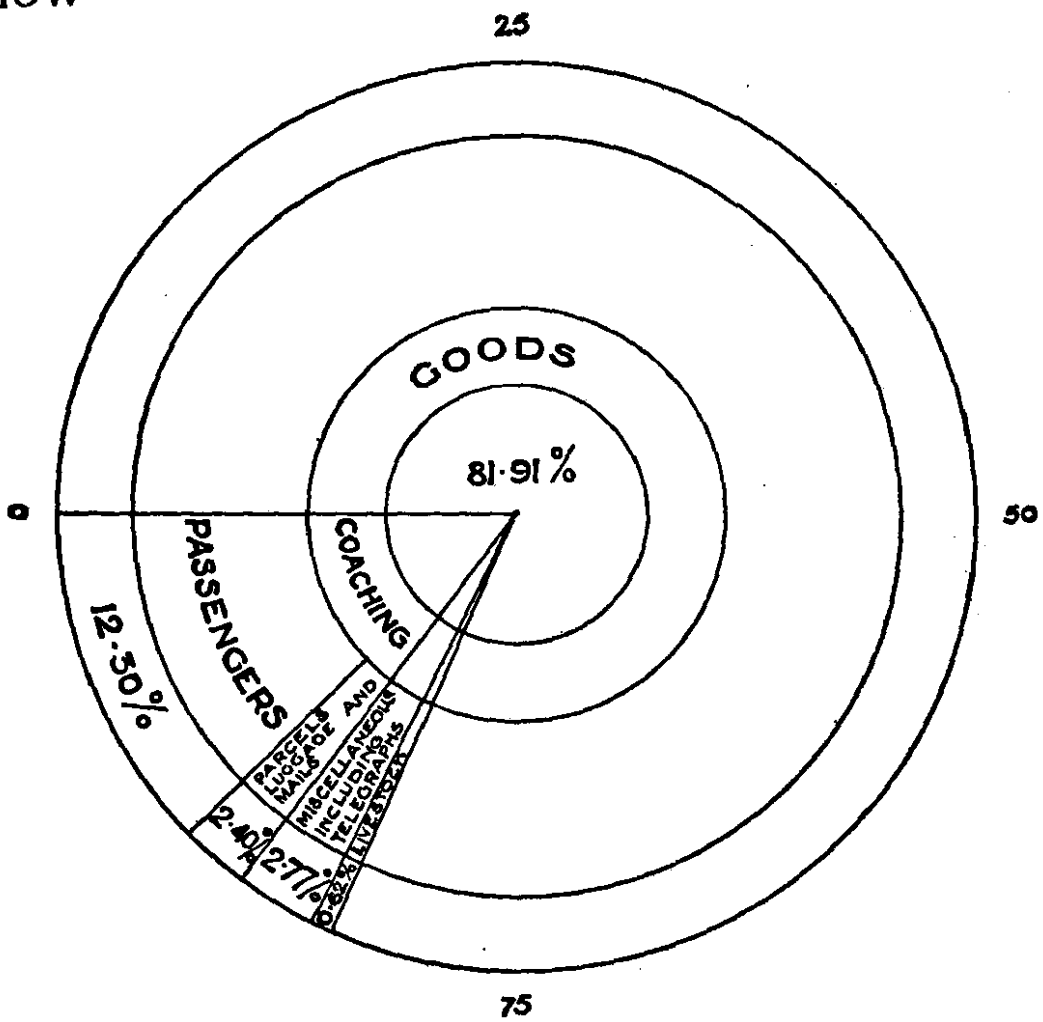
# RAILWAYS.

## REVENUE

1928.

HOW

IT



IS

EARNED

# REPORT

# Report of the Acting General Manager of the Kenya and Uganda Railways and Harbours.

For the Financial Year ended 31st December, 1928.

OFFICE OF THE GENERAL MANAGER,  
NAIROBI  
9th May, 1929.

TO HIS EXCELLENCY THE HIGH COMMISSIONER FOR TRANSPORT,  
NAIROBI.

YOUR EXCELLENCY,

Having been appointed Acting General Manager on the 20th August, 1928, in consequence of the death of Sir Christian Felling, I have the honour to submit my Report on the working, during the year 1928, of the services under the control of the Kenya and Uganda Railways and Harbours Administration, comprising railways in Kenya and Uganda, steamer services on the three Lakes (Victoria, Kioga and Albert) and on the River Nile, the motor transport service connecting Masindi Port on Lake Kioga with Butiaba on Lake Albert, and the Port Administration.

## RAILWAYS AND HARBOURS.

2. The combined working results for the year 1928 were:—

	£	Combined Working Results.
Earnings ... ..	2,511,227	
Ordinary Working Expenditure ...	£1,376,685	
Contributions to Renewals Funds ...	£302,035	
	1,678,720	
Balance transferred to Net Revenue Account ...	£832,507	

After adding the sum of £34,611, which represents an excess of miscellaneous earnings over expenditure on net revenue account, the total of £867,118 so arrived at was appropriated as follows:—

	£
Interest payments ... ..	552,516
Contributions towards redemption of loans ...	58,964
Surplus transferred to Betterment Funds ...	255,638
	£867,118

3. The following is a comparison of the financial results of working the Railways and Harbours for 1928 as compared with 1927. Comparison also is made with the 1926 results, but, as was pointed out in the Report for 1927, earnings and expenditure for the Mombasa Port services prior to that year were distributed between the accounts of the Government of Kenya, the Railway, and the Landing and Shipping Companies. The 1926 figures may, however, be taken as representing the approximate position so far as the Government of Kenya and Railway accounts are concerned:—

## RAILWAYS AND HARBOURS.

	1928	1927	1926	1928 Increase over 1927	1928 Increase over 1926
Earnings .. .. .	£ 2,511,227	£ 2,257,403	£ 2,096,000	£ 253,824	£ 415,227
Ordinary Working Expenditure	1,376,685	1,219,473	1,236,000	157,212	140,685
Gross Surplus .. .. .	1,134,542	1,037,930	860,000	96,612	274,542
Percentage of Working Expenditure to Earnings .. .. .	54.82	54.02	58.97	0.80	Decrease 4.15

It will be observed that the combined earnings of the Railways and Harbours for the year under review represent an increase of 11.24 per cent. over 1927 and 19.81 per cent. over 1926. As against this, the combined ordinary working expenditure (exclusive of contributions to Renewals Funds) increased by 12.89 per cent when compared with 1927, and by 11.38 per cent. when compared with 1926.

The somewhat greater rate of increase in working expenditure, as compared with the rate of increase in earnings, is due to the substantial reductions in rates which were made during 1928, to which reference is made later, and to the taking over of 189 miles of new line. It will be understood that rate reductions tend to reduce earnings, and so increase the percentage of working expenditure to earnings, while the bringing into use of new mileage immediately increases expenditure, and it may be some years before a corresponding increase in earnings takes place, so also tending to increase the operating ratio.

### CAPITAL ACCOUNT AND BALANCE SHEET— RAILWAYS AND HARBOURS.

Capital  
Account.

4. The expenditure on Capital Account to the end of 1928 amounted to £18,902,385. Of this sum £11,541,869 was derived from interest-bearing capital, the balance being provided from:—

	£
Parliamentary Grants, 1896 & 1902 ... ..	5,676,865
Contributions from Revenue—	
Direct ... ..	613,428
Through Betterment Funds ... ..	1,070,223

The following statement of expenditure on works completed, in progress, and authorised to date since the 1st January, 1923, will be of interest:—

HEAD OF EXPENDITURE	Estimated Total Cost	Expenditure to 31st Dec., 1927	Expenditure 1928	Total to be expended during 1929 and subse- quent years
New Lines .. .. .	£6,281,246	£4,589,237	£558,516	£1,133,443
New Deep Water Berths .. ..	3,445,033	2,091,444	449,530	904,059
Rolling Stock .. .. .	2,767,720	1,675,020	653,288	439,412
Renewals and Improvements on existing Lines and Lake Ser- vices .. .. .	3,472,989	2,129,897	523,582	819,510
<b>GRAND TOTAL (including charges against Betterment and Re- newals Funds) .. ..</b>	<b>15,966,988</b>	<b>10,485,648</b>	<b>2,184,916</b>	<b>3,296,424</b>

It will be noted that over 12½ millions have been expended in improving and extending harbour and railway facilities in the six years under reference. When it is remembered that the total expenditure on Capital Account at the end of 1922 was only £7,485,413, it will be realized that this rate of development is a remarkable testimony to the progress of the countries through which the services operate.

Balance  
Sheet.

5. As shown in a preceding paragraph, £1,070,223 has been contributed to Capital Account from Betterment Funds. In addition, the following expenditure has been incurred as final charges against Betterment and Renewals Funds since the 1st January, 1923:—

Betterment ... ..	£119,001
Renewals ... ..	£638,483
<b>Total ...</b>	<b>£757,484</b>

The expenditure from these Funds, which have been created entirely by transfers from revenue during the past six years, therefore, amounts to £1,827,707 in all.

This, under all the circumstances, is a considerable achievement. The need for heavy expenditure under these heads, as has been explained frequently in past reports and in public statements, is due to the failure to provide for proper Renewals and Betterment Funds prior to 1921, when the Railway was under direct Government control. Owing to arrears of work having been largely overtaken, the time has, however, now come to consider the possibility of reducing expenditure under these heads.

Accordingly, in the estimates for 1929 the contributions to the Renewals Fund on Railway assets have been reduced from an average of 3 per cent. of all wasting assets to 2 per cent., while, on the completion of the relaying and ballasting programme from the Coast to Nairobi at the end of 1929, it is proposed to reduce the future contributions to the Betterment Fund.

It will be noted that it is found possible to make these reductions at the moment when interest charges on loans tend to increase. It must, however, be remembered that the development of railway facilities must not be allowed to fall behind the requirements of the countries served, and that, failing the provision of capital, free of interest, from Betterment Funds, the necessary capital, bearing interest and sinking fund charges, must be provided from loan funds.

6. The balance in various Funds at the 31st December, 1928, were :— **Funds on hand.**

Renewals Funds	...	...	...	...	578,107
Betterment Funds	...	...	...	...	623,790
Insurance Funds (Marine)	...	...	...	...	118,793
Stores Fund (i.e., stores working capital provided from revenue)	...	...	...	...	442,347
					<u>£1,763,037</u>

7. It will not perhaps be out of place here to refer to the statement frequently heard that the Railways and Harbours Administration is making large profits and accumulating large reserves. These statements are, of course, entirely contrary to fact, and are evidently due to a misunderstanding of the term "gross surplus" included in one of the previous tables.

It will be clear from an examination of the accounts that this gross surplus must provide the necessary funds to meet charges under such items as :—

Interest payments on loans;  
Redemption payments on loans;  
Renewal contributions for depreciation; and  
Write-offs of obsolete stores, capital assets, etc.

and that it is only after all these charges have been met that any contribution is available for transfer to the Betterment Fund.

It has been explained above that in the past the latter contribution has been of necessity heavy in view of the impoverished state into which the Railway had been allowed to fall prior to 1921, and the consequent arrears of work that had to be overtaken, but that after the end of 1929 it is hoped to considerably reduce expenditure under this head.

Nor can it be said that the Railway has accumulated large reserves. Renewals, Betterment and Insurance Funds are required for a definite purpose, and are not available for use as reserves. One important service they at present render is to postpone the need for setting aside further funds to provide working capital for which, on a railway of this size, a sum of over £1,000,000 is required. Apart from the Renewals and Betterment Funds, £442,347 only is available for this purpose from the Stores Fund. The Administration, in fact, has no reserves available to meet any sudden or unforeseen drop in earnings in any one year, and any emergency of this sort could only be met by complete dislocation of a sanctioned and organised works programme. It is realised that such a position is unsatisfactory, and in the estimates for 1929 a sum of £100,000 has been set aside as a first instalment in building up an Interest Reserve Fund. The amount of this fund will depend somewhat on future progress, but a sum of from £250,000 to £300,000 will not be in any way excessive.



### OPEN LINE MILEAGE.

Route  
Mileage.

8. The total route mileage of open lines on the 31st December, 1928, was as follows:—

	Miles.
Main Line (Mombasa to Mbulamuti <i>via</i> Nakuru Junction) ... ..	782
Kisumu Line (Nakuru Junction to Kisumu) ...	131
Nyeri Branch (Nairobi to Naro Moru) ... ..	127
Kitale Branch (Leseru to Kitale) ... ..	41
Solai Branch (Rongai to Lake Solai) ... ..	27
Busoga Line (Jinja to Namasagali) ... ..	61
Port Bell - Kampala Line ... ..	6
Voi - Kahe Line ... ..	92
Magadi Line (Konza to Magadi) ..	91
Soroti Branch (Tororo to Mbale) ...	35
Total open mileage ...	1,393

This represents an increase, when compared with the position as at the 31st December, 1927, of 189 miles.

Track  
Mileage

9. The total track mileage, including loops, and industrial sidings, amounted to 1,550.5 miles.

### RAILWAY WORKING RESULTS.

Railway  
Working  
Results.

10. The revenue and net revenue accounts for the Railway services during the year 1928, with which, in accordance with the usual practice, are included the Lake steamers and motor transport services, are shown in the following table in comparison with the three previous years—1927, 1926 and 1925:—

	1928	1927	1926	1925
Earnings .. .. .	£ 2,314,430	£ 2,126,043	£ 2,058,710	£ 1,993,509
Ordinary Working Expenditure ..	1,292,739	1,150,786	1,216,773	1,090,071
Surplus of Receipts over Ordinary Working Expenditure ..	1,021,691	975,257	841,937	903,438
Contributions to Renewals Funds ..	289,412	263,433	216,605	184,075
Balance transferred to Net Revenue Account .. .. .	732,279	711,824	625,332	719,363
Interest .. .. .	* 441,228	* 286,922	375,690	314,067
Redemption Charges .. .. .	* 40,664	* 40,524	59,052	59,052
Miscellaneous Transactions on Net Revenue Account .. .. .	Cr. 34,611	Cr. 17,608	Cr. 17,205	Cr. 22,530
Surplus transferred to Betterment Funds 1925 and 1926 and Combined Net Revenue Account 1927 and 1928 ..	284,998	401,986	207,795	368,774

\* NOTE.—With the separation of Railways and Harbours accounts the Harbour interest and redemption charges are now shown in the Harbour Accounts, the net loss on Harbours being debited to the Combined Net Revenue Account.

The earnings for the year under review—

Exceeded the 1927 earnings by £188,387 or 8.86 per cent.

..	1926	..	£255,720	..	12.42	..
..	1925	..	£320,921	..	16.10	..

while the ordinary working expenditure (exclusive of depreciation)—

Exceeded the 1927 expenditure by £141,953 or 12.34 per cent.

..	1926	..	£75,966	..	6.24	..
..	1925	..	£202,668	..	18.59	..

The percentage ratio of ordinary working expenditure to earnings during the last four years has been :—

Year.	Percentage.
1928 ... ..	55.86
1927 ... ..	54.13
1926 ... ..	59.11
1925 ... ..	54.68

With the exception of the years 1924, 1925 and 1927, the ratio of ordinary working expenditure to earnings is the lowest since the financial year 1903-1904.

As already explained, the increase in the ratio of ordinary working expenditure to earnings was due to substantial reductions in rates, brought into force in April, 1928, and the taking over of 189 miles of new line.

NOTE.—For corresponding figures for year previous to 1925 turn to the graph at end of the Report.

11. The balance of £732,279 transferred to net revenue account represents an increase of 2.87 per cent. when compared with 1927, and increases of 17.10 per cent. and 1.80 per cent. when compared with 1926 and 1925, respectively. These balances are arrived at after deducting contributions for depreciation (Renewals Funds) from the surplus of receipts over ordinary working expenditure. **Net Revenue Account.**

12. Attention is directed to the considerable increase in the Loan Fund charges (*i.e.*, interest and sinking fund) during 1928. When compared with 1927, the increase is £154,446, or approximately 47.17 per cent. It is estimated that the Loan Fund charges which will require to be met by the Railways during 1929 will amount to £555,563—an increase of approximately 15.29 per cent. over the 1928 figure. **Loan Fund Charges.**

These increases are due to the completion of new lines and other works, the cost of which has been met from Capital Funds.

## RAILWAY EARNINGS AND WORKING EXPENDITURE.

13. Earnings under the main heads were as follows :—

HEAD	1928	1927	Increase	
			Amount	Percentage
Passenger .. .. .	£ 284,750	£ 266,326	£ 18,424	6.92
Parcels, Luggage and Mails ..	55,456	49,404	6,052	12.25
Goods .. .. .	1,895,755	1,737,852	157,903	9.09
Livestock .. .. .	14,412	13,396	1,016	7.58
Telegraphs .. .. .	2,161	1,791	370	20.66
Miscellaneous .. .. .	61,896	57,274	4,622	8.07
	<b>2,314,430</b>	<b>2,126,043</b>	<b>188,387</b>	<b>8.86</b>

An increase over 1927 under all heads will be observed.

14. When compared with the estimates, which were prepared in 1927, earnings from passenger traffic and from parcels, luggage and mails showed the following percentage decreases :— **Comparison with Estimate.**

	Percentage.
Passenger ... .. .	0.51
Parcels, Luggage and Mails ...	9.83

Revenue from goods, livestock, telegraphs and miscellaneous receipts showed the following percentage increases over estimate :—

	<i>Percentage.</i>
Goods ... ..	2.11
Livestock ... ..	16.60
Telegraphs ... ..	35.06
Miscellaneous ... ..	2.31

The total earnings for the year under review were £35,770 (or approximately 1.57 per cent.) in excess of the estimate.

**Ton mile Receipts.**

15. It is again necessary in this Report to draw attention to the decrease in receipts *per ton mile*, due to the increasing tonnage of low-rated produce.

**Expenditure.**

16. Expenditure under the main heads, compared with 1927, was as follows :—

HEAD	1928	1927	Increase	Decrease
	£	£	£	£
Maintenance of Way and Works..	200,820	178,769	22,051	..
Transportation Expenses .. ..	602,569	523,337	79,232	..
Maintenance of Engines and Rolling Stock .. .. .	207,552	131,035	26,467	..
General Charges .. .. .	99,163	94,093	5,070	..
Steamer Services .. .. .	106,064	112,833	..	6,769
Motor Services .. .. .	14,524	14,685	..	161
Miscellaneous .. .. .	62,047	45,984	16,063	..
TOTAL .. £	1,292,739	1,150,786	141,953	..

The increases shown are due to extra mileage taken over and increased work done.

**Comparison with Estimate.**

17. The expenditure was £38,204, or 2.87 per cent., below the estimate for the year, the reduction being the result of the exercise of the most rigid economy wherever possible.

**Unit Costs.**

18. The following are the unit expenditure figures for 1928 and the three preceding years :—

HEAD	1928	1927	1926	1925
Maintenance of Way and Works Per open mile	£148	£153	£187	£176
Transportation Expenses .. .. .	Shs. 38/82	Shs. 39/82	(No Figures available)	
	Per 1,000 goods freight ton miles			
	Per total train mile	3/32	3/32	3/23
Maintenance of Engines and Rolling Stock .. .. .	Ditto 1/17	1/15	1/01	0/97
Steamer Services .. .. .	Per steamer mile 10/09	12/32	11/48	19/34
General Charges .. .. .	Percentage of total Expenditure 10.19	Per cent. 9.91	Per cent. 10.67	Per cent. 9.60

The Transportation expenditure per train mile has increased owing to the increased size of trains, but there has been a satisfactory decrease in the cost per 1,000 goods freight ton miles. It will be appreciated that expenditure on the maintenance of engines and rolling stock tends to increase with their age. The figures for maintenance of engines and rolling stock are also somewhat inflated by the fact that in the past improvements and betterments to rolling stock have been included under the maintenance head. The accounts for 1930 are being rearranged to avoid this.

19. The traffic year by year on the three Lakes (Victoria, Kioga and Albert), on which the Administration maintains steamer services, is shown in the following table of earnings, working expenditure, and tonnages carried :—

Lake  
Marine  
Working  
Results.

YEAR.	Earnings.	Working Expenditure.	Tonnage Carried.
	£	£	Tons.
1913-14 .. ..	80,792	52,712	72,782
1914-15 .. ..	59,879	46,574	52,695
1915-16 .. ..	48,141	52,762	41,977
1916-17 .. ..	63,196	60,486	51,214
1917-18 .. ..	75,635	71,182	48,793
1918-19 .. ..	72,209	69,721	49,580
1919-20 .. ..	79,483	78,034	62,033
1920-21 .. ..	115,672	106,956	61,200
1921 (9 months) ..	85,349	81,997	55,265
1922 .. ..	122,917	103,985	68,429
1923 .. ..	170,000	110,652	106,300
1924 .. ..	238,642	117,404	149,803
1925 .. ..	272,467	181,373	197,629
1926 .. ..	254,000	117,688	193,849
1927 .. ..	243,000	112,833	168,094
1928 .. ..	207,000	106,064	152,002

It will be observed that the 1928 earnings were 14.81 per cent., the tonnage 9.57 per cent., and the working expenditure 6 per cent. less than the corresponding figures for the previous year. This decrease in earnings and the tonnage carried was anticipated with the opening of the through rail connection with Uganda. Expenditure could not be decreased in a direct ratio to the fall in revenue and in tonnage, because practically the same service had to be provided to move the traffic offered in 1928 as was provided in the years before the rail connection with Uganda was completed. When the extension of the railway to Kampala, now under construction, is completed, this condition will be further accentuated.

## SUMMARY OF RESULTS OF RAILWAY WORKING.

Summary  
of Results  
of Work-  
ing.

20. The following statement gives in summarised form the results of working and other information for the year ended the 31st December, 1928, as compared with the previous year:—

	1928	1927	Increase	Decrease
Total expenditure on Capital Account (Railways and Harbours, but excluding lines under construction, etc.) .. .. . £	<b>18,370,076</b>	15,711,545	2,658,531	..
Total mileage of open lines .. Miles	<b>1,393</b>	1,204	189	..
Average mileage of open lines .. "	<b>1,354</b>	1,166	188	..
Locomotives .. .. . No.	<b>178</b>	165	13	..
Coaching Vehicles .. .. . "	<b>391</b>	347	44	..
Goods Stock .. .. . "	<b>3,105</b>	2,779	326	..
Road Vans (Motor) .. .. . "	<b>27</b>	27	..	..
Lake Steamers and Tugs .. .. . "	<b>17</b>	17	..	..
Lighters, etc. .. .. . "	<b>57</b>	57	..	..
Train mileage .. .. . Miles	<b>3,557,222</b>	3,152,983	404,239	..
Train and Engine mileage .. .. . "	<b>4,302,048</b>	3,723,435	578,613	..
Passengers carried (journeys) .. No.	<b>1,102,110</b>	1,065,225	36,885	..
Tonnage of Goods (Revenue Earning including Construction) .. Tons	<b>984,351</b>	887,076	97,275	..
Tonnage of Fuel and Stores for Lines and Lake Services (free hauled) .. "	<b>499,584</b>	407,090	92,494	..
Gross Tonnage (Revenue and Non-revenue Earning traffic) .. .. . "	<b>1,483,935</b>	1,294,166	189,769	..
Live Stock carried .. .. . Units	<b>34,965</b>	36,054	..	1,089
<b>EARNINGS—</b>				
Passengers .. .. . £	<b>284,750</b>	266,326	18,424	..
Parcels, Luggage and Mails .. .. . "	<b>55,456</b>	49,404	6,052	..
Goods .. .. . "	<b>1,895,755</b>	1,737,852	157,903	..
Live Stock .. .. . "	<b>14,412</b>	13,396	1,016	..
Telegraphs .. .. . "	<b>2,161</b>	1,791	370	..
Miscellaneous .. .. . "	<b>61,896</b>	57,274	4,622	..
Total Earnings .. .. . "	<b>2,314,430</b>	2,126,043	188,387	..
<b>EXPENDITURE—</b>				
Maintenance of Way, Works and Stations .. .. . £	<b>200,820</b>	178,769	22,051	..
Transportation Expenses .. .. . "	<b>602,569</b>	523,337	79,232	..
Maintenance of Engines and Rolling Stock .. .. . "	<b>207,552</b>	181,085	26,467	..
General Charges .. .. . "	<b>99,163</b>	94,093	5,070	..
Steamer Services .. .. . "	<b>106,064</b>	112,833	..	6,769
Motor Services .. .. . "	<b>14,524</b>	14,685	..	161
Special and Miscellaneous Expenditure .. .. . "	<b>62,047</b>	45,984	16,063	..
Total Ordinary Working Expenditure .. .. . "	<b>1,292,739</b>	1,150,786	141,953	..
Surplus of Earnings over Ordinary Working Expenditure .. .. . "	<b>1,021,691</b>	975,257	46,434	..
Contributions to Renewals Funds .. .. . "	<b>289,412</b>	263,433	25,979	..
Interest on Loans .. .. . "	<b>441,228</b>	286,922	154,306	..
Redemption Charges .. .. . "	<b>40,664</b>	40,524	140	..
Other Miscellaneous Receipts and Charges (Net) .. .. . "	<i>Cr.</i> <b>34,611</b>	<i>Cr.</i> 17,608	17,003	..
Loss on Harbours .. .. . "	<b>29,360</b>	73,515	..	44,155
Net Surplus transferred to Betterment Funds .. .. . "	<b>255,638</b>	328,471	..	72,833
Earnings per total train mile .. S/s.	<b>11/78</b>	11/87	..	0/09
Earnings per Revenue Earning train mile .. .. . "	<b>15/41</b>	15/17	0/24	..
Earnings per open mile .. .. . £	<b>1,547</b>	1,606	..	59
Earnings per steamer mile .. S/s.	<b>19/68</b>	26/53	..	6/85
*Expenditure per total train mile .. .. . "	<b>6/59</b>	6/49	0/10	..
*Expenditure per Revenue Earning train mile .. .. . "	<b>8/62</b>	8/29	0/33	..
*Expenditure per open mile .. .. . £	<b>866</b>	878	..	12
*Expenditure per steamer mile .. S/s.	<b>10/09</b>	12/32	..	2/23
*Expenditure per cent. on Earnings .. %	<b>55.86</b>	54.13	1.73	..

\* Excluding Depreciation.

### BRANCH LINE WORKING RESULTS.

21. The following tables show the results of working the Kitale, Solai and Thika—Naro Moru branch lines since the preparation of branch line statistics was initiated on the 1st July, 1926 :—

Branch  
Line  
Working  
Results.

#### KITALE BRANCH.

Kitale  
Branch.

	1-7-1926 to 31-12-1926	1-1-1927 to 31-12-1927	1-1-1928 to 31-12-1928
Total Working Expenditure .. .. .	£ 41,874	£ 59,582	£ 66,723
Depreciation .. .. .	1,775	3,801	3,816
Loan Charges .. .. .	4,551	8,916	8,665
Total Expenditure .. .. .	48,200	72,299	79,204
Total Revenue .. .. .	28,144	58,660	66,512
Balance—Loss .. .. .	£ 20,056	13,639	12,692

#### SOLAI BRANCH.

Solai  
Branch.

	1-7-1926 to 31-12-1926	1-1-1927 to 31-12-1927	1-1-1928 to 31-12-1928
Total Working Expenditure .. .. .	£ 9,364	£ 42,191	£ 18,754
Depreciation .. .. .	749	1,508	1,510
Loan Charges .. .. .	2,157	4,019	3,887
Total Expenditure .. .. .	12,270	47,718	24,151
Total Revenue .. .. .	3,737	19,769	10,284
Balance—Loss .. .. .	£ 8,533	27,949	13,867

#### THIKA - NARO MORU BRANCH.

Thika—  
Naro Moru  
Branch.

	1-7-1926 to 31-12-1926	1-1-1927 to 31-12-1927	1-1-1928 to 31-12-1928
Total Working Expenditure .. .. .	£ 29,520	£ 52,785	£ 56,454
Depreciation .. .. .	2,926	7,203	8,630
Loan Charges .. .. .	9,593	22,138	24,933
Total Expenditure .. .. .	42,039	82,126	90,017
Total Revenue .. .. .	18,434	48,962	61,515
Balance—Loss .. .. .	£ 23,605	33,164	28,502

These three branch lines, the construction of which having been commenced prior to the promulgation of the Transport Order in Council, are not guaranteed by Government, and the losses sustained have, therefore, to be borne by the Railway Administration.

### PASSENGER TRAFFIC.

22. The number of passengers who travelled in each class during 1928, as compared with the three previous years, is given in the following table :—

Number of  
Passengers

CLASS	1928	1927	1926	1925
First ..	18,986	13,625	19,272	16,745
Second ..	67,385	66,829	62,347	57,530
Third ..	1,015,739	979,771	910,134	839,365
Total ..	1,102,110	1,065,225	991,753	913,640

Increases have taken place in all classes of travel when compared with 1927, although first class traffic is again below the 1926 figure.

23. It is interesting to note that third class traffic has now reached the million mark, and that the number of third class passengers carried in 1928 represents the following percentage increases over the same class of passengers conveyed during the three previous years :—

	<i>Percentage.</i>		
1927	...	...	3.67
1926	...	...	11.60
1925	...	...	21.01

Full provision has been made to provide suitable rolling stock to meet these increases, and the position is now reasonably satisfactory in this respect.

24. There is also under consideration a proposal to introduce an intermediate class between the present second and third classes, to cater for that class of passenger who cannot afford to travel second, but who would prefer to enjoy more privacy than is at present possible in the third class carriages. The introduction of a further class inevitably involves the hauling on every train of an additional number of empty seats, and appreciably increases the cost of operating the passenger services which, in all probability, will not be covered by increased receipts.

The total number of passengers carried (all classes) represents—

An increase of	36,885	or	3.46	per cent.	over	1927.
„	„	110,357	„	11.13	„	1926.
„	„	188,470	„	20.63	„	1925.

**Passenger  
Revenue.**

25. Receipts from passenger traffic are detailed in the following table :—

CLASS	1928	1927	1926	1925
First ..	£ <b>56,299</b>	£55,032	£56,332	£46,150
Second ..	<b>76,912</b>	67,975	68,412	60,146
Third ..	<b>150,062</b>	141,915	130,767	119,252
Total ..£	<b>283,273</b>	264,922	255,511	225,548

The total revenue from passenger traffic during 1928, as detailed above, represents—

An increase of	£18,351	or	6.93	per cent.	over	1927.
„	„	£27,762	„	10.87	„	1926.
„	„	£57,725	„	25.59	„	1925.

It will be noticed that the revenue from passenger traffic forms a very small proportion of the total earnings.

The issue of week-end tickets fell from 752 in 1927 to 482 during 1928, or a decrease of 35.90 per cent. There is no doubt but that the reason for this decrease is the steadily growing use of motor cars for week-end journeys, picnics, etc., a phase through which railways all over the world are passing.

**Excursions.**

26. The number of seasonal excursion tickets to the Coast increased from 893 in 1927 to 1,025 in 1928—an increase of 14.78 per cent.—while the number of excursion tickets issued from stations and ports in Uganda to the Kenya Highlands increased from 72 in 1927 to 156 during the period under review (an increase of 116.66 per cent.). 114 “Golfing and Fishing Holiday” tickets to Uganda were issued from Kenya stations, against 92 in 1927.

574 excursion tickets were issued from the Coast to Nairobi and the Kenya Highlands (including 99 “Steamer Call” excursion tickets).

These figures show that the seasonal excursion facilities are steadily, if slowly, finding favour with the public. It is hoped to further stimulate this type of traffic by abolishing unnecessary restrictions, such as refusal to allow break of journey, where special excursion services are not being provided.

#### VISIT OF THEIR ROYAL HIGHNESSES THE PRINCE OF WALES AND THE DUKE OF GLOUCESTER.

27. On the 28th September, Their Royal Highnesses landed at Kilindini, where special arrangements were made for their reception. From that date till the time of their departure from Kenya, the Railway Administration was honoured by their travelling as its guests over a large part of the system. Royal Visit.

A special train, prepared by the Mechanical Engineer in the Workshops at Nairobi, was placed at the disposal of Their Royal Highnesses during their stay in the country.

His Royal Highness the Prince of Wales travelled into Uganda as far as the Murchison Falls on the River Nile. The S.S. "Clement Hill" was placed at his disposal on Lake Victoria and the S.S. "Samuel Baker" and S.W. "Lugard" on Lake Albert.

On the return journey, His Royal Highness entered his special train at Tororo, returning to Nairobi *via* Eldoret and Nakuru.

While Their Royal Highnesses were at Nairobi an Agricultural Show was held and also a Native Baraza. Both these events involved the running of many special trains.

All arrangements made in connection with Their Royal Highnesses' visit were carried out without a hitch of any kind, and on leaving Kenya for Tanganyika *via* Kajiado on the 14th November, 1928, His Royal Highness the Prince of Wales expressed himself as being very pleased with the arrangements that had been made for him.

#### OIL FUELLING OF H.M.S. ENTERPRISE.

28. In connection with the hurried recall of H.R.H. the Prince of Wales to England, it may be noted that H.M.S. Enterprise on her way to Dar-es-Salaam called at Kilindini to re-fuel. Special arrangements were made in co-operation with the Oil Companies for Enterprise to go alongside the Magadi Soda Company's jetty. By making use of lighters on the sea side and the pipe line on the shore side, re-fuelling was carried out in record time. Oil Fuel-ling of H. M. S. Enterprise.

#### VISIT OF THE COMMISSION ON CLOSER UNION.

29. The Closer Union Commission, travelling *via* the Sudan, the Nile and Lake Albert, visited Kenya and Uganda during January and February, 1928. On behalf of the Administration evidence was tendered to the Commission by the late General Manager (Sir Christian Felling), and by the Harbour Advisory Board. Colonel W. K. Tucker, C.B.E., also gave evidence before the Commission with regard to the organisation and work of the Railway Advisory Council. Closer Union Commission.

The Commission travelled by rail from Jinja to Nairobi; thence to Mombasa; and later to Tanga *via* Moshi, this Administration's rolling stock being utilized throughout for the journeys both in these territories and for the journey to Tanga.

#### PARCELS AND LUGGAGE.

30. The receipts from parcels (including mails) and luggage during 1928, compared with the three previous years, were:— Parcels and Luggage.

	1928	1927	1926	1925
Parcels ..	£ 33,941	£ 29,390	£ 30,322	£ 34,932
Luggage ..	21,515	20,014	20,762	18,494
Total .. £	55,456	49,404	51,084	53,426

The revenue derived from parcels and luggage during 1928 represents—

An increase of £6,052 or 12.25 per cent. over 1927.

" " £4,372 " 8.56 " " 1926.

" " £2,030 " 3.80 " " 1925.



A revised scale of charges for parcels and luggage was introduced on the 1st April, 1928. This revised scale reduced materially the charges on small parcels. It will be remembered that on the 1st December, 1927, there was also a reduction in these charges.

### LIVESTOCK.

**Livestock.** 31. In the following table are shown the revenue and number of livestock carried during 1928 and the three preceding years :—

	1928	1927	1926	1925
Revenue ..	£14,413	£13,396	£10,991	£10,872
Number ..	34,965	36,054	27,106	23,903

The revenue derived from the carriage of livestock for 1928 represents—

An increase of £1,017 or 7.59 per cent. over 1927.  
 „ „ £3,422 „ 31.13 „ „ 1926.  
 „ „ £3,541 „ 32.57 „ „ 1925.

The number of livestock carried during 1928 represents—

A decrease of 1,089 or 3.02 per cent. on 1927.  
 An increase of 7,859 „ 28.99 per cent. over 1926.  
 „ „ 11,057 „ 46.25 „ „ 1925.

### GOODS TRAFFIC.

**Goods Traffic.**

32. The revenue derived from public goods and the tonnage conveyed were as follows :—

	1928	1927	1926	1925
	£	£	£	£
Revenue ..	1,872,961	1,724,328	1,614,399	1,530,642
	Tons	Tons	Tons	Tons
Tonnages ..	861,323	813,062	573,282	534,474

The revenue for 1928 represents—

An increase of £148,636 or 8.62 per cent. over 1927.  
 „ „ £258,565 „ 16.02 „ „ 1926.  
 „ „ £292,322 „ 18.49 „ „ 1925.

while the tonnage for 1928 represents—

An increase of 48,261 tons or 5.93 per cent. over 1927.  
 „ „ 288,041 „ „ 50.24 „ „ 1926.  
 „ „ 326,849 „ „ 61.15 „ „ 1925.

**Reductions in Rates.**

33. In April, 1928 (simultaneously with the introduction of the revised Harbour Tariff), an amended goods classification and mileage scale of goods rates were introduced, the effect of which was to reduce substantially the rates for the conveyance of many commodities.

This revised classification and mileage scale was introduced, in conjunction with the Tanganyika Railways, as a practical step towards securing complete assimilation of rates with that Territory, in order to avoid competition at points of contact and in common spheres of activity.

It is estimated that the effect of these revisions will entail a sacrifice in revenue to this Administration of approximately £85,000 per annum. With these reductions, the total estimated annual sacrifice of revenue over the period 1923 - 1928 was brought up to £240,000, made up as follows:—

	£
1923 reductions ... ..	20,000
1925 reductions ... ..	6,000
1926 reductions ... ..	10,000
1927 reductions ... ..	111,000
1928 reductions ... ..	85,000
Minor alterations during period 1923 - 1928 ...	8,000
	<hr/>
Total estimated sacrifice of revenue ...	£240,000
	<hr/>

It should be added that, towards the end of 1928, representatives of this Administration and of the Tanganyika Railways Administration met at Nairobi for the purpose of endeavouring to secure complete assimilation of tariffs. As a result of the deliberations of this Conference, proposals were agreed to by both Administrations which would completely secure that object. These proposals, however, involved the abandonment by the Kenya and Uganda Railways of the practice of granting preferential rates in favour of local produce.

There are many reasons why a Railway Administration is not a suitable instrument for carrying out a policy of protection of particular industries. The Kenya and Uganda Railways and Harbours Administration is, however, particularly unsuited for such a purpose, serving as it does two territories with divergent ideas on the subject; and closely connected with a third territory with further strong views, and bearing in mind the fact that no machinery yet exists for providing an agreed policy for the territories as a whole. It is recognised, however, that every precaution must be taken to avoid any possible injury to any industry now established, or in process of being established, or likely to be established in the future. The necessary steps were taken, therefore, for the effect of such a change of policy to be considered carefully by the Governments concerned, so that any consequential adjustments found necessary in the Customs Tariffs could be made. A suitable opportunity for this purpose will shortly be available, as the three territories concerned propose to bring under review the Customs Tariffs at present in force at a Customs Tariff Conference to be held in 1929. It would appear, however, that the present differentiation as between local and imported articles is generally so slight that the abolition of this difference is not likely to affect in any way, either the degree of protection afforded to, or the rate of development attained by, any of the local industries.

34. With the object of improving the facilities for inter-colonial trade between these territories and Tanganyika, the Conference referred to in the preceding paragraph also adopted as a principle that through booking of passengers, goods, and all other classes of traffic generally between all points served by the two Railway Administrations should be brought into effect. Through  
Booking of  
Passengers  
and Goods.

Steps were immediately taken with a view to introducing such bookings, which it is expected will become a practical fact at a very early date.

35. Reference was made in the 1927 Report to the growing competition between the railway services and road transport by motor vehicles. This competition, though not acute in 1927, and during that year confined practically to the section from the Coast to Nairobi, has increased during 1928 and has extended to traffic between Uganda and the Coast in both directions. Road  
Transport

The need for legislation to control such competition was stressed in last year's Report, but it is necessary for me to again draw attention to this matter.

This problem has been found to exist all over the world, and most Governments and Railway Administrations are endeavouring to find a solution that will not unduly stifle legitimate enterprise on the one hand, nor permanently injure the rail transport system on the other. From representations I have received from all sides, I believe the danger to the railways of this country is appreciated in Kenya, and there is an evident desire to provide suitable protection before the problem becomes as acute as it is elsewhere.

Legislation is now under consideration by the Government of Kenya, and I trust the Government of Uganda will also give sympathetic attention to this subject. On account of the better road system in the latter country, motor competition is liable to become even more serious with the extension of the railway into Uganda than it is at present in Kenya.

**Commo-  
dities  
Railed to  
the Coast.**

36. The following table gives the tonnage of the *principal commodities railed to the Coast* during 1928 and the preceding three years :—

COMMODITY	1928	1927	1926	1925
	Tons	Tons	Tons	Tons
Beans .. .. .	781	1,453	883	716
Chillies .. .. .	264	170	109	304
Coffee .. .. .	23,269	18,369	14,834	13,875
Cotton .. .. .	29,091	25,298	33,976	36,425
Fibre, Sisal .. .. .	17,354	14,738	14,021	12,227
Maize .. .. .	46,204	89,423	49,126	51,980
Hides of Cattle .. .. .	7,682	5,415	4,495	4,570
Oil Seeds (Cotton) .. .. .	40,888	26,681	34,346	33,246
"    " (Groundnuts) .. .. .	2,242	4,738	12,755	4,626
"    " (Simsim) .. .. .	1,521	3,934	4,776	3,716
Soda Ash .. .. .	70,620	60,104	14,023	46,895
Skins (Goat and Sheep) .. .. .	872	608	592	613
Sugar .. .. .	672	2,491	1,679	625
Timber .. .. .	1,067	1,216	1,341	759
Wattle Bark .. .. .	6,065	2,459	1,946	2,944
Wheat .. .. .	6,181	10	..	..

The following percentage increases in the 1928 tonnages over the year 1927 are very pleasing to record :—

	Percentage.
Chillies .. .. .	55.29
Coffee .. .. .	26.68
Cotton .. .. .	14.99
Cotton seed .. .. .	53.25
Hides .. .. .	41.87
Sisal .. .. .	17.75
Soda Ash .. .. .	17.50
Skins (goat and sheep) .. .. .	43.42
Wattle bark .. .. .	146.64

The large increase of 6,171 tons in wheat is an indication that this industry is now becoming established.

The following are the percentage decreases in 1928 compared with 1927 :—

	Percentage.
Beans .. .. .	46.25
Maize .. .. .	48.33
Groundnuts .. .. .	52.68
Simsim .. .. .	61.34
Sugar .. .. .	73.02
Timber .. .. .	12.25

The decreases in beans, maize and simsim are due to the fact that large tonnages of these commodities were railed to Uganda, or retained in that territory in the early part of the period under review, for famine relief purposes in the Eastern Province. The decrease in the traffic in groundnuts, which originates almost entirely from the Mwanza District, is due to the fact that a large proportion of the crop previously consigned to Mombasa was railed from Mwanza over the Tanganyika railway system.

37. A table is now given indicating the traffic in certain local products as compared with the tonnage of the corresponding imported commodity :— **Local and Imported Traffic.**

COMMODITY	1928		1927		1926		1925	
	Local	Imported	Local	Imported	Local	Imported	Local	Imported
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Flour (Wheaten)	8,728	1,787	5,079	1,851	3,327	1,582	3,172	1,463
Rice .. ..	2,112	2,984	3,091	2,132	3,510	2,030	2,624	1,915
Sugar .. ..	8,743	2,416	12,300	33	9,005	77	6,698	159
Soap .. ..	2,240	1,344	2,026	1,233	1,776	962	1,073	1,672
Ale and Beer ..	490	906	376	761	279	803	211	788
Timber .. ..	36,925	1,693	39,222	1,290	34,734	1,415	23,355	774

The steady increase in the movement of local flour should be noted.

38. Traffic at the principal stations (inwards and outwards) during the last four years is shown in the following statement :— **Traffic at Principal Stations.**

STATION	1928	1927	1926	1925
	Tons	Tons	Tons	Tons
Mombasa .. ..	54,008	85,137	100,923	113,604
Kilindini .. ..	508,612	428,010	271,823	265,442
Nairobi .. ..	223,112	202,921	151,178	145,573
Nakuru .. ..	50,601	52,019	41,270	43,760
Kisumu .. ..	33,463	29,456	55,157	51,874
Eldoret .. ..	40,372	25,485	17,999	14,004
Thika .. ..	24,815	23,406	18,147	27,071
Kampala .. ..	56,044	58,324	44,901	39,346

The steady transfer of traffic from Mombasa to Kilindini, consequent upon the extension of the deep-water quays, should be noted.

39. The following table shows the percentage increase or decrease in traffic at these stations during 1928 when compared with the three previous years :—

STATION	1928	1928	1928
	Increase over 1927	Increase over 1926	Increase over 1925
	Per cent.	Per cent.	Per cent.
Mombasa-Kilindini ..	9.64	50.94	48.43
Nairobi .. ..	9.95	47.58	53.26
Nakuru .. ..	Dec. 2.73	22.61	15.63
Kisumu .. ..	13.60	Dec. 39.33	Dec. 35.49
Eldoret .. ..	58.41	124.30	198.29
Thika .. ..	6.02	36.74	Dec. 8.33
Kampala .. ..	Dec. 3.91	24.82	42.44

### LAKE TONNAGES.

40. The following table reflects the tonnage handled on Lake Victoria during 1928, as compared with the five previous years :— **Lake Victoria.**

	1928	1927	1926	1925	1924	1923
	Tons	Tons	Tons	Tons	Tons	Tons
Inward to Kisumu ..	57,996	72,372	84,630	87,387	73,133	54,160
Outward from Kisumu ..	41,738	57,361	72,295	66,561	42,716	24,400
Intermediate Ports ..	8,730	7,009	5,774	6,873	6,668	6,825
Total ..	108,464	136,742	162,699	160,821	122,517	85,385
1928 Decrease per cent ..	..	20.68	33.33	32.56	11.47	..
1928 Increase per cent ..	..	..	..	..	..	27.03

41. The considerable fall in the traffic carried on Lake Victoria was anticipated in the Report for the year 1927. It is due mainly to the opening of the through rail connection to Uganda, and partly to the opening of the railway constructed by the Government of Tanganyika from Tabora to Mwanza. The Administration's attention has been engaged in developing traffic in other sections of the Lake Victoria basin, in an endeavour to secure additional traffic to compensate to some extent for that lost by the construction and opening of these two railways. While the extension of the through line to Uganda has naturally affected the carriage by steamer of traffic from certain ports on Lake Victoria, the trade of other ports, not affected by the construction of railways, has increased considerably, and there is every reason to believe the increase will be maintained. On the other hand, lake traffic must suffer a further decrease on the opening of the Jinja-Kampala Extension about the end of 1930, when the whole of the traffic from Kampala will probably be transferred to the Railway.

**Traffic from Jinja, Buluba and Mjanji.** 42. The ports affected by the through rail connection to Uganda are Jinja, Buluba and Mjanji, and the following is a comparative statement of the total tonnages dealt with at these three ports during the year 1928 and the five previous years :—

	1928	1927	1926	1925	1924	1923
	Tons	Tons	Tons	Tons	Tons	Tons
Jinja .. .. .	6,841	27,753	41,856	49,344	34,283	23,484
Buluba .. .. .	232	1,399	1,127	434	240	6
Mjanji .. .. .	461	7,863	13,233	15,099	10,308	6,055
Total ..	7,534	37,015	56,216	64,877	44,831	29,545

The total tonnage for 1928 handled at these three ports represents the following percentage decreases when compared with the tonnages handled during the preceding five years :—

	Percentage.
1927 .. .. .	79.65
1926 .. .. .	86.60
1925 .. .. .	88.39
1924 .. .. .	83.19
1923 .. .. .	74.50

**Mwanza Traffic.** 43. The figures given below represent the total tonnages handled at Mwanza by this Administration during 1928 and the five previous years :—

	1928	1927	1926	1925	1924	1923
Tonnages .. .. .	12,316	17,261	21,672	15,232	15,666	14,641
1928 Decrease per cent ..	..	31.05	43.17	19.14	21.38	15.88

As a result of this reduction in traffic, it is anticipated that in 1929 and 1930 two ships will be laid up during the greater part of both years.

It is, therefore, essential that every possible source of additional traffic should be closely examined and stimulated. With this object in view, surveys at the south end of Lake Victoria and up the Kagera River have been carried out, and, with the close co-operation of the Governments concerned, it is hoped that additional traffic will be found.

44. As an indication of how traffic has developed at those ports unaffected by recent railway construction the undermentioned tonnages are quoted:—

	1928	1927	1926	1925	1924	1923
	Tons	Tons	Tons	Tons	Tons	Tons
(a) Kavirondo Gulf Ports..	5,026	2,479	2,063	1,018	3,036	4,229
(b) Other Kenya Ports ..	1,250	1,497	1,035	927	1,165	1,001
(c) Sesse Island Ports ..	275	156	105	62	45	15
(d) Uganda Ports ..	47,403	35,725	37,156	36,816	27,450	18,496
(e) Tanganyika Ports ..	17,082	10,394	11,199	9,713	8,598	6,722
Total ..	71,036	50,251	51,558	47,536	40,344	30,463
1928 Increase per cent ..	..	41.36	37.73	49.44	76.03	133.19

NOTE.—

- (a) Comprises Usembo Bay, Kendu Bay and Homa Bay;  
 (b) Comprises Sio, Kadimu Bay and Karungu;  
 (c) Comprises Katimeru, Sozi, Kiungu, Kitosi, Kome, Lwazimululi, Lutoboko and Koja;  
 (d) Comprises Bugungu, Kibanga, Port Bell, Kisubi, Entebbe, Katebo, Bukakata, Sango Bay and Busungwe Island; and  
 (e) Comprises Bukoba, Nassa (Speke Gulf), Musoma and Shirati.

45. The most notable increases were at Bukakata and Bukoba. At the former port the tonnage handled in 1928 increased by 111.31 per cent. over 1927 and 401.96 per cent. over 1923. At Bukoba the increases were 91.88 per cent. over 1927 and 177.29 per cent. over 1923. The growth of the traffic at Bukoba necessitates additional port facilities, a matter which is engaging the attention of the Tanganyika Authorities.

46. One of the districts to which the Administration must look for considerable development of lake traffic is that for which the Kagera River provides an outlet to the Victoria Nyanza. The Ankole district in Uganda and the Ruanda country, which is mandated to Belgium, are reported to have extensive mineral potentialities, and are also said to possess large tracts of land suitable for coffee and other forms of agriculture.

The Administration has conducted a survey of the Kagera River, which shows that the river is navigable for 97 miles, and it is proposed to institute a provisional tug and lighter service up to this point, to test the potentialities of the areas that can be served by this outlet, as soon as a quay, with a connecting road, has been constructed by the Government of Uganda.

The Belgian Authorities and the Government of Uganda are fully alive to the possibilities of the districts concerned, and a large road programme for opening them up is now under consideration and will, I trust, receive early sanction. In the meantime, the Administration is making further investigations with the object of opening the bar at the mouth of the river, which at present restricts navigation to light draft vessels only.

47. It is pleasing to record that the traffic handled on Lake Kioga is the heaviest dealt with on that lake since the steamer service there was placed under the control of the Railway Administration on the 1st April, 1913.

The tonnages handled during the year under review, as compared with the five previous years were:—

	1928	1927	1926	1925	1924	1923
	Tons	Tons	Tons	Tons	Tons	Tons
Inward to Namasagali ..	14,948	13,689	14,619	18,022	14,951	11,667
Outward from Namasagali ..	20,351	11,354	10,945	13,871	8,486	5,678
Intermediate Ports ..	1,080	1,337	1,609	2,066	1,246	1,534
Total ..	36,379	26,380	27,173	33,959	24,683	18,879
1928 Increase per cent ..	..	37.90	33.88	7.13	47.38	92.70

With the completion of the Soroti branch line in 1929 it is probable, however, that these figures will steadily decline in future years.

Lake  
Albert.

48. The steady increase in traffic handled on Lake Albert since it was taken over from the Government of Uganda (January, 1924) is reflected in the following table:—

	1928	1927	1926	1925	1924
	Tons	Tons	Tons	Tons	Tons
Inward to Butiaba .. .. .	824	316	427	457	706
Outward from Butiaba .. .. .	6,107	4,483	2,999	2,596	923
Intermediate Ports .. .. .	228	173	561	59	61
Total .. .. .	7,159	4,972	3,987	3,112	1,690
1928 Increase per cent .. .. .	..	43.99	79.56	130.04	323.61

Steamer  
Mileage.

49. The mileage run on the three lakes during the past four years is shown in the following table:—

	1928	1927	1926	1925
	Miles	Miles	Miles	Miles
Lake Victoria .. .. .	141,594	130,596	147,756	136,827
Lake Kioga .. .. .	36,749	30,397	35,303	32,995
Lake Albert .. .. .	31,976	22,214	22,059	17,769
Total .. .. .	210,319	183,207	205,118	187,591

The total mileage run during 1928 represents the following percentage increases over the three preceding years:—

	Percentage.
1927 .. .. .	14.80
1926 .. .. .	2.54
1925 .. .. .	12.12

It will be noted that the mileage run has steadily increased, while in some cases traffic carried has decreased. The reasons for this have already been noted, and this condition of affairs is likely to be accentuated in the immediate future.

### CLAIMS.

Claims  
Compensa-  
tion.

50. There is again a gratifying decrease in the amount which the Administration has been called upon to pay in respect of the loss of, or the damage to, goods entrusted to its care. This result has not been attained merely by a more rigid scrutiny of claims. On the contrary, there has been generally a more sympathetic consideration given to claims arising out of damage to traffic, including traffic conveyed under owners' risk conditions, and that policy is being continued.

## OPERATING.

51. The figures of train and engine mileage for the year 1928 and the three previous years are set out in the following comparative table :—

**Train and  
Engine  
Mileage.**

	YEAR ENDED 31ST DECEMBER			
	1928	1927	1926	1925
	<i>Miles</i>	<i>Miles</i>	<i>Miles</i>	<i>Miles</i>
<b>I. TRAIN MILES—</b>				
Passenger .. .. .	644,965	506,192	558,597	431,879
Goods .. .. .	2,074,058	1,961,616	1,871,619	1,947,715
Total ..	2,719,023	2,467,808	2,430,216	2,379,595
<b>II. DEPARTMENTAL MILES—</b>				
Loco. Fuel .. .. .	243,727	263,411	233,179	195,812
Engineering .. .. .	565,985	396,371	406,644	333,365
Miscellaneous .. .. .	28,487	25,393	24,856	22,127
Total ..	838,199	685,175	664,679	551,304
Total Train Miles ..	3,557,222	3,152,983	3,094,895	2,930,899
<b>III. OTHER ENGINE MILES—</b>				
Assisting .. .. .	89,034	93,395	27,287	24,066
Light .. .. .	161,654	62,741	29,260	20,390
Shunting .. .. .	494,138	414,316	542,499	491,556
Total ..	744,826	570,452	599,046	536,012
<b>GRAND TOTAL ENGINE MILES</b>	<b>4,302,048</b>	<b>3,723,435</b>	<b>3,693,941</b>	<b>3,466,911</b>

The total engine mileage for the year under review exceeds the—

1927 mileage by 578,613 or 15.54 per cent.

1926 „ 608,107 „ 16.46 „

1925 „ 835,137 „ 24.09 „

As against this increase the total tonnage moved in 1928 was—

189,769 tons or 14.66 per cent. in excess of the 1927 figure.

372,742 „ 33.54 „ „ 1926 „

465,369 „ 45.69 „ „ 1925 „

and the route mileage worked during 1928 was—

16.12 per cent. in excess of 1927

24.33 „ „ 1926

36.91 „ „ 1925

Despite the large increase in the tonnage conveyed, and the difficulties encountered with locusts and shortage of water (referred to elsewhere), the movement of crops and imports was carried out satisfactorily during 1928. This result was only obtained through the great improvement in the loading of wagons and the quicker movement of traffic.

52. The following table illustrates clearly the increase in tonnage **Wagon Capacity.** capacity as compared with the increase in work done :—

YEAR	Tonnage Capacity of Rolling Stock	Gross Tonnage Lifted	Ton Miles	INCREASE PER CENT OVER 1922		
				Tonnage Capacity	Tonnage Lifted	Ton Mileage
1922 ..	23,252	534,060	100,826,245	..	..	..
1925 ..	39,448	1,018,566	..	69.65	90.72	..
1926 ..	42,343	1,111,193	..	82.10	108.07	..
1927 ..	48,489	1,294,166	262,856,644	108.54	142.33	160.70
1928 ..	55,434	1,483,935	310,409,638	138.41	177.86	207.87

These figures indicate clearly the greater use now being made of available wagons.



**Train Control.**

53. The temporary train control system introduced in 1926 has enabled many economies in train working to be effected, and the advantages of the control are increasing as its efficiency improves. It is hoped that an up-to-date telephonic control system, which is now in course of installation, will enhance these advantages.

**Time-keeping.**

54. The percentage of goods trains arriving to time increased from 41.79 per cent. in 1927 to 45.25 per cent. in 1928. The passenger train percentages were 57.68 per cent. in 1927 and 63.74 in 1928. These figures are satisfactory when it is remembered that during the year the movement of trains was frequently interrupted and delayed by—

- (a) The heavy programme of relaying and ballasting on the Coast section;
- (b) Locusts over many sections of the line; and
- (c) Shortage of water at many stations due to drought.

**Train Operating Results.**

55. The following comparative figures are of interest :—

	1928	1927
Average Loading of Goods Train.. .. . Units	20.80	18.87
Average Goods Train Load .. .. . Net Tons	150	134
Average Wagon Load (per 12 ton unit) .. .. . Tons	8.45	8.59
Average Miles per Wagon per day .. .. .	35.38	35.47
Net Ton Miles per Wagon Unit (12 tons) per annum ..	93,160	91,940
" " " " Engine Hour .. .. .	1,069	996
" " " " Train Hour .. .. .	1,473	1,342
Percentage of Empty Haulage to Total .. .. .	14.93	17.31

The increase in the average loading of a goods train and the goods train load is partly due to the increased use of engines of high tractive effort. Particular attention is directed to the figures showing the average wagon load and the average miles per wagon per day, which are very creditable to this Administration. The net ton miles per wagon show that each wagon has been made to do more work in 1928 than in the previous year. The figure for net ton miles per engine hour indicates a speeding up of goods train services, resultant upon reducing locomotive time at intermediate and depôt stations.

So far as the percentage of empty haulage is concerned, it is pointed out that the problem of avoiding empty haulage is a difficult one on all railways, and is accentuated on the Kenya and Uganda Railways, where the main export crops have to be conveyed during the same period of each year, while the import traffic becomes particularly heavy just prior to the movement of the export traffic. Under these circumstances, the reduction in this direction in 1928 is satisfactory.

**Accidents to Passengers.**

56. On the Railway and the motor service there were two fatal accidents, and two cases of injury, to Native passengers. On the Lake steamer service a lunatic female Native passenger was drowned (suicide).

**LOCOMOTIVES.****Locomotive Power.**

57. The locomotive power was increased by the addition of 12 "Garratt" and 3 "Mikado" locomotives.

With this addition, however, the total tractive effort of the locomotives in service at the end of the year was less in proportion to the work to be performed than it was in 1922, as shown in the following statement :—

YEAR	Total Tractive Effort	Increase per cent over 1922	Increase per cent over 1922	
			Ton Mileage	Tonnage Lifted
	<i>Lb.</i>			
1922 .. .. .	1,638,900	..	..	..
1925 .. .. .	2,064,700	26.0	..	90.72
1926 .. .. .	2,573,900	57.0	..	108.07
1927 .. .. .	2,664,400	62.5	160.70	142.33
1928 .. .. .	3,200,900	95.3	207.87	177.86

It will be observed that the disparity between the increases in locomotive power and the work performed is most marked.

The percentage of the total number of engines available for traffic has increased from 68.46 in 1927 to 70.16 in 1928, and engine miles per day from 91.16 in 1927 to 96.31 in 1928.

### ROLLING STOCK.

58. The corridor stock recently introduced has been the subject of some comment, and opinion is divided as to their suitability. The complaints are directed against the sparsity of accommodation in the compartments, the lack of lavatory accommodation in individual compartments, and the proximity of passengers of different nationalities. On the other hand, the advantages of intercommunication, especially in connection with the use of restaurant cars, is much appreciated by the more regular passengers, particularly in wet weather, when access to the restaurant cars from non-corridor stock at wayside stations is frequently inconvenient. **Corridor Stock.**

The running of corridor stock in this country is still in the experimental stage, and sufficient time has not elapsed to enable the Administration to arrive at any conclusion as to whether the bulk of public opinion will be definitely for or against the general adoption of this type of coaching stock.

Three corridor coaches of a modified design, providing increased lavatory accommodation, are now on order, and when they have been in use for a time a decision will be made as to the standard type of vehicle to be adopted. In this connection, reference to the table of passenger receipts will show that the Administration is not justified in expending unduly large sums on first and second class accommodation.

59. The installation of a laundry has been more than justified. Each month over 20,000 articles, including sheets, pillow-cases, towels, table cloths, serviettes and uniforms are dealt with. **Laundry.**

60. The supply of valises of bedding to passengers, which commenced with the restaurant car service on the 3rd March, 1928, has met a public need. **Supply of Bedding.**

61. The introduction of restaurant cars has received general approval. It has enabled the Administration to provide quicker train services, and so avoid the costly and expensive delays at refreshment room stations. **Restaurant Cars.**

The abandonment of the dāk bungalow system has been regretted by many passengers accustomed to the old conditions, when twenty or thirty passengers per train were the maximum number carried. When it is remembered that we now frequently carry over one hundred and fifty passengers on a train, the need for a change will be realised.

The introduction of the restaurant car system, as mentioned in a previous paragraph, has a considerable bearing on the question of the use of corridor stock. In a country such as this, where very severe rainfall is at times experienced, and where a large number of our wayside stations are not equipped with high-level platforms, the use of non-corridor stock would be particularly inconvenient to passengers.

With the introduction of a new system, involving, as it does, many new problems regarding the distribution of supplies and the training of the staff, it is natural that some time should elapse before smooth and efficient working can be obtained. I am confident, however, that rapid progress in this respect is being made and that the restaurant car service is now giving general satisfaction.

62. Fumigating plants are in regular use at Mombasa, Nairobi and Kisumu, and each coach is passed through one or other of these plants about once a fortnight. **Fumigation of Coaches.**

In spite of this, however, complaints are received from time to time that coaches are not always clean.

The Administration is closely studying this question with a view to

(1) Reducing the possibilities of infection; and

(2) Improving the efficiency and effectiveness of the fumigating plant. With the assistance of the Director of Medical and Sanitary services, a committee has been formed to go into the whole matter.

In addition, inquiries are being made at Home and in India with regard to the latest and most effective fumigating plants.

I believe the close attention that is now being given to the general cleanliness of coaches is steadily improving the position.

### CATERING.

**Catering.** 63. Catering receipts and expenditure on the Railways and Lake Steamers during the past four years are shown in the following table :—

	1928	1927	1926	1925
Receipts .. ..	£ 42,594	£ 40,539	£ 41,907	£ 35,152
Expenditure ..	47,579	39,664	39,630	34,635
Profit .. ..	..	875	2,277	517
Loss.. £	4,985	..	..	..

The loss of £4,985 was due to the inauguration of certain additional services and to certain exceptional expenditure, which will not recur.

**Mineral Water Factory.**

64. In March of the period under review the manufacture of mineral waters for use on restaurant cars and at refreshment rooms was started. In the nine months to the end of the year over 9,000 dozen were manufactured.

**Ice-Making Plant.**

65. The ice-making plant has worked very satisfactorily, and the approximate output per month has been 19,000 lbs.

**Masindi Hotel.**

66. At Masindi the new hotel building was opened in October and is greatly appreciated by travellers to and from the Congo and the West Nile district.

### FUEL.

**Fuel.** 67. The fuel consumption on the Railway for 1928, as compared with the three previous years, was as follows :—

	1928	1927	1926	1925
Coal .. ..	Tons 42,035	Tons 35,507	Tons 40,989	Tons 51,536
Wood .. ..	125,595	110,696	91,252	81,056
Oil .. ..	12,965	7,874	7,281	9,073

68. Recent tests confirm that wood fuel is still considerably the cheapest to use, with coal next, and oil last in order of cost.

Owing to the complete absence of coal mines in the territories served, the cost of fuel on this Railway, as distinguished from the rate of consumption, is high, being 13.69 per cent. of the total ordinary working expenditure.

Under these circumstances, every possible effort is made to reduce to the minimum consumption of the more expensive fuels, but it is not at present possible to maintain steam at sufficient pressure on the larger engines such as the " Mikado " and the " Garratt " with wood fuel, so that coal, and, in some cases, oil must continue to be used on these engines.

In connection with this question, the Administration is in communication with the Governments of Kenya and Uganda, with regard to future supplies of wood fuel, but a difficulty arises in that it is impossible to foretell what our future consumption is likely to be, owing to possible alterations in design and types of locomotives.

**MOTOR SERVICE.**

69. The following are the working results of the Masindi Port-Butiaba motor service for the year 1928, as compared with 1927 :—

**Motor  
Service  
Working  
Results.**

	1928	1927	Increase per cent
Revenue .. .. . £	<b>12,500</b>	11,000	13.64
Working Expenditure .. .. £	<b>14,524</b>	14,685	(Dec.) 1.10
Tonnage Carried .. .. Tons	<b>9,754</b>	7,469	30.59
Mileage Run .. .. Miles	<b>433,939</b>	341,220	27.17
Ton Miles .. .. .	<b>573,350</b>	419,654	36.62

The revenue per mile run during 1928 was Cents 57.61, as against Cents 64.47 in 1927, the decrease being due to general reduction in goods rates.

The working expenditure per mile run in 1928 fell to Cents 66.94 from Cents 86.07 in 1927.

While the expenditure includes the cost of services rendered to other departments of the Administration, no allowance is made in the revenue of the motor services for such work.

70. The following tonnages were carried by the motor service during the year under review and during the previous three years :—

**Motor  
Service  
Tonnages.**

YEAR	Upward	Downward	Total
	Tons	Tons	Tons
<b>1928</b> .. .. .	<b>8,074</b>	<b>1,680</b>	<b>9,754</b>
1927 .. .. .	5,856	1,613	7,469
1926 .. .. .	6,000	1,500	7,500
1925 .. .. .	4,992	1,765	6,757

The total tonnages carried on this service during the year 1928 represent an increase of 30.59 per cent. when compared with 1927, and increases of 30.05 per cent. and 44.35 per cent. when compared with 1926 and 1925, respectively.

71. A new bay for housing lorries, 100 feet by 30 feet, has been added to the garage at Masindi.

**Improvements.**

A new workshop, built of concrete, with an iron roof, and consisting of ten bays, each approximately 35 feet by 10 feet, has been completed.

At Masindi Port a petrol and oil store has been erected. This should save a considerable amount of transport, as hitherto all petrol and paraffin required for working the motor service had to be carried up to Masindi. Issues of petrol, etc., to lorries will now be made, as far as possible, at Masindi Port.

A "Harvey Frost" vulcanising plant has been installed at Masindi, and this should contribute towards greater tyre mileages and reduced tyre costs.

72. No new vehicles were added to the motor fleet during the period under review. The fleet now consists of :—

**Motor  
Fleet.**

- 4 Four Ton Lorries.
- 5 Three Ton Lorries.
- 14 Two Ton Lorries.
- 2 25 Cwt. Lorries.
- 2 One Ton Vans.

## LAKE FLOTILLAS.

### LAKE VICTORIA.

**Repairs.** 73 The fleet on Lake Victoria has been maintained up to condition. The "Clement Hill", "Kavirondo", "Husseni" and "Buvuma" underwent their annual docking and overhaul.

Increased fuel capacity was provided in the "Percy Anderson", while on the "Kavirondo" better accommodation was provided for the crew, the steaming radius increased, and other improvements effected which have brought this vessel into line with the newer tugs "Buganda" and "Buvuma".

The "Husseni" was in commission for 259 days of the year, during the whole of which time the vessel was employed on survey work.

**s.s. "Rusinga"** 74. The "Rusinga", which was partially destroyed by fire at Musoma on the 30th September, 1927, was brought into dock at Kisumu on the 13th October, 1927, for dismantling and reconditioning. Increased passenger accommodation was provided, and, on recommission in September of the year under review, the vessel undertook the sailings of the "Clement Hill" while the latter underwent her annual overhaul.

**Marine Surveys** 75. The work of surveying the Speke Gulf was completed during the year, and the survey of the Kagera River was commenced.

### LAKE KIOGA.

**Lake Kioga Repairs.** 76. All vessels and lighters on Lake Kioga have been kept in a state of good repair.

**Fuel.** The fuel supply on Lake Kioga is satisfactory, a great improvement having taken place since the cutting has been done departmentally. The average price works out at Shs. 15.41 per 100 cubic feet as against Shs. 20 in 1927

### LAKE ALBERT AND THE NILE.

**Repairs.** 77. All vessels were maintained in as good a condition as was possible without the existence of a slipway at Butiaba, which was completed in November of the year under review.

Various alterations, additions, etc., were carried out on the "Samuel Baker" and "Livingstone", which will increase the comfort of passengers.

**Fuel.** 78. The supply of wood fuel on this lake has been satisfactory, but during the latter months of the year some anxiety was occasioned by the supply in the Nile area. Negotiations are in progress which should place the supply for this region on a satisfactory basis.

### FUEL—LAKE SERVICES.

**Fuel Consumption, Lake Services.** 79. The following table shows the consumption of oil and wood fuel on the three lakes. Oil is used as a fuel only on Lake Victoria, where all the largest vessels are fitted for oil consumption. On the other two lakes the vessels are fitted for burning wood fuel only.

	Quantity Consumed		Cost		Mileage Run		Consumption per Mile		Cost per Mile	
	1928	1927	1928	1927	1928	1927	1928	1927	1928	1927
	Tons	Tons	£	£	Miles	Miles	Lb.	Lb.	Cts.	Cts.
<b>OIL</b>										
Lake Victoria—										
Steamers .. ..	2,650	3,062	9,691	11,359	63,381	75,165	94	91	305	302
Tugs .. ..	1,932	1,472	7,077	5,430	62,647	43,128	69	76	226	252
<b>WOOD</b>										
Lake Victoria—										
S.S. "Husseni" & "Wm. Mackinnon"	777	630	536	494	15,566	12,303	112	115	69	80
Lake Kioga .. ..	5,201	5,210	3,990	5,364	36,749	30,397	317	384	217	353
Lake Albert.. ..	3,734	2,561	1,736	1,173	31,976	22,214	262	258	109	106

**Lake Route Mileage.**

80. The route mileage covered by the three lake services is 3,245.

## PERMANENT WAY, WORKS AND BUILDINGS.

81. The work of relaying the main line between Nairobi and the Coast with 80 lb. material was continued throughout 1928, good progress being made; the section from Mile 180 to Konza station (Mile 287) was completed, the work being carried out departmentally to Mile 226, and by contract from that mileage to Konza. Material for a further 20 miles was received and distributed by the end of the year. **Relaying.**

Between Mbulamuti and Namasagali the line has had two additional sleepers added per length of rail, making a total of 12 sleepers for a 30 feet length of rail. This addition was necessitated by the heavier type of engine now running over that section, and has considerably improved the track.

82. Considerable progress was made with ballasting the main line, over 6,000,000 cubic feet, representing 120 miles of line, being run out and placed in the track between the Coast and Nairobi. **Ballasting.**

83. The permanent way has been maintained in good condition throughout the system. The section from Nairobi to a little beyond Naivasha, and a portion of the Molo section, will require heavy sleeper renewals in the near future.

84. All bridges and culverts have been maintained in good repair. **Bridges and Culverts.**

A heavy programme was undertaken in the Nairobi Engineering District in connection with the strengthening of bridges.

A number of additional culverts were put in on the Uganda Engineering District for the better drainage of that section.

85. The work of renewing old and short-length rails on the Kisumu and Molo sections was continued. **Renewal of Rails and Sleepers.**

86. With the exception of certain types, supplies of local timber sleepers were well maintained. Shortages in delivery on account of earlier contracts were also made good during the year. **Timber Sleepers.**

87. The urgent work of widening and lifting banks on the Uasin Gishu section was put in hand. Owing to a shortage of labour, it was not possible to complete the work by the end of the year. **Repairs to Banks.**

88. By the end of 1928 the new headquarter offices had been completed to the full height, i.e., three storeys, but completion of the roof was delayed by the non-arrival of the roof trusses from England. These trusses began to arrive late in the year, and a commencement with their erection was made in December. Meantime satisfactory progress was made with the plumbing, electrical, and other interior work. It is expected that the building will be ready for occupation about June, 1929. **Headquarter Offices.**

89. The position in regard to the housing of Asians in Nairobi was relieved to a certain extent by the completion of several blocks of quarters along the Fort Hall Road. **Housing of Staff.**

Notwithstanding the provision of several stone houses at Nakuru and additional quarters at Eldoret, the shortage of housing for European staff at those centres is still acute, and further quarters will be necessary.

90. The erection of new station buildings was completed at Kenani and Uplands, and new stations were in course of erection at Kiu and Sultan Hamud. Steel cranes were erected at Molo, Kedowa, Koru and Elburgon. **Station Buildings and Plant.**

91. The alterations and repairs to the piers at Kisumu were completed during the year. Repairs also were carried out to the piers at Port Bell on Lake Victoria, Kelli and Bugondo on Lake Kioga, and wharves were constructed at Packwach and Rhino Camp on Lake Albert. **Repairs to Piers and Docks.**

The slipway at Butiaba was completed towards the end of the year.

**Water Supplies.**

92. Considerable difficulty was again experienced during the period under review owing to drought, and many failures of water supplies were experienced. This shortage of water became acute owing to the increased traffic moved during the year. The large tender capacity of the "Garratt" and "Mikado" locomotives has also shown that, apart from any shortage of supply, insufficient storage capacity is evident at many stations. The question of augmenting the water supplies and increasing the storage capacity is being investigated.

Steps were taken to explore all possible new sources of supply. Boring for new supplies has been attended with a measure of success, and in these operations valuable assistance was given the Administration by the Public Works Department. I desire to place on record the Administration's appreciation of this assistance.

**Pumps.**

A new pump and boiler were installed by the Mechanical Engineering Department at Lake Narasha, and new pumps at Mbulamuti, Kaliro, Budumba, Malaba and Myanga.

**New Minor Works.**

93. Many small minor works were carried out during the period under review.

**Macupa Brick-works.**

94. The brickworks at Macupa were closed for the greater part of the year to allow overhauling and the installation of electric power. The works were reopened early in 1929.

**Macupa Causeway.**

95. Satisfactory progress was made during the period under review. By the end of 1928 the earthworks were well advanced, and the piers had been completed. Two of the five bridge spans (54 feet each) were launched. The railway portion of the work should be completed in April, 1929, and the road portion some three months later.

**Anti-Malarial Measures.**

96. Work in connection with the Nairobi anti-malarial campaign was undertaken during the year, consisting of the drainage and re-filling of borrow pits, etc., in the railway area. Schemes were also prepared for further work of a heavy nature which will have to be undertaken in the near future.

**NEW CONSTRUCTION.****Uganda Extension.**

97. The final section of this line, *i.e.*, from Broderick Falls to Mbulamuti, a distance of 154.5 miles, was opened for traffic on the 15th January, 1928, the opening ceremony being performed on the 9th January.

The total length of the Uganda Extension from Turbo to Mbulamuti is 184.5 miles. Construction was commenced from the Kenya side in April, 1925, and from the Uganda side in January, 1925. The first section from Turbo to Broderick Falls, a distance of 30 miles, was opened on the 1st July, 1927.

The expenditure to the 31st December, 1928, was £1,274,184, or approximately £6,906 per mile.

**Tororo-Soroti Branch.**

98. Good progress was made on this construction during 1928. By the end of the year more than 90 miles of earthwork had been completed, and 89 miles of rails had been laid. The track was murrum ballasted to Mile 35, and the major portion of the bridges and culverts were completed.

The plate-laying on this construction was a particularly creditable performance, the last section up to Kapiri being laid at a rate of slightly more than two miles per working day, which is believed to be a record for East Africa.

The total length of the branch when completed will be 100.5 miles, which will be 2½ miles more than the original estimate, this being due to the decision to place the terminus at Soroti at a point 2½ miles beyond the site originally selected. The total cost of the branch, including the extra 2½ miles, is estimated to be £534,910, or approximately £5,322 per mile. It is anticipated the line will be completed by September, 1929.

The section from Tororo to Mbale (35 miles) was opened under construction line rates and conditions in May, 1928, and under open line conditions on the 17th December, 1928, while the section Mbale-Egweri, 59 miles, was opened as a temporary measure for the acceptance of pressed cotton for export in full truck loads only on the 16th January, 1929.

99. The construction of the branch line from Gilgil to Thomson's Falls was commenced in January, 1928, and at the end of the year 42.20 miles of earthworks had been completed and 30.75 miles of track laid. Bridges and culverts were well advanced, and stations and other buildings were in hand. **Gilgil-Thomson's Falls Branch.**

Owing to re-alignments and alteration in the site of Thomson's Falls station, the length of the line will be increased by 1.5 miles over the original proposed route, making 48 miles in all. The revised estimated cost is £182,360, or approximately £3,799 per mile, as compared with the original estimate of £176,662. It is anticipated the line will be completed by the end of June, 1929.

The section from Gilgil to Oleolondo (15 miles) was opened under construction line rates and conditions on the 15th October, 1928.

100. A survey of this branch was commenced in January, 1928, and by the end of June the line had been completely surveyed and staked-out. Construction work was put in hand on 12th October, and, by the end of 1928, 7½ miles of formation had been completed. **Kisumu-Yala Branch.**

When completed the branch will be 32.50 miles in length, and the total cost is estimated to be £174,648, or approximately £5,374 per mile. It is anticipated the line will be completed by March, 1930.

### SURVEYS.

101. The survey of the Jinja-Kampala line was commenced in May, and by the end of the year preparations had been made to start construction work early in 1929. When completed the line will be 57.88 miles in length, and the total cost is estimated to be £493,178, or approximately £8,521 per mile. The comparatively high cost per mile is largely influenced by the cost of bridging the Nile below the Ripon Falls. It is anticipated the line will be completed by the end of 1930. **Jinja-Kampala Line.**

### LAND.

102. The decision that any profits derived from the Land Account in respect of lands controlled and administered by the Railway Administration would accrue to Railway revenue for a period of 25 years, or until the total account should, in five consecutive years, have shown a net profit, still holds good, no developments having been made in the direction referred to in last year's Report that the Railway should have full control of Railway land. The question is, however, still under consideration as a result of a recent discussion between the Government and Railway Administrative Officers. **Land.**

103. The question of tenure of godown plots under Railway control in various areas has, during the year under review, been revised, with the result that all new leases in respect of areas which have hitherto been leased on a 99 years' tenure will be subject to a tenure not exceeding a period of 30 years. In view of the rapid development and the changes in user that frequently take place in the neighbourhood of railway stations, the need for a shorter lease (giving the lessor the first option of renewing it if desired) is obvious. **Land Tenure.**

104. The working of the Land Account for the year 1928 resulted in receipts amounting to £20,093, against an expenditure of £17,553, thereby showing a profit on the year's working of £2,540. **Alienations**

105. The revenue for the year under review shows a decrease of £1,554, while the expenditure shows an increase of £1,385, as compared with the previous year. **Revenue and Expenditure.**



**Result of Working.**

106. The results of working of the Land Account since its inception on the 1st January, 1926, are as follows :—

YEAR	Revenue	Expenditure	Balance
	£	£	£
1926 .. ..	19,390	20,095	— 705
1927 .. ..	21,647	16,168	+ 5,479
<b>1928 .. ..</b>	<b>20,093</b>	<b>17,553</b>	<b>+ 2,540</b>
Total £	61,130	53,816	+ 7,314

In view of the conditions prevailing, the working of the Land Account can be considered satisfactory.

107. I give below a statement showing, approximately, the value of land alienated from the inception of the Estates Office up to the 31st December, 1928.

Stand Premia value of land alienated (including land previously controlled by Government) ...	£45,000
Rent Roll value of land alienated (including land previously controlled by Government) ...	£6,800

**Surveys.**

108. The survey staff was augmented early in the year, as a result of which the survey work in connection with alienations has been accelerated. The expropriation survey of the Thika Branch to Naro Moru was commenced, and should be completed early in 1929.

**Uganda**

109. There are signs, following the extension of the railway into Uganda, that business firms are extending their interests with the resultant requests for godown and oil storage facilities.

**WORKSHOPS.****Improvements in Workshops.**

110. During the year under review the new erecting and boiler shops were put into commission, and have proved of great benefit.

The millwright, tender, and locomotive fitting shops have been moved to new quarters. This has resulted in greater efficiency.

The original layout of the Workshops planned in 1924 is practically completed, but a new manufacturing shop is now required as the present accommodation is too restricted.

The existing smith's shop, although in 1924 it appeared to be of ample proportion, is found now to be too small for the accommodation of the machinery required. It is, therefore, proposed, as soon as funds are available, to transfer the smith's shop elsewhere, so as to secure a considerable increase in output and economy.

**New Machinery.**

111. The erection of a new wheel lathe was completed at the end of the year.

Hydraulic plant has been installed, and this has reduced considerably the time previously taken for various forms of work.

**Electric Power.**

112. The scheme for the electrification of the Workshops is now completed. Delays caused by the failure of power have been almost entirely eliminated.

**Locomotive Repairs.**

113. During the year 15 new locomotives were erected, 51 underwent heavy repairs, and 18 light repairs. Two locomotives, whose economic utility was ended, were scrapped.

**Carriage and Wagon Repairs.**

114. 46 new carriages and 328 wagons were erected, and 126 carriage units and 591 wagon units were repaired, during the year.

Composition flooring was fitted in all passenger stock, and has resulted in greater cleanliness and the improved appearance of lavatory compartments. For the new corridor stock now on order a particular type of flooring is to be used. The experience gained thereby will decide the future standard of flooring to be adopted. It is the intention also to experiment during 1929 with a cellulose paint for the exterior of coaching stock.

Fifteen cattle trucks and six horse boxes were built in the Workshops on imported underframes, with considerable economy.

115. A 35-ton travelling steam crane was put into commission during the period under review, and has been of great service to the Engineering Department as well as the Workshops. **Travelling Crane.**

116. Shortage of water was experienced in the Workshops, causing inconvenience and additional expenditure. **Water.**

117. All sheds have been visited and inspected regularly by the Mechanical Engineer. **Running Maintenance.**

118. Many improvements to running sheds at depôt stations have been effected, which should result in greater efficiency and should expedite engine repairs, with resultant economy. **Improvements to Running Sheds.**

To meet the requirements of the extension of the railway to Uganda, a running shed at Tororo was opened at the beginning of the year under review.

### STORES.

119. The turnover of stores during 1928 and the three previous years was as follows :— **Turnover.**

1928	1927	1926	1925
£4,003,115	£3,090,744	£3,562,967	£4,115,920

The 1928 figure represents increases of 29.52 per cent. and 12.35 per cent. over 1927 and 1926 respectively, and a decrease of 2.74 per cent. when compared with 1925, the increase being due mainly to the comparatively large programme of new works undertaken during the year.

120. Receipts increased by £492,442 or 37.23 per cent., and issues by £406,808 or 31.07 per cent. The value of stores and material on hand and in transit at the end of the year under review was £570,917, compared with £472,162 at the end of 1927, an increase of £98,755, due mainly to a large quantity of permanent way material for the relaying programme having been obtained in readiness for the work to be completed in 1929.

121. On the whole, stocks were sufficiently maintained during the year. **Stocks.**

122. The tonnage of stores and material received from overseas during the year and the three previous years is shown in the following table. The figures do not include coal imported for locomotive fuel :— **Overseas Tonnage of Stores.**

	1928	1927	1926	1925
Tonnages ..	64,231	40,569	53,088	78,929

The increase for the year under review over 1927 was mainly due to additional importation of locomotives, rolling stock and permanent way material.

123. The total value of stores purchased locally during the year and the three previous years was as follows :— **Local Purchases.**

1928 ...	£319,168	1926 ...	£214,899
1927 ...	£256,928	1925 ...	£263,058

The 1928 figure includes £68,425 for oil fuel, which under the existing contract is purchased from stocks held locally and is not imported direct by the Administration. The value of oil fuel purchased locally in 1927 amounted to £49,955. The percentage increase in the value of local purchases during 1928 over 1927, 1926 and 1925 is 24.22, 48.52 and 21.33 respectively.

## HARBOURS.

**Harbours.** 134. It will be recalled that in 1927 the control of all Ports and Harbours of Kenya was vested in the High Commissioner and placed under the management of the General Manager of the Railways and Harbours. It also was the first complete year during which the first two berths of the deep-water quays at the Port of Mombasa were available for full use.

During the year 1928 the quantity of cargo imported, shipped and transhipped through the Port of Mombasa increased by approximately twenty per cent., and the financial results of working the Port show a steady improvement over the preceding year, the loss of £29,360 being £44,155 less than the loss sustained in 1927.

**Cargo-handling Contract.**

135. Many of the initial difficulties inseparable from the introduction of revised working arrangements under the cargo-handling and lighterage contract entered into in 1927 have disappeared, as a result of greater experience and close co-operation between the contractors' staff and the staff of the Administration. In this connection I should like to record my appreciation of efforts made by the contractors to provide an efficient and satisfactory service.

**Revised Harbours Tariff.**

136. On the 1st April last, a revised Harbour Tariff was introduced at the Port of Mombasa. This tariff was based on the recommendation of the Report of the Harbour Commission, and is designed with a view to reducing the heavy financial loss in working the Port previously sustained, without increasing unduly the charges borne by any section of the trading community. That the latter object has been achieved may be judged from the following figures, giving the average receipts per Harbour ton prior to and since the introduction of the revised tariff :—

<i>Imports.</i>				<i>Average Harbour Revenue per ton.</i>		
Years 1923-1926	...	...	...	Sh. 12/50		
Year 1927	...	...	...	Sh. 10/50		
April-December, 1928	...	...	...	Sh. 9/85		
<i>Exports.</i>				Class 1	Class 2	Class 3
1923-1925	...	...	Sh. 7/-	...	Sh. 6/-	...
1926-1927	...	...	Sh. 6/-	...	Sh. 5/-	...
1928 (approximately)	...	...	Sh. 8/-	...	Sh. 5/-	...

### HARBOUR ADVISORY BOARD.

**Harbour Advisory Board.**

137. The Harbour Advisory Board, created under the provisions of an Order in Council, held fourteen meetings during the year and dealt with a large number of important subjects, affording to the Administration invaluable advice, particularly in connection with the Revised Harbour Tariff, and the Harbours Ordinance, which was introduced on the 11th February, 1929.

### HARBOUR WORKING RESULTS.

**Harbour Working Results.**

138. The revenue and net revenue account results of working all the Harbours on the Coast of Kenya during 1928, compared with 1927, were :—

	1928	1927	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Earnings .. .. .	£ 196,797	£ 131,360	£ 65,437	49.81	..	..
Ordinary Working Expenditure ..	83,946	68,687	15,259	22.22	..	..
Surplus of Receipts over Ordinary Working Expenditure ..	112,851	62,673	50,178	80.06	..	..
Depreciation .. .. .	12,623	10,023	2,600	25.94	..	..
Balance (Net Earnings) transferred to Net Revenue Account (Harbours) .. .. .	100,228	52,650	47,578	90.37	..	..
Interest .. .. .	111,288	107,865	3,423	3.17	..	..
Redemption Charges .. .. .	18,300	18,300	..	..	..	..
Balance, Loss carried to combined Net Revenue Account (Railways and Harbours) .. .. .	29,360	73,515	..	..	44,155	60.06
Percentage of Working Expenditure to Earnings .. .. .	42.66	52.29	..	..	..	9.63

# HARBOURS

139. A comparison of the foregoing results with the estimates framed in 1927 shows that:— **Comparison with Estimates.**

- (1) Earnings were £43,541 or 28.41 per cent. *above the estimate*;
- (2) Ordinary Working Expenditure was £1,886 or 2.20 per cent. *below the estimate*;
- (3) The surplus of receipts over Ordinary Working Expenditure (exclusive of provision for depreciation) was £45,427 or 67.37 per cent. *in excess of the estimate*;
- (4) The balance transferred to the Net Revenue Account (Harbours) was £45,427 or 82.89 per cent. *in excess of the estimate*;
- (5) Interest charges were £15,962 or 12.54 per cent. *below the estimate*. This was mainly due to the fact that No. 3 Deep-water Berth was not handed over to the Administration by the contractors until much later in the year than was anticipated;
- (6) Redemption charges were £8,562 or 31.87 per cent. *below the estimate*, owing to such charges falling due on a later date than was originally anticipated; and
- (7) The loss carried to the Combined Net Revenue Account (Railways and Harbours) was £29,360 or 70.44 per cent. *below the estimate*.

140. The Harbour earnings for the year under review, compared with 1927, under the main heads, were:— **Harbour Earnings.**

HEAD	1928	1927	Increase	
	£	£	£	Per cent.
Deep Water Berths—				
Imports .. .. .	67,578	46,784	20,794	44.4
Exports .. .. .	28,709	15,921	12,788	80.3
Lightered Traffic—				
Imports .. .. .	25,810	16,479	9,331	56.62
Exports .. .. .	15,126	5,709	9,417	164.95
Port and Light Dues, Pilotage, Other Marine Dues, Ferries, etc. .. .. .	37,366	33,228	4,138	12.45
Miscellaneous .. .. .	22,208	13,239	8,969	67.75
Total £	196,797	131,360	65,437	49.81

141. The Harbour expenditure for the year, under the main heads, compared with 1927, was:— **Harbour Expenditure.**

HEAD	1928	1927	Increase	Decrease
	£	£	£	£
Docks, Harbours, Jetties, Wharves and Quays .. .. .	10,538	8,948	1,590	..
Marine Working .. .. .	8,045	9,032	..	987
Water .. .. .	94	136	..	42
Tugs, Launches and Lighters .. .. .	9,535	7,538	1,997	..
Cranes and Mechanical Appliances .. .. .	15,719	12,106	3,613	..
Shore Working .. .. .	22,530	20,915	1,615	..
General Charges .. .. .	15,015	7,351	7,664	..
Miscellaneous .. .. .	2,470	2,661	..	191
Total £	83,946	68,687	15,259	..

### TONNAGE HANDLED.

*Note.*—The tonnages of cargo handled at the port of Mombasa are in all cases Bill of Lading tonnage, i.e., the unit of weight, measurement, or value upon which one freight has been charged.

#### Kilindini Harbour.

142.—The total tonnages (import and export) handled at Kilindini Harbour during the year under review, as compared with the six previous years, shown in the following table. The figures given do not include tonnage handled at Mombasa Old Port, which are dealt with separately in paragraph 144, and also do not include oil imports discharged through the Magadi Company's pipe lines, and soda exported from the Magadi Company's pier.

	1928	1927	1926	1925	1924	1923	1922
	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Imports ..	295,686	239,730	139,714	207,486	141,720	205,710	145,934
Exports ..	246,303	248,135	228,437	223,299	205,986		
Total ..	541,989	487,865	418,151	430,785	347,706	205,710	145,934

The total tonnage handled at Kilindini Harbour for the year 1928, therefore, represents the following percentage increases over the corresponding tonnage handled during the preceding six years :—

	Percentage.		Percentage.
1927 ...	11.09	1924 ...	55.88
1926 ...	29.62	1924 ...	163.47
1925 ...	25.81	1922 ...	271.39

Import tonnages during the year under review increased by 23.34 per cent. and export tonnages decreased by 0.74 per cent. when compared with 1927.

The tonnage of cargo handled across berths Nos. 1 and 2 of the deep-water quays at Kilindini Harbour during 1928 was equal to 373.11 tons per lineal foot of quay run. The working lengths of these two berths is 1,020 feet, and the total imports and exports passed across the deep-water quays during the year was 380,570 tons.

#### Quay Crane Working.

143. The following shows the average work done by the cranes on the deep-water and lighterage quays :—

Total Imports and Exports. Tons.	Total Quay Crane Hours.	Tons per Quay Crane Hour.
528,351	39,519	13.37

#### Mombasa Old Port.

144. The following are the tonnages dealt with at the Old Port during the year, as compared with the six previous years :—

	1928	1927	1926	1925	1924	1923	1922
	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Imports ..	27,195	29,527	30,902	29,423	30,969	27,910	24,242
Exports ..	16,033	12,539	14,124	12,263	10,988	11,067	17,733
Total ..	43,228	42,066	45,026	41,686	41,957	38,977	41,975

Trade of  
the Port.

145. The following table gives in summarised form the total trade of the Port of Mombasa (including Kilindini Harbour and the Old Port) for the year 1928, as compared with 1927 :—

REGULAR LINES	Service	No. of Ships	Net Tonnage of Steamers	Imports Tons	Exports Tons	Passengers Landed		Passengers Embarked	
						Europeans	Non- Europeans	Europeans	Non- Europeans
British India Steam Navigation Co. ..	Bombay	62	209,645	31,453	33,616	1,090	10,519	969	8,354
Ditto ..	Europe	26	143,031	63,490	36,397	1,449	282	1,033	207
Clan Ellerman Harrison ..	..	33	103,133	57,525	79,194	3	1	4	—
Clan Line ..	America	5	17,239	14,449	1,061	3	—	—	—
Compagnia Italiana Transatlantica ..	Europe	52	199,973	11,676	13,090	334	439	325	249
Compagnie Africaine de Navigation ..	"	20	64,134	1,938	3,027	4	2	2	11
Deutsche Ost Afrika ..	"	36	155,239	13,409	14,674	1,664	671	1,401	362
Ellerman and Bucknall ..	From To ..	America India	11	23,059	33,269	5,127	1	—	—
Holland Africa ..	Europe	44	163,375	25,434	40,532	203	375	139	222
Messageries Maritimes ..	"	52	225,691	1,673	1,015	655	338	519	445
Nippon Yusen Kaisha ..	Japan	14	50,017	2,253	11,591	8	14	9	2
Osaka Shosen Kaisha ..	"	24	87,320	8,493	50,476	21	20	40	91
Societa Africaine de Navigation ..	Europe	12	16,733	2,322	3,624	1	164	3	60
Union Castle Mail S.S. Co. ..	"	26	140,234	40,121	19,635	1,292	7	1,271	80
Various ..	"	24	70,047	15,537	7,915	933	—	1	35
Coal Ships ..	"	11	22,605	47,107	2,104	—	—	—	—
Oil Ships ..	"	21	43,752	70,052	3,171	—	—	2	—
COASTING SERVICES									
African Wharfage Co. ..	..	62	4,795	2,518	2,104	5	8	—	1
British India Steam Navigation Co. ..	..	36	45,472	2,221	2,643	172	1,634	216	1,052
Cowasjee Dinshaw & Bros. ..	..	36	17,472	624	3,032	17	1,204	16	622
Shell Company ..	..	30	1,550	1,080	5,681	—	—	—	—
Totals 1928 ..	..	637	1,814,731	447,301	344,870	7,864	15,678	5,951	11,793
Totals 1927 ..	..	593	1,703,896	369,765	323,036	7,158	17,155	5,947	12,356
Increase ..	..	44	110,835	77,536	21,834	706	—	4	—
Per cent ..	..	7.42	6.50	20.97	6.76	9.36	—	0.07	—
Decrease ..	..	—	—	—	—	—	1,477	—	563
Per cent ..	..	—	—	—	—	—	8.61	—	4.56

### TONNAGE OF VESSELS.

Registered Tonnages. 146. The following statement shows the number and registered tonnage of steam and sailing vessels entered inwards and cleared outwards during the year 1928 at all Kenya seaports :—

PORTS	STEAMSHIPS		SAILING VESSELS		TOTALS	
	No.	Registered Tonnage	No.	Registered Tonnage	No.	Registered Tonnage
VANGA						
Inwards .. ..	..	..	313	8,390	313	8,390
Outwards .. ..	..	..	327	7,060	327	7,060
GAZI						
Inwards .. ..	7	522	302	2,533	309	3,055
Outwards .. ..	7	522	302	2,651	309	3,173
MOMBASA						
Inwards .. ..	637	1,814,731	1,468	33,129	2,105	1,847,860
Outwards .. ..	627	1,799,136	1,530	33,422	2,157	1,832,558
KILIFI						
Inwards .. ..	31	2,023	413	5,170	444	7,193
Outwards .. ..	31	2,059	415	5,098	446	7,157
MALINDI						
Inwards .. ..	1	319	383	7,792	384	8,111
Outwards .. ..	1	319	405	7,724	406	8,043
LAMU						
Inwards .. ..	53	33,233	478	10,068	531	43,301
Outwards .. ..	53	33,233	486	11,268	539	44,501
Totals for 1928 ..	1,448	3,686,097	6,822	134,305	8,270	3,820,402
Totals for 1927 ..	1,320	3,473,693	6,667	137,242	7,987	3,615,935
Totals for 1926 ..	1,211	2,961,377	7,151	147,015	8,362	3,108,392

The total number of vessels dealt with at these ports represents an increase of 3.54 per cent. over 1927, and a decrease of 1.10 per cent. when compared with 1926. The total registered tonnage for 1928 represents an increase of 5.65 per cent. over 1927, and an increase of 22.91 per cent. over 1926.

147. The following is a summarised statement of the registered tonnage (inwards and outwards) at each of the ports during the year under review, compared with 1927 :—

PORT	1928 Registered Tonnage	1927 Registered Tonnage	Increase Per cent	Decrease Per cent
Vanga .. .. .	15,450	12,611	22.51	..
Gazi .. .. .	6,228	19,523	..	68.10
Mombasa .. .. .	3,680,418	3,464,177	6.24	..
Kilifi .. .. .	14,350	9,583	49.74	..
Malindi .. .. .	16,154	7,217	123.83	..
Lamu .. .. .	87,802	102,824	..	14.61

Steamship Nationalities. 148. The following table is of interest as showing the percentage of the number of steamships of the principal nationalities, and their net registered tonnage, to the total shipping entering the Port of Mombasa during 1928, compared with the previous year :—

NATIONALITY	1928		1927	
	Percentage of Total Number of Steamships	Percentage of Total Net Registered Tonnage	Percentage of Total Number of Steamships	Percentage of Total Net Registered Tonnage
British .. .. .	57.61	45.80	57.34	45.73
Italian .. .. .	10.05	11.95	10.62	11.84
French .. .. .	8.16	12.45	8.77	12.67
Dutch .. .. .	8.01	9.33	7.76	9.91
Japanese .. .. .	5.97	7.57	6.44	8.06
German .. .. .	5.65	8.55	5.56	8.30
Belgian .. .. .	3.14	3.53	2.36	2.65
Danish .. .. .	1.10	0.57	0.33	0.14
Norwegian .. .. .	0.31	0.25	0.16	0.20
Finnish .. .. .	..	..	0.34	0.28
American .. .. .	..	..	0.16	0.20
Zanzibar .. .. .	..	..	0.16	0.02



149. Many minor works to improve rail and transit shed facilities within the Kilindini Harbour area have been undertaken. These include :— **Improvements.**

- (a) The first increment of a large group of sidings at the back of the deep-water quay and transit sheds ;
- (b) The construction of an avoiding line from the Harbour low-level area to the high-level godowns, which enables wagons to be shunted direct ;
- (c) The construction of a bridge connecting the top floors of Nos. 1 and 2 transit sheds, which avoids transfer by rail trucks ;
- (d) The enlargement by 50 per cent. of transit shed " A " at Mbaraki, together with the provision of three ferro-concrete jetties, the shed and jetties being served by electric overhead transporters.

150. During the year the work of lighting the Harbour was taken in hand. **Harbour Lighting.** Modern acetylene gas buoys, beacons and leading marks, each automatically controlled by a sun-valve, as supplied by the Gas Accumulator Company, of Brentford, have been installed throughout the Harbour. These give complete satisfaction, and the Harbour is stated to be one of the best lit on the African Coast. In addition, the first electric flashing apparatus (developing 22,000 candle power through the lenses) to be constructed with an automatic lamp changing device, and automatic acetylene gas stand-by light, has been installed in the main lighthouse leading to the Harbour.

151. A small marine slipway for dealing with the Harbour small craft has been constructed at Mbaraki Creek. **Slipways.**

In addition, negotiations were commenced (since successfully concluded) for the building, by a private firm, of a slipway capable of taking vessels up to 2,000 tons in weight.

This should prove a valuable addition to the facilities of the Port.

152. A Bill entitled " The Harbours Regulation Ordinance, 1928," was passed through the Legislative Council of Kenya, to give the Administration the necessary powers to administer the Harbours of Kenya and also to make regulations. The latter have been drafted and will be introduced during the present year. **Harbour Ordinance.**

153. Quay telephones have been provided, by means of which passengers on ships lying alongside the quays can be connected through to the Mombasa exchange. **Quay Telephones.**

154. A new twin screw tug, the " Marie Felling ", was ordered during the year and underwent her trials satisfactorily. She developed 1,300 I.H.P., together with a drawbar pull of 12½ tons, and should prove a very useful addition to the Harbour craft. **New Tug.**

155. The third of the new deep-water berths was handed over by the contractors on the 1st of January, 1929. It is expected that No. 4 Berth will be completed and available for shipping by September, 1929. **Berths 3 & 4.**

156. In August, 1928, the authority of the Secretary of State was received for the construction of an additional deep-water berth (No. 5), with a double-storeyed shed, at an estimated cost of £603,000, as well as a bulk oil jetty at an estimated cost of £65,000. **Berth No. 5 and Oil Jetty.**

A contract for the No. 5 berth has been entered into with Messrs. Pauling and Company, the contract period for the work being twenty-seven months.

157. Annually in December, there occurs a rush of imports into the country in anticipation of the sales of cotton in Uganda. During December in the year under review some 33,000 tons were landed in eleven days, including a large proportion of heavy lifts and cargo that had of necessity to be transferred to the stacking ground for sorting. While this gives some idea of what the deep-water quays can do as regards rapid discharge of heavy cargoes, with consequent quick turn-round of shipping, coincident with the Christmas and New Year holidays, it resulted in some congestion ashore which lasted for about fourteen days. **Quick Turn-Round of Shipping.**

Shore  
Conges-  
tion.

158. While it is impossible to deal with rush periods of this nature without some delay in transit, both because of difficulty at the Port and because the Railway cannot provide sufficient rolling stock to meet such peak demands, certain other minor defects in organisation came to light. These, however, have been remedied, and with full co-operation on the part of Port and Railway staff and of the contractors and commercial public, it is anticipated that the existing Port facilities will meet, in a reasonably adequate manner, all demands likely to occur in the next two years.

### STAFF.

Staff.

159. The following is a summarised statement of the staff employed on the Railways (excluding Construction staff) and Harbours at the end of 1928, as compared with 1927:—

	31-12-28.	31-12-27	Increase.	Decrease
Europeans .. .. .	581	556	25	..
Asians .. .. .	2,798	2,334	414	..
Africans (other than labourers) ..	2,071	2,116	..	45
African Labourers .. .. .	14,154	12,424	1,730	..
Total .. .. .	19,604	17,480	2,124	..

European  
Appren-  
tices.

160. At the close of 1928, there were 35 European apprentices employed, of whom 25 were in the Mechanical Workshops. So far as the Workshop apprentices are concerned, they have given general satisfaction, and in several cases promise to become really useful and efficient artizans.

European  
Apprentice  
Hostel.

161. The Hostel has been conducted in a satisfactory manner during the year. The number of boys in the institution at the end of 1928 was 12. The expenditure for the year amounted to £875 and receipts to £857, being the revenue derived from the small fee levied for the housing and feeding of each boy.

Telegraph  
Training  
School.

162. During 1928 two European and one Asian traffic apprentices were trained in telegraphy and train working at the Telegraph School. Fifty-three Asians and five Africans were also trained and passed out as signallers.

Difficulty was experienced in obtaining the services of Africans with a sufficiently high standard of preliminary education to enable the Administration to train them for telegraphy and clerical work, and the facilities for such training now in existence are greater than the number of recruits forthcoming.

Steps are being taken for the training of other classes of traffic staff, and material for the equipment of a larger school than the existing one is already on order. As soon as the headquarter offices are transferred to the permanent building now nearing completion there will be accommodation available in the old offices for a larger and better equipped training school.

Asian  
Appren-  
tices.

163. At the end of the year there were 14 Asian apprentices employed in the various departments of the Railway and Lake Marine services.

African  
Workshops  
Appren-  
tices.

164. One hundred and sixty-four apprentices were employed at the end of the year, 113 in the Locomotive Workshops at Nairobi and 51 in the Marine Workshops at Kisumu.

Training  
of Staff.

165. In the past the Administration has relied largely on obtaining fully trained staff from overseas, or on finding suitable material locally, for its various requirements. The time has come, however, when it is essential that more definite steps should be taken to provide training schools on a larger scale than exist at present, and this matter will receive close attention during the present year.

As explained above, an apprenticeship system is already organised and is working reasonably satisfactorily.

There are several vacancies for European apprentices in one or two of the departments, but it is reported that the low standard of education of some of the applicants prevents the scheme being as successful as it otherwise might be. The number of apprentices is also further controlled by the fact that it is unwise to take on a larger number than can, in due course, be absorbed by the Administration. Moreover, there are few facilities for obtaining technical education, the need for which is frequently brought to my notice.

With regard to the training of Africans, progress, though slow, is being made in most directions, and every effort is being made to obtain better results.

I believe training questions to be some of the most important affecting the future of the Administration, and it is essential that in course of time all our subordinate staff should be recruited in the country and trained locally.

I am in close touch with the Education Departments of Kenya and Uganda with regard to these matters. It is recognised as a duty of the Administration that we should provide an opening for as many as possible of the youth of the country, European, Asian and African, but, to enable us to do this, suitable preliminary education must be provided, followed by technical training in our own schools and workshops.

166. Some difficulty was experienced in obtaining sufficient unskilled Labour labour for engineering works, particularly between the Coast and Nairobi, and also on the Uganda Extension and the Kitale branch line, the shortage being due apparently to the reluctance of the Native to engage himself for work on newly ballasted track, but it is anticipated this difficulty will gradually disappear.

Greater use every year is being made of labour-saving devices. In fact, there are many reasons for believing that a labour shortage in the country is most beneficial, as it compels all employers to pay greater attention to the efficient organisation of their labour forces. As the cost of labour increases this question grows in importance.

167. During the year under review particular attention has been focussed Malarial Measures on malarial questions. The importance of this subject was brought forcibly to our notice by the death of Sir Christian Felling, referred to elsewhere in this Report, and H.R.H. the Prince of Wales, in his farewell speech at Nairobi, referred to the importance of ridding the country completely of this trouble. So far as the Railway is concerned, particular attention has been given to the question of drainage and sanitation in all Railway areas. A medical officer to the Railway has been appointed in Kenya, one of whose chief duties is to supervise work of this nature.

Very great improvement in all directions has already been achieved, and I hope to be able to record in next year's Report that all Railway areas are clear of localities where *anopheles* mosquito are able to breed.

In our passenger coaches car attendants pay particular attention to the closing of mosquito-proof windows where necessary, and sprays and disinfectants are available at all times by application to the train staff.

168. The Provident Fund opened with a balance of £358,762 on the 1st Provident Fund January, 1928, and closed with a balance of £415,515 at the end of the year. The number of depositors rose from 2,379 at the commencement of the year to 2,566 at the 31st December, 1928.

### GENERAL.

169. The figures contained in this Report show that steady progress in Railways and Harbours the growth of the Railways and Harbours of Kenya and Uganda is being maintained, and that the position of the Administration is financially sound. Also, that the existing policy of gradually improving the present service, while steadily reducing rates, can be continued provided the Administration is left free to develop along business lines as laid down in the Railway Ordinance, and is not subjected to undue pressure to grant rates which may not be in the general interests of the territories as a whole.

The policy of the Administration so far as railway rates are concerned, may be summarised as follows :—

- (1) Special export rates, where such are necessary, to develop overseas markets;
- (2) Special point-to-point rates, where such are proved necessary, to develop local markets; and
- (3) General rates to be kept as low as the financial condition of the services will allow.

In this connection, it may be pointed out that the granting of any specially low rate, unless proved to be necessary for the purposes indicated in (1) and (2) above, of necessity means the raising of, or keeping unduly high, rates on other articles. The granting of preferential rates is not, therefore, generally in the interests of the public served by the Transportation system, except as explained above, when they are required to maintain or extend markets.

170. There are signs that the heavy capital expenditure of the past six years will not be maintained in the immediate future at quite so high a rate. Development has, of necessity, been exceedingly rapid, and the consequent strain on all departments has been great, especially with regard to the problem of finding suitable staff to fill the enlarged establishments.

A period for consolidation is now available, and it is intended during the present and coming year to devote as much attention as possible to the general improvement of the Services.

171. Railway extensions now in hand are comparatively short in length, but there is little doubt that with the extension of the railway to Kampala, now under construction, the question of extending the main line in the direction of the Belgian Congo will sooner or later require consideration. It has, however, been repeatedly urged in these Reports that large development programmes cannot in the early stages be financed by the territories themselves. It is essential that capital for this purpose should be made available, free of interest, for a period of years.

I believe a bold policy of development on such lines will not only directly benefit the Colonies themselves, but also will benefit very materially the Home country, by extending existing markets and by providing fresh openings for industries and enterprise.

172. As suggested in the Report of the Closer Union Commission, there seems little doubt but that the two main railway systems of East Africa must eventually amalgamate under one management. There appears, however, to be little advantage in unduly forcing the pace in this respect. Until suitable rail connection between the two systems is an accomplished fact, amalgamation would, in my opinion, be premature. There is, however, a great deal that can be done in the meantime. This is very fully recognised by both Railway Administrations, and considerable progress was in fact made at the Conference of representatives of both systems held at the end of October in Nairobi, and referred to previously in this Report. The Report of the Closer Union Commission also emphasises many of the problems that require prior settlement. If steady progress is made in the direction of assimilation of rates, standardisation of engines, rolling stock, equipment, and also of rules, regulations, and staff agreements and procedure, many of the difficulties to be solved on amalgamation, when it eventually occurs, will have disappeared.

In order that progress in connection with these matters should proceed regularly and along proper lines, and in order that further developments of both harbours and railways should be in the best interests of East Africa as a whole, it would appear that some central controlling authority is necessary, as recommended in the Closer Union Report.

173. As will have been noted from this Report, the total capital invested in the Services has now reached considerable proportions, and it is essential that, if interest and sinking fund charges are not to be an unduly large percentage of the total earnings, every effort should be made to stimulate development. Most of the Native Reserves in Kenya, and large areas in Uganda, are now within reasonable distance of the railway. Under suitable development these areas should help to provide the additional traffic that is so urgently required. In Uganda, owing to varying causes, the cotton crop has remained stationary for several years at 200,000 bales and under. It is hoped that this figure will be extended rapidly in the near future. In Kenya, the rich Native Reserves, if properly developed, should provide a large additional tonnage.

The position is fully realised by both Governments concerned, and the efforts being made to educate and instruct the Native populations in these areas in better agricultural methods should, in due course, produce valuable results.

There are many areas that do not at present produce crops, due to lack of population and other causes. There are also many thousands of inhabitants who do not make full and proper use of their lands. The result, as calculated per acre, or per head of population, is at present poor. A steady improvement is essential if full use is to be made of the Transportation services which have now been provided.

174. It is with the greatest regret that I have to record the sad death on August 19th, 1928, of Sir Christian Felling, Kt., C.M.G., General Manager of the Kenya and Uganda Railways and Harbours Administration. Sir Christian had been on tour some three weeks before his death and had evidently become infected with malaria. For a whole week before his death the doctors in charge were fighting hard for his life. The day before he died we all thought the battle had been won. But it was not to be. He gave his life for the country and his work.

The Late  
Sir  
Christian  
Felling.

Sir Christian Felling came to this country from South Africa at the end of 1922 to take over the Uganda Railway, as it was then called. Figures are quoted in this and previous Reports which give some idea of the size of the Railway at that time. The figures for 1928 are, in themselves, sufficient evidence of the results of his genius.

He took charge at a time when the financial prospects of the country and the Railway were at the lowest ebb. He coped with the position and carried the Railway with him, guiding it and leading it with a sure and firm hand.

He possessed a particular aptitude for finance, and the country generally, before his untimely death, came to appreciate his sound judgment in this respect. His previous experience and knowledge of parliamentary tactics and procedure were invaluable to him in negotiating, first of all, the present Charter of the Railway under the Transport Order-in-Council of the 16th December, 1925, and later, the Charter of the Port of Mombasa. His work in these two directions was largely completed, but his influence and knowledge at the time of his death was ripe for a still greater achievement—the organisation of a transport system for East Africa. That is the biggest problem now before us and there is no doubt that Sir Christian Felling would have dealt with it with his usual sagacity and final success.

We, who have served under him, have lost a chief whom we respected and admired. Kenya, Uganda and East Africa as a whole have lost a counsellor and administrator, who could ill be spared. Our deepest sympathy goes out to his widow and his son and daughter, who are left to mourn his loss.

175. In conclusion, I must express my very deep appreciation of the loyal and efficient service given by officers and staff as a whole during the year.

I have the honour to be,

Your Excellency's most obedient servant,

G. D. RHODES,

Acting General Manager,  
Kenya and Uganda Railways and Harbours.

**CERTIFICATE OF CHIEF ENGINEER.**

I hereby certify that the Permanent Way, Buildings, Viaducts and other works on the entire system have been maintained during 1928 in good condition.

A. E. HAMP, M.INST.C.E.,  
*Acting Chief Engineer.*

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**CERTIFICATE OF CHIEF MECHANICAL ENGINEER.**

I hereby certify that the Locomotives, Carriages, Wagons, Machinery, Tools and Plant have been maintained during 1928 in good condition.

H. B. EMLEY,  
*Chief Mechanical Engineer.*

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**CERTIFICATE OF MARINE SUPERINTENDENT.**

I hereby certify that the Steamers, Tugs, Lighters and other craft have been maintained in good working condition and repair during 1928.

F. M. JENKINS,  
*Marine Superintendent.*

---

**CERTIFICATE OF PORT MANAGER.**

I hereby certify that the whole of the mechanical and electrical equipment at the Port of Mombasa together with the Tugs, Launches, Boats and Ferry craft in my charge at Mombasa and other Kenya sea ports, have been maintained in good working condition during the year 1928.

GEO. BULKELEY, A.M.I.M.E.,  
*Port Manager.*

## STAFF CHANGES DURING 1928.

1928		
January 1st	...	Assumption of duties of Deputy Chief Accountant by Mr. A. E. R. Mayne, Assistant Superintendent (Administrative).
"	"	Assumption of duties of Senior Assistant Accountant by Mr. H. A. Bailey, Assistant Accountant.
"	"	Assumption of duties of Port Accountant by Mr. H. W. Cox, Assistant Accountant.
"	"	Promotion of Mr. H. J. Walker, Office Superintendent to Office Assistant to the Chief Engineer.
"	"	Assumption of duties of Assistant Superintendent (Administrative) by Mr. C. H. Bloomfield, Workshops Accountant.
"	"	Promotion of Mr. Herbert William Gauld, Assistant Superintendent and Assistant to Port Manager, to District Traffic Superintendent and Assistant to Port Manager.
"	"	Promotion of Mr. Henry William Gauld, Traffic Inspector, to District Traffic Superintendent on probation.
"	"	Change of title of Mr. R. A. Lawson, Assistant Superintendent, to District Traffic Superintendent.
"	"	Promotion of Mr. H. Vanhegan, Assistant Superintendent, to District Traffic Superintendent and assumption of duties of Assistant to Port Manager and District Traffic Superintendent.
"	2nd	Arrival of Mr. S. Tootill, Assistant Superintendent (Maintenance), from leave.
"	12th	Promotion of Mr. W. A. McClelland, Senior Assistant Engineer, to District Engineer.
"	21st	Arrival of Mr. R. D. Hoskins, Chief Officer, Lake Steamers, from leave.
"	"	Departure of Mr. R. D. Phimister, Second Officer, Lake Steamers, on leave.
"	"	Arrival of Mr. P. L. Shingler, Assistant Engineer, on 1st appointment.
"	"	Arrival of Mr. Herbert William Gauld, District Traffic Superintendent and Assistant to Port Manager, from leave.
February 7th	...	Admission of Mr. R. D. Hoskins, Chief Officer, Lake Steamers, to pensionable status, with effect from 19th December, 1922.
"	17th	Arrival of Mr. A. G. R. Higgins, Secretary to Railway Advisory Council and Private Secretary to the General Manager, from leave.
"	"	Arrival of Mr. A. B. Cameron, Senior Assistant Superintendent (Commercial), from leave.
"	"	Arrival of Mr. R. Cochrane, Assistant Engineer, on 1st appointment.
"	"	Arrival of Mr. R. McFarlane, Chief Engineer, Lake Steamers, from leave.
"	"	Arrival of Lt. J. S. Sharp, R.N.R., Second Officer, Lake Steamers, from leave.
March 2nd	...	Arrival of Mr. S. H. Carter, Chief Engineer, Lake Steamers, from leave.
"	5th	Admission of Mr. H. Vanhegan, District Traffic Superintendent, to pensionable status, with effect from 3rd January, 1913.
"	6th	Admission of Mr. R. McFarlane, Chief Engineer, Lake Steamers, to pensionable status, with effect from 5th September, 1914.
"	7th	Departure of Mr. S. N. Faulkner, O.B.E., Deputy Chief Accountant, on leave.
"	17th	Departure of Mr. J. H. Baldwin, Assistant Accountant, on leave.
"	"	Departure of Lt.-Commr. F. C. Greenwood, R.N.R., Assistant Port Captain, on leave.
"	21st	Assumption of duties of District Engineer by Mr. H. M. Kirkland, Assistant Engineer.
"	24th	Arrival of Mr. M. J. Mackay, Land Surveyor, on 1st appointment.
"	"	Assumption of duties of District Engineer by Mr. J. R. Farquharson, Assistant Engineer.

- 1928
- .. 28th ... Departure of Capt. T. F. Linnell, District Engineer, on leave.
- April 1st ... Departure of Mr. J. G. Nisbet, Senior Assistant Engineer, on leave.
- .. 14th ... Arrival of Brig. General G. D. Rhodes, C.B.E., D.S.O., Deputy General Manager and Chief Engineer, from leave.
- .. 24th ... Arrival of Mr. D. L. Davies, Second Officer, Lake Steamers, from leave.
- .. 25th ... Departure of Mr. A. J. Booth, Second Officer, Lake Steamers, on leave.
- .. 27th ... Departure of Mr. C. M. Bunbury, I.S.O., Assistant Chief Engineer, on leave, pending retirement from service.
- .. .. Retirement of Mr. R. Mercer, Chief Engineer, Lake Steamers, from the services of the Administration.
- May 1st ... Promotion of Lt. T. A. Burnett, R.N.R., Second Officer, Lake Steamers, to Chief Officer, Lake Steamers.
- .. .. Assumption of duties of Shore Assistant to Port Manager, by Lt. N. J. Stacy-Marks, R.N.R., Chief Officer, Lake Steamers.
- .. 2nd ... Cessation of duties by Lt.-Comdr. C. B. Blencowe, R.N.R., Commander, Lake Steamers, pending retirement from service.
- .. 6th ... Departure of Mr. J. Clark, Second Engineer, Lake Steamers, on leave.
- .. 7th ... Assumption of duties of Senior Assistant Superintendent (Commercial) by Mr. A. G. R. Higgins, Secretary to Railway Advisory Council and Private Secretary to the General Manager.
- .. 12th ... Arrival of Mr. D. S. Sweeney, Second Engineer, Lake Steamers, from leave.
- .. .. Arrival of Mr. A. F. Marsh, Commander, Lake Steamers, from leave.
- .. .. Departure of Lt.-Comdr. G. D. Brown, Assistant Survey Officer, on leave.
- .. 13th ... Assumption of duties of Divisional Superintendent by Mr. A. B. Cameron, Senior Assistant Superintendent (Commercial).
- .. 14th ... Admission of Mr. G. V. O. Bulkeley, Port Manager, to pensionable status, with effect from 14th May, 1926.
- .. 20th ... Assumption of duties of Superintendent of the Line, by Mr. T. Neilson, Divisional Superintendent.
- .. 22nd ... Departure of Mr. F. Browning, Superintendent of the Line, on leave.
- .. .. Departure of Mr. R. Hocken, Second Officer, Lake Steamers, on leave.
- June 1st ... Assumption of duties of Locomotive Running Superintendent by Mr. P. S. A. Newhook, Assistant Superintendent (Locomotive).
- .. .. Assumption of duties of Assistant Chief Storekeeper, by Mr. W. J. Young, Stores Accountant.
- .. 3rd ... Departure of Mr. J. S. Halliwell, Locomotive Running Superintendent, on leave.
- .. .. Departure of Mr. W. C. Barton, Second Engineer, Lake Steamers, on leave.
- .. 9th ... Departure of Mr. A. G. Tyler, Assistant Chief Storekeeper, on leave.
- .. 18th ... Transfer of Lt.-Comdr. F. C. Greenwood, R.N.R., Assistant Port Captain, to Federated Malay States.
- .. 22nd ... Departure of Mr. R. J. Melsome, Assistant Engineer, on termination of services.
- .. 28th ... Promotion of Capt. A. N. Newitt, Pilot, to Assistant Port Captain.
- July 3rd ... Admission of Mr. J. Lochhead, Chief Officer, Lake Steamers, to pensionable status, with effect from 17th May, 1923.
- .. 6th ... Departure of Lt. N. J. Stacy-Marks, R.N.R., Acting Shore Assistant to Port Manager, on leave.
- .. 7th ... Departure of Mr. H. Vanhegan, District Traffic Superintendent, on leave.
- .. 8th ... Arrival of Mr. E. J. B. Gahan, Assistant Engineer, from leave.



- 1928
- „ „ ... Arrival of Mr. W. E. Woods, Chief Engineer, Lake Steamers, from leave.
- „ 15th ... Transfer of Mr. J. E. N. Noad, Assistant Engineer, to the Colony and Protectorate of Kenya.
- „ 17th ... Arrival of Captain A. N. Newitt, Assistant Port Captain, from leave.
- „ 26th ... Assumption of duties of District Engineer by Mr. E. J. B. Gahan, Assistant Engineer.
- „ 28th ... Promotion of Mr. A. E. Hamp, District Engineer, to Assistant Chief Engineer.
- „ „ ... Promotion of Mr. J. G. Nisbet, Senior Assistant Engineer, to District Engineer.
- August 2nd ... Appointment of Mr. F. Buckley, Assistant Engineer, with effect from 2nd December, 1927.
- „ 4th ... Departure of Mr. H. M. Kirkland, Assistant Engineer, on leave.
- „ 19th ... Death of Sir Christian Felling, C.M.G., General Manager.
- „ 20th ... Assumption of duties of General Manager by Brig.-General G. D. Rhodes, C.B.E., D.S.O., Deputy General Manager and Chief Engineer.
- „ „ ... Assumption of duties of Deputy General Manager by Mr. H. E. Goodship, Chief Accountant.
- „ „ ... Assumption of duties of Chief Engineer by Mr. A. E. Hamp, Assistant Chief Engineer.
- „ 22nd ... Admission of Mr. J. H. McEwen, Estates Officer, to pensionable status, with effect from 19th April, 1926.
- „ 31st ... Arrival of Mr. R. D. Phinister, Second Officer, Lake Steamers, from leave.
- „ „ ... Arrival of Lt.-Commdr. J. O. Buckler, R.N.R., Assistant Marine Superintendent, from leave.
- Sept. 4th ... Assumption of duties of Assistant Engineer by Mr. R. C. Gowthorpe, on return from construction leave.
- „ 10th ... Departure of Mr. I. P. Stevenson, Second Officer, Lake Steamers, on leave.
- „ 12th ... Departure of Mr. J. H. McEwen, Estates Officer, on leave.
- October 9th ... Arrival of Mr. J. G. Nisbet, District Engineer, from leave.
- „ 26th ... Assumption of duties of Deputy Chief Accountant by Mr. F. Jarrett, Senior Assistant Accountant.
- „ „ ... Arrival of Capt. T. F. Linnell, District Engineer, from leave.
- „ „ ... Assumption of duties of Chief Accountant by Mr. A. E. R. Mayne, Acting Deputy Chief Accountant.
- „ 27th ... Departure of Mr. N. H. Blake, Pilot, on leave.
- „ „ ... Departure of Mr. H. E. Goodship, Chief Accountant, on leave.
- „ „ ... Departure of Lt.-Comdr. F. R. Hemstead, R.N.R., Commander, Lake Steamers, on leave.
- „ „ ... Assumption of duties of Assistant Chief Engineer, by Capt. T. F. Linnell, District Engineer.
- Nov. 10th ... Departure of Mr. W. A. McClelland, District Engineer, on leave.
- „ 24th ... Arrival of Mr. J. H. Baldwin, Assistant Accountant, from leave.
- „ „ ... Arrival of Mr. F. Browning, Superintendent of the Line, from leave.
- „ 30th ... Arrival of Lt. N. T. Stacy-Marks, R.N.R., Acting Shore Assistant to Port Manager, from leave.
- Dec. 6th ... Arrival of Mr. S. N. Faulkner, O.B.E., Deputy Chief Accountant, from leave.
- „ „ ... Arrival of Mr. J. Clark, Second Engineer, Lake Steamers, from leave.
- „ „ ... Arrival of Mr. A. J. Booth, Second Officer, Lake Steamers, from leave.
- „ 10th ... Assumption of duties of Chief Accountant, by Mr. S. N. Faulkner, O.B.E., Deputy Chief Accountant.
- „ 23rd ... Arrival of Lt.-Comdr. G. D. Brown, R.N.R., Assistant Survey Officer, from leave.
- „ „ ... Arrival of Mr. R. Hocken, Second Officer, Lake Steamers, from leave.

# INDEX TO STATEMENTS

## FINANCIAL.

No.	PAGE
1. Capital Account ... ..	47
2. Balance Sheet ... ..	48
3. Revenue Account, Railways ... ..	49
4. Revenue Account, Harbours ... ..	50
5. Net Revenue Account, Railways ... ..	51
6. Net Revenue Account, Harbours ... ..	52
7. Combined Net Revenue Account, Railways and Harbours ... ..	53
8. Renewals and Betterment Funds (Railway Section) ... ..	54
8A. Renewals and Betterment Funds (Marine Section) ... ..	54
8B. Renewals and Betterment Funds (Motor Service) ... ..	55
9. Renewals and Betterment Funds, Harbours ... ..	55
10. Traffic and Receipts, Railways ... ..	56
11. Traffic and Receipts, Harbours ... ..	57
12. Working Expenses, Railways ... ..	58-65
13. Working Expenses, Harbours ... ..	66-68
14. Working Expenses compared with Estimate, Railways ... ..	69-75
15. Working Expenses compared with Estimate, Harbours ... ..	76-78
16-38. Expenditure against Capital Grant, Loans, etc. ... ..	79/89
39. Fine Fund ... ..	90
40. Provident Fund ... ..	90
41. Provident Fund Investments ... ..	91
42. Marine Insurance Fund Investments ... ..	92

## GENERAL.

43. Open Mileage, Train and Engine Mileage, etc. ... ..	93
44. Locomotives ... ..	94
45. Rolling Stock ... ..	95
46. Outwards Traffic at each Station ... ..	96-100
47. Train Mileage from 1903 ... ..	101
48. Summary of Earnings from 1903 ... ..	102
49. Tonnages of Principal Commodities, Railways ... ..	103
50. Tonnages of Principal Commodities, Lake Victoria Steamers ... ..	104
51. Tonnages of Principal Commodities, Lake Kioga Steamers ... ..	105
52. Tonnages of Principal Commodities, Lake Albert Steamers ... ..	106
53. Tonnages of Principal Commodities, Motor Service ... ..	107
54. Cargo Received at Kisumu Pier ... ..	108
55. Cargo Forwarded from Kisumu Pier ... ..	108
56. Cargo Received at Namasagali Pier ... ..	109
57. Cargo Forwarded from Namasagali Pier ... ..	109
58. Cargo Received at Butiaba ... ..	110
59. Cargo Forwarded from Butiaba ... ..	110
60. Tonnage of Goods (Motor Service) ... ..	111
61. Cargo carried between Intermediate Ports, Lake Victoria ... ..	112
62. Cargo carried between Intermediate Ports, Lake Kioga ... ..	113
63. Cargo carried between Intermediate Ports, Lake Albert ... ..	114
64. Flotilla Stock, Lake Victoria ... ..	115-116
65. Flotilla Stock, Lake Kioga ... ..	117
66. Flotilla Stock, Lake Albert ... ..	118
67. Working Results, Lake Steamer Services ... ..	119
68. Accidents ... ..	120
69. Staff (Railways and Harbours) ... ..	121

ACCOUNTS  
AND  
STATISTICAL STATEMENTS

RAILWAYS AND HARBOURS.—Capital Account as at 31st December, 1928.

Expenditure.	Total to 31st Dec., 1927.		Year ended 31st Dec., 1928.		Total to 31st Dec., 1928.		Receipts.	Total to 31st Dec., 1927.		Year ended 31st Dec., 1928.		Total to 31st Dec., 1928.	
	£	s. c.	£	s. c.	£	s. c.		£	s. c.	£	s. c.	£	s. c.
To Lines Open for Traffic ...	9,548,954	14 31	1,856,266	9 15	11,405,221	3 46	BY NON INTEREST-BEARING CAPITAL.—						
.. Rolling Stock ...	2,977,529	18 26	586,962	17 58	3,564,492	15 84	Parliamentary Grants, Uganda Railway Acts 1896 & 1902 ...	5,686,436	15 18	...	...	5,686,436	15 18
.. Steamers, Tugs, Lighters, etc. ...	478,426	16 89	31,648	4 50	510,075	1 39	Contributions from Revenue.—						
.. Docks, Piers, Wharves, etc. ...	1,890,250	12 84	31,420	1 18	1,921,670	14 02	Direct ...	613,578	3 37	Cr. 150	12 02	613,427	11 35
.. Interest paid out of Capital ...	525,036	2 60	2,271	12 14	527,307	14 74	Transfers from Betterment Funds ...	740,281	3 95	329,941	19 29	1,070,923	3 24
.. Expenses of Issue & Discount in connection with Loan Capital ...	291,346	2 33	149,962	11 17	441,308	13 50	.. INTEREST-BEARING CAPITAL.—						
.. New Lines under Construction ...	1,353,827	7 14	Cr. 981,434	3 06	372,393	4 08	Loans and Advances Kenya Colony and Protectorate ...	9,824,022	18 57	1,397,964	2 09	11,221,987	0 66
.. Assets handed over to Kenya Colony and Protectorate (without charge) ..	17,065,371	14 37	1,677,097	12 66	18,742,469	7 03	Loans and Advances Uganda Protectorate ...	375,567	17 54	18,598	17 53	394,166	15 07
.. Development of Station Areas including Expenses of Issue and Discount in connection with Loan Capital (Land Account) ...	100,550	0 00	...	.....	100,550	0 00							
			59,365	10 50	59,365	10 50							
Total ...	17,165,921	14 37	1,736,463	3 16	18,902,384	17 53							
.. Balance ...					83,856	7 97							
					18,986,241	5 50							
								17,239,886	18 61	1,746,354	6 89	18,986,241	5 50

47

Examined.

W. H. SMITH,  
Auditor.

18th March, 1929.

S. N. FAULKNER,

Ag. Chief Accountant.

16th February, 1929

## RAILWAYS AND HARBOURS.—Balance Sheet as at 31st December, 1928.

Liabilities.						Assets.																	
						£	s.	c.							£	s.	c.						
Capital Account—Balance at Credit thereof	...	...	...	...	...	83,856	7	97	Cash Balances (At Bank, with Crown Agents, &c., and in hand)	...	917,168	10	08										
Renewals and Betterment Funds (Railway):—												Cash on Fixed Deposit:—											
			£	s.	c.							£	s.	c.									
Renewals	...	...	475,161	11	19																		
Betterment	...	...	581,888	0	43	1,057,049	11	62	General Account	...	300,000	0	00										
Renewals Fund (Motor Services)	...	...	...	...	...	12,937	0	00	Provident Fund Account	...	8,511	18	76	308,511	18	76							
Renewals Betterment and Insurance Funds (Marine):—												Investments:—											
Renewals	...	...	65,665	7	47							Marine Insurance Fund											
Betterment	...	...	25,128	11	98							...	79,324	8	18								
Insurance	...	...	118,793	2	98	209,587	2	43	Provident Fund	...	404,302	10	25	483,626	18	43							
Renewals and Betterment Funds (Harbours):—												Stores and Materials in hand and in transit											
Renewals	...	...	24,342	18	99							...	...	...	602,908	6	89						
Betterment	...	...	16,773	4	69	41,116	3	68	Outstanding Traffic Accounts	...	...	...	...	149,563	6	47							
Stores Fund	...	...	...	...	...	442,347	4	86	Sundry Debtors	...	...	...	...	128,693	16	81							
Provident Fund	...	...	...	...	...	415,515	10	97															
Fine Fund	...	...	...	...	...	2,529	9	30															
Sundry Creditors	...	...	...	...	...	325,534	6	61															
TOTAL						2,590,472	17	44	TOTAL						2,590,472	17	44						

Examined.

W. H. SMITH,

S. N. FAULKNER,

## RAILWAYS.—Revenue Account for the year ended 31st December, 1928, compared with 1927.

EXPENDITURE.								RECEIPTS.							
HEADS.		Amounts.				Per cent of gross receipts.		HEADS.		Amounts.				Per cent to total earnings.	
		1928.		1927.		1928.	1927.			1928.		1927.		1928.	1927.
		£	s. c.	£	s. c.					£	s. c.	£	s. c.		
To Maintenance of Way and Works	A.	200,820	3 15	178,768	16 58	8·68	8·41								
„ Transportation Expenses ...	B.	602,569	6 45	523,337	5 22	26·04	24·61	By Passengers	...	284,749	12 32	266,326	3 43	12·30	12·53
„ Maintenance of Engines and Rolling Stock ...	C.	207,552	12 90	181,084	17 46	8·97	8·52	„ Parcels and Luggage ...	...	55,456	2 15	49,404	9 45	2·40	2·32
General Charges ...	D.	99,162	17 86	94,093	9 74	4·28	4·43	„ Livestock	...	14,412	11 04	13,395	13 52	0·62	0·63
„ Steamer Services ...	E.	106,063	12 98	112,833	5 56	4·58	5·31	„ Goods	...	1,895,754	17 43	1,737,852	2 02	81·91	81·74
„ Motor Services ...	F.	14,523	16 11	14,684	16 11	0·63	0·69	„ Telegraphs	...	2,160	14 60	1,731	4 45	0·09	0·09
„ Miscellaneous Expenditure ...	G.	62,046	16 53	45,983	15 16	2·68	2·16	„ Miscellaneous	...	61,896	0 39	57,273	16 03	2·68	2·69
Total Ordinary Working Expenditure	...	1,292,739	5 98	1,150,786	5 83	55·86	54·13								
To Depreciation ...	K.	289,412	0 00	263,433	0 00	12·50	12·39								
Total Expenditure	...	1,582,151	5 98	1,414,219	5 83	68·36	66·52								
Balance Net Earnings	...	732,278	11 95	711,824	3 07	31·64	33·48								
Total	...	2,314,429	17 93	2,126,043	8 90	100·00	100·00	Total	...	2,314,429	17 93	2,126,043	8 90	100·00	100·00

Examined.

W. H. SMITH,

Auditor.

18th March, 1929.

S. N. FAULKNER,

Ag. Chief Accountant.

16th February, 1929.

## HARBOURS.—Revenue Account for the year ended 31st December, 1928.

EXPENDITURE.								RECEIPTS.								
Heads.		Amounts.				Percent of gross receipts.		Heads.	Amounts.				Percent to total earnings.			
		1928.		1927.		1928.	1927.		1928.		1927.		1928.	1927.		
		£	s. c.	£	s. c.				£	s. c.	£	s. c.				
To Docks, Harbours, Jetties, Wharves and Quays ... ..	A	10,537	17 98	8,947	14 24	5·35	6·81	BY DEEP WATER BERTHS.—								
„ Marine Working ... ..	B	8,045	2 15	9,032	0 37	4·09	6·87	Imports ... ..	67,578	12 23	46,784	7 08	34·34	35·62		
„ Water ... ..	C	94	6 53	135	13 21	0·05	0·10	Exports ... ..	28,708	12 80	15,921	0 05	14·59	12·12		
„ Tugs, Launches and Lighters ... ..	D	9,535	11 31	7,537	19 71	4·85	5·74	„ LIGHTERED TRAFFIC.—								
„ Cranes and Mechanical Appliances ... ..	E	15,718	17 20	12,106	8 00	7·99	9·22	Imports ... ..	25,810	7 35	16,478	19 63	13·11	12·54		
„ Ballast ... ..	F	...	.....	...	.....	...	...	Exports ... ..	15,126	1 68	5,709	4 81	7·69	4·35		
„ Dry Docks and Slips ... ..	G	...	.....	...	.....	...	...	„ Port dues, Light dues, Pilotage, other Marine dues, Ferries, etc. ...	37,365	13 01	33,227	18 91	18·99	25·29		
„ Shore Working ... ..	H	22,529	18 84	20,915	1 49	11·45	15·92	„ Miscellaneous ... ..	22,208	6 96	13,238	15 49	11·28	10·08		
„ General Charges ... ..	I	15,014	12 29	7,350	13 67	7·63	5·60									
„ Miscellaneous Expenditure ... ..	J	2,469	12 91	2,661	11 17	1·25	2·03									
Total Ordinary Working Expenditure	...	83,945	19 21	68,687	1 86	42·66	52·29									
„ Depreciation ... ..	K	12,623	0 00	10,023	0 00	6·41	7·63									
Total Expenditure	...	96,568	19 21	78,710	1 86	49·07	59·92									
„ Balance Net Earnings ... ..	...	100,228	14 82	52,650	4 11	50·93	40·08									
TOTAL	...	196,797	14 03	131,360	5 97	100·00	100·00	TOTAL	196,797	14 03	131,360	5 97	100·00	100·00		

Examined.

W. H. SMITH,

Auditor.

18th March, 1929.

S. N. FAULKNER,

Ag. Chief Accountant.

16th February, 1929.

## RAILWAYS.—Net Revenue Account for the year ended 31st December, 1928.

Particulars.	Amount.			Particulars.	Amount.		
	£	s.	c.		£	s.	c.
To Interest charges ... ..	441,227	8	98	By Net Earnings from Revenue Account ... ..	732,278	11	95
„ Loan Redemption charges ... ..	40,664	0	00	„ Interest on Advances and Cash Balances ... ..	38,842	13	21
„ Write-off of obsolete Stores Stock ... ..	4,994	8	55	„ Surplus on Land Account ... ..	2,540	2	00
„ Write-off of Capital Assets ... ..	1,777	12	22				
„ Balance Carried to Combined Net Revenue Account (Railways and Harbours) ... ..	284,997	17	41				
<b>TOTAL</b> ...	<b>773,661</b>	<b>7</b>	<b>16</b>	<b>TOTAL</b> ...	<b>773,661</b>	<b>7</b>	<b>16</b>

Examined.

W. H. SMITH.

*Auditor,*  
18th March, 1929.

S. N. FAULKNER,

*Ag. Chief Accountant.*  
16th February, 1929.



HARBOURS.—*Net Revenue Account for the year ended 31st December, 1928.*

Particulars.	Amount.			Particulars.	Amount.		
	£	S.	C.		£	S.	C.
To Interest Charges ... ..	111,288	4	62	By Net Earnings from Revenue Account ... ..	100,228	14	82
„ Loan Redemption Charges ... ..	18,300	0	00	„ Balance Carried to Combined Net Revenue Account (Railways and Harbours) ... ..	29,359	9	80
Total ... ..	129,588	4	62	Total ... ..	129,588	4	62

*Examined.*

W. H. SMITH,

*Auditor.*

18th March, 1929.

S. N. FAULKNER,

*Ag. Chief Accountant.*

16th February, 1929.

RAILWAYS AND HARBOURS.—Combined Net Revenue Account for the year ended 31st December, 1928.

STATEMENT No. 7.

Particulars.	Amount.			Particulars.	Amount.		
	£	S.	C.		£	S.	C.
To Balance from Net Revenue Account (Harbours) ...	29,359	9	80	By Balance from Net Revenue Account (Railways) ...	284,997	17	41
„ Balance transferred to Betterment Fund (Railways) ...	255,638	7	61				
Total ...	284,997	17	41	Total ...	284,997	17	41

53

*Examined.*

W. H. SMITH,

*Auditor.*

18th March, 1929.

S. N. FAULKNER,

*Ag. Chief Accountant.*

16th February, 1929.

## RAILWAYS.—Renewals and Betterment Funds (Railway Section) for the year ended 31st December, 1928.

Receipts.	Renewals.		Betterment.		Total.		Payments.	Renewals.		Betterment.		Total.	
	£	s. c.	£	s. c.	£	s. c.		£	s. c.	£	s. c.	£	s. c.
To Balance on 31st December, 1927 ...	316,776	547	676,163	1083	992,939	1630	By Expenditure 1928 ...	93,332	1063	333,018	444	426,350	1507
„ Contribution from Revenue Account 1928	259,828	000	...	...	259,828	000	„ Loan to Harbours Funds ...	10,000	000	20,000	000	30,000	000
„ Transfer from combined Net Revenue Account 1928 <i>vide</i> Statement 7 ...	...	...	255,638	761	255,638	761	„ Balance on 31st December, 1928 ...	475,161	1119	581,888	043	1,057,049	1162
„ Withdrawal of Capital Asséts ...	...	...	3,104	643	3,104	643							
„ Miscellaneous receipts ...	1,889	1635	...	...	1,889	1635							
<b>TOTAL ...</b>	<b>578,494</b>	<b>182</b>	<b>934,906</b>	<b>487</b>	<b>1,513,400</b>	<b>669</b>	<b>TOTAL ...</b>	<b>578,494</b>	<b>182</b>	<b>934,906</b>	<b>487</b>	<b>1,513,400</b>	<b>669</b>

54

## RAILWAYS.—Renewals, Betterment and Insurance Funds (Marine Section) for the year ended 31st December, 1928.

Receipts.	Renewals.		Betterment.		Insurance.		Total.		Payments.	Renewals.		Betterment.		Insurance.		Total.	
	£	s. c.	£	s. c.	£	s. c.	£	s. c.		£	s. c.	£	s. c.	£	s. c.	£	s. c.
To Balance on 31st December, 1927 ...	43,178	1098	30,475	1287	134,868	721	208,522	1106	By Expenditure 1928 ...	585	351	5,347	089	18,412	1155	24,344	1595
„ Interest on Investments ...	...	...	...	...	2,337	732	2,337	732	„ Balance on 31st December, 1928 ...	65,665	747	25,128	1198	118,793	298	209,587	243
„ Contribution from Revenue Account 1928 ...	23,072	000	...	...	...	...	23,072	000									
<b>TOTAL ...</b>	<b>66,250</b>	<b>1098</b>	<b>30,475</b>	<b>1287</b>	<b>137,205</b>	<b>1453</b>	<b>233,931</b>	<b>1838</b>	<b>TOTAL ...</b>	<b>66,250</b>	<b>1098</b>	<b>30,475</b>	<b>1287</b>	<b>137,205</b>	<b>1453</b>	<b>233,931</b>	<b>1838</b>

## RAILWAYS.—Renewals and Betterment Funds (Motor Services) for the year ended 31st December, 1928.

Receipts.	Renewals.		Betterment.		Total.		Payments.	Renewals.		Betterment.		Total.	
	£	s. c.	£	s. c.	£	s. c.		£	s. c.	£	s. c.	£	s. c.
To Balance on 31st December, 1927 ...	6,425	0 00			6,425	0 00							
„ Contribution from Revenue Account 1928 ...	6,512	0 00	...	....	6,512	0 00	By Balance on 31st December, 1928 ...	12,937	0 00	...	....	12,937	0 00
Total £	12,937	0 00	...	....	12,937	0 00	Total £	12,937	0 00	...	....	12,937	0 00

## HARBOURS.—Renewals and Betterment Funds for the year ended 31st December, 1928.

Receipts.	Renewals.		Betterment.		Total.		Payments.	Renewals.		Betterment.		Total.	
	£	s. c.	£	s. c.	£	s. c.		£	s. c.	£	s. c.	£	s. c.
To Balance on 31st December, 1927 ...	10,068	17 60	...	....	10,068	17 60							
„ Contribution from Revenue Account, 1928 ...	12,623	0 00	...	....	12,623	0 00	By Expenditure 1928 ...	8,348	18 61	3,226	15 31	11,575	13 92
„ Loan from Railways Funds ...	10,000	0 00	20,000	0 00	30,000	0 00	„ Balance on 31st December, 1928 ...	24,342	18 99	16,773	4 69	41,116	3 68
Total £	32,691	17 60	20,000	0 00	52,691	17 60	Total £	32,691	17 60	20,000	0 00	52,691	17 60

## RAILWAYS.—Statement of Traffic and Receipts for the year ended 31st December, 1928 compared with 1927.

1927.

1928.

No. of passengers carried.		Amount.		PASSENGERS—	No. of passengers carried.		Amount.		Increase in 1928.			Decrease in 1928.		
Single journeys.	Return journeys.	£	s. c.		Single journeys.	Return journeys.	£	s. c.	No.	Amount.		No.	Amount.	
									£	s. c.	£	s. c.	£	s. c.
12,832	2,896½	55,032	10 15	First class ...	12,534½	3,226	56,299	5 91	32	1,266	15 76	...	...	...
43,519½	11,654½	67,974	13 38	Second class ...	44,069½	11,658	76,911	13 06	553	8,936	19 68	...	...	...
747,976	115,897½	141,914	13 07	Third class ...	780,587½	117,575½	150,061	18 35	34,289½	8,147	5 28	...	...	...
...	130,448½	...	...	Return tickets, doubled ...	...	132,459½	...	...	2,011	...	...	...	...	...
804,327½	260,897	264,921	16 60	Total ...	837,191	264,919	283,272	17 32	36,885½	18,351	0 72	...	...	...
No.				SEASON TICKETS—	No.				No.					
68	...	676	15 33	First class ...	70	...	735	6 00	2	58	10 67	...	...	...
97	...	65	12 00	Second class ...	111	...	81	16 00	14	16	4 00	...	...	...
403	...	87	8 00	Third class ...	444	...	104	6 00	41	16	18 00	...	...	...
568	...	829	15 33	Total ...	625	...	921	8 00	57	91	12 67	...	...	...
No.				Platform tickets	No.				No.					
106,365	...	531	16 50	Special trains, etc.	111,070	...	555	7 00	4,705	23	10 50	...	...	42 15
...	...	42	15 00	Total ...	...	...	284,749	12 32	...	18,423	8 89	...	...	...
...	...	266,326	5 43	Parcels and Luggage	Tons.				Tons.					
8,688	...	42,929	11 45	Carriage of Mails	8,957	...	47,662	14 15	269	4,733	2 70	...	...	...
...	...	6,474	18 00	Total ...	...	...	7,793	8 00	...	1,318	10 00	...	...	...
8,688	...	49,404	9 45	Live Stock— Total ...	34,965	...	14,412	11 04	...	1,016	17 52	1,089	...	...
Common Units.				Merchandise General	Tons.				Tons.					
36,054	...	13,395	13 52	Railway material for Capital Works	861,323	...	1,872,963	17 13	48,261	148,636	0 52	...	...	...
813,062	...	1,724,327	16 61	REVENUE STORES—	123,028	...	22,791	0 30	49,014	9,266	14 89	...	...	...
74,014	...	13,524	5 41	1. For all departments (excepting fuel) ...	298,348	...	...	...	70,941	...	...	...	...	...
227,407	...	...	...	2. Fuel ...	201,236	...	...	...	21,553	...	...	...	...	...
179,683	...	...	...	Total ...	1,483,935	...	1,895,754	17 43	189,769	157,902	15 41	...	...	...
1,294,166	...	1,737,852	2 02	TELEGRAPHS—										
...	...	1,791	4 45	Receipts from telegrams despatched at Railway stations ...	...	...	2,160	14 60	...	369	10 15	...	...	...
...	...	1,022	18 00	MISCELLANEOUS—										
...	...	630	6 88	1. Sale of platform licenses	...	...	689	2 00	...	...	...	...	...	333
...	...	986	2 89	2. Rents of buildings	...	...	1,642	1 25	...	1,011	14 37	...	...	...
...	...	487	17 03	3. Private work in shops	...	...	966	10 60	...	...	...	...	...	19
...	...	8,706	3 84	4. Ground rents	...	...	511	13 16	...	23	16 13	...	...	...
...	...	1,773	2 44	5. Sundries	...	...	11,388	19 87	...	2,682	16 03	...	...	...
...	...	40,539	2 40	6. Sale of water	...	...	1,090	11 78	...	...	...	...	...	682
...	...	3,128	2 55	7. Catering receipts	...	...	42,594	5 50	...	2,055	3 10	...	...	...
...	...	...	...	8. Widows and Orphans Pension Fund	...	...	3,012	16 23	...	...	...	...	...	115
...	...	57,273	16 03	Total ...	...	...	61,896	0 39	...	4,622	4 36	...	...	...
...	...	2,126,043	8 94	GRAND TOTAL	...	...	2,314,429	17 93	...	188,366	9 03	...	...	...

## HARBOURS.—Statement of Traffic and Receipts for the year ended 31st December, 1928—Compared with 1927.

1927						1928			INCREASE IN 1928.			DECREASE IN 1928.		
Tons.	Amount.		Particulars.	Tons.	Amount.		Tons.	Amount.		Tons.	Amount.			
	£	S. C.			£	S. C.		£	S. C.		£	S. C.		
			<i>Deep Water Berths—</i>											
143,623	46,784	708	Imports ...	199,781	67,578	12 23	56,158	20,794	5 15	...	...	...	...	
113,355	15,921	005	Exports ...	127,527	28,708	12 80	14,172	12,787	12 75	...	...	...	...	
256,978	62,705	713	Total ...	327,308	96,287	5 03	70,330	33,581	17 50	...	...	...	...	
			<i>Lightered Traffic—</i>											
106,857	16,478	19 63	Imports ...	164,113	25,810	7 25	57,256	9,331	7 72	...	...	...	...	
91,693	5,709	4 81	Exports ...	133,912	15,126	1 68	42,219	9,416	16 87	...	...	...	...	
198,550	22,188	4 44	Total ...	298,025	40,936	9 03	99,475	18,748	4 59	...	...	...	...	
			<i>Port Dues—</i>											
...	25,097	6 40	Light dues, Pilotage and Port dues ...	...	26,710	9 82	...	1,613	3 42	...	...	...	...	
...	1,368	0 50	Dhow Registration, Licences etc., ...	...	1,381	17 50	...	13	17 00	...	...	...	...	
...	103	12 00	Buoys Charges and Survey fees ...	...	375	15 55	...	272	3 55	...	...	...	...	
...	6,470	19 62	Ferries ...	...	8,061	17 60	...	1,590	17 98	...	...	...	...	
...	102	5 00	Ballast ...	...	106	10 00	...	4	5 00	...	...	...	...	
...	85	15 39	Miscellaneous ...	...	729	2 54	...	643	7 15	...	...	...	...	
...	33,227	18 91	Total ...	...	37,365	13 01	...	4,137	14 10	...	...	...	...	
			<i>Miscellaneous—</i>											
...	6,089	6 14	Rents ...	...	1,667	1 47	...	...	...	...	4,422	4 67	...	
...	349	15 96	Licences ...	...	244	17 74	...	...	...	...	104	18 22	...	
...	3,236	5 84	Storage ...	...	5,557	18 95	...	2,321	13 11	...	...	...	...	
...	457	1 46	Cranage ...	...	7,900	17 08	...	7,443	15 62	...	...	...	...	
...	217	10 72	Siding charges and Haulage ...	...	795	4 95	...	577	14 23	...	...	...	...	
...	112	1 14	Weighing and Marking ...	...	682	1 56	...	570	0 42	...	...	...	...	
...	1,810	6 90	Water Supply to Ships ...	...	1,643	13 18	...	...	...	...	166	13 72	...	
...	511	7 59	Electric Lights ...	...	907	19 77	...	396	12 18	...	...	...	...	
...	456	15 64	Maize Reconditioning and Rebagging ...	...	216	8 22	...	...	...	...	240	7 42	...	
...	249	13 50	Passengers' Baggage ...	...	526	6 30	...	276	12 80	...	...	...	...	
...	Dr 324	4 06	Overtime, Port ...	...	1,754	6 74	...	2,078	10 80	...	...	...	...	
...	60	13 56	Jetty fees ...	...	223	8 42	...	162	14 86	...	...	...	...	
...	12	1 10	Miscellaneous ...	...	88	2 58	...	76	1 48	...	...	...	...	
...	13,238	15 49	Total ...	...	22,208	6 96	...	8,969	11 47	...	...	...	...	
...	131,360	5 97	Grand Total...	...	196,797	14 03	...	65,437	8 06	...	...	...	...	

## RAILWAYS.—Working Expenses of 1928 compared with 1927.

1927.

1928.

1927.							1928.																							
1		2		3		4		5		6		A. Maintenance of Way, Works and Stations.							1		2		3		4		5		6	
Amount.		Percentage on receipts.		Percentage of expenditure.		Per mile of line open. 1,166		Per train mile 3,152,983		Per 1,000 goods freight ton miles 262,856									Amount.		Percentage on receipts.		Percentage of expenditure.		Per mile of line open. 1,354		Per train mile 3,557,222		Per 1,000 goods freight ton miles 310,409	
£	s. c.	%	%	£ s. c.	s. c.	s. c.	£ s. c.	s. c.	s. c.								£	s. c.	%	%	£ s. c.	s. c.	s. c.	£ s. c.	s. c.	s. c.	£ s. c.	s. c.	s. c.	
13,100	8 99	0.62	0.93	11 4 70	0 09	1 00				I. General Superintendence—							11,513	19 98	0.50	0.73	8 10 08	0 07	0 74							
14,440	5 46	0.68	1.02	12 7 69	0 09	1 10				(a) Salaries of Chief Engineer, District Engineers and Assistants ..							13,017	9 03	0.56	0.82	9 12 28	0 07	0 85							
19,167	0 35	0.90	1.35	16 8 77	0 12	1 45				(b) Offices .. .. .							19,781	10 12	0.85	1.26	14 12 19	0 11	1 27							
46,707	14 80	2.20	3.30	40 1 16	0 30	3 55				(c) Subordinate Superintendence.. .. .							44,312	19 13	1.91	2.81	32 14 55	0 25	2 66							
48,238	10 75	2.27	3.41	41 7 42	0 31	3 67				Total I ..							56,488	3 30	2.44	3.57	41 14 39	0 32	3 64							
3,046	19 47	0.14	0.21	2 12 26	0 02	0 23				II. Maintenance and Minor Renewals of Permanent Way—							3,394	9 55	0.15	0.21	2 10 14	0 02	0 22							
11,728	5 34	0.55	0.83	10 1 17	0 07	0 89				(1) (a) Maintenance Gangs and Time-keepers (African) .. .. .							11,815	18 87	0.51	0.75	8 14 53	0 07	0 76							
4,789	1 30	0.23	0.34	4 2 15	0 03	0 36				(b) Trolley-men and Chainmen .. .. .							7,083	2 15	0.31	0.45	5 4 62	0 04	0 46							
2,196	17 05	0.10	0.16	1 17 68	0 01	0 17				(c) Establishment .. .. .							4,900	12 63	0.21	0.31	3 12 39	0 02	0 32							
2,854	18 45	0.14	0.20	2 8 97	0 02	0 22				(2) Materials .. .. .							5,582	17 74	0.24	0.35	4 2 47	0 03	0 36							
72,854	12 36	3.43	5.15	62 9 65	0 46	5 54				(3) Ballasting .. .. .							89,265	4 24	3.86	5.64	65 18 54	0 50	5 76							
2,199	6 61	0.10	0.16	1 17 72	0 01	0 17				(4) Repairs to Banks .. .. .							2,235	4 29	0.10	0.14	1 13 02	0 01	0 14							
2,199	6 61	0.10	0.16	1 17 72	0 01	0 17				Total II ..							2,235	4 29	0.10	0.14	1 13 02	0 01	0 14							
5,064	18 30	0.24	0.36	4 6 88	0 03	0 39				III. Repairs to Bridges, etc.—							6,318	17 72	0.27	0.40	4 13 34	0 04	0 41							
7,944	8 07	0.37	0.56	6 16 27	0 05	0 60				(1) Bridges and Culverts (2) Repairs to damages caused by floods							10,166	15 70	0.44	0.64	7 10 17	0 06	0 65							
4,861	16 48	0.23	0.34	4 3 39	0 03	0 37				Total III ..							6,188	5 47	0.27	0.39	4 11 41	0 03	0 40							
17,871	2 85	0.84	1.26	15 6 54	0 11	1 36				IV. Maintenance and Minor Renewals of Station Buildings, etc.—							22,673	18 89	0.98	1.43	16 14 92	0 13	1 46							
4,172	16 33	0.20	0.29	3 11 58	0 03	0 32				(1) Station Buildings and Plant .. .. .							3,821	14 39	0.16	0.24	2 16 45	0 02	0 25							
3,942	7 83	0.18	0.28	3 7 62	0 02	0 30				(2) Staff Quarters .. .. .							4,632	2 09	0.20	0.29	3 8 42	0 03	0 30							
1,951	13 74	0.09	0.14	1 13 48	0 01	0 14				(3) Telegraphs .. .. .							1,640	18 04	0.07	0.10	1 4 24	0 01	0 11							
7,568	16 90	0.36	0.53	6 9 83	0 05	0 58				Total IV ..							7,663	0 05	0.33	0.49	5 13 20	0 04	0 49							
13,521	10 08	0.64	0.96	11 11 93	0 09	1 03				V. Miscellaneous Expenditure—							13,577	1 65	0.59	0.86	10 0 54	0 08	0 87							
4,882	17 27	0.23	0.35	4 3 74	0 03	0 37				(1) Road Making, Bush Clearing and Plantations .. .. .							6,641	14 39	0.29	0.42	4 18 10	0 04	0 43							
36,040	2 15	1.70	2.55	30 18 18	0 23	2 74				(2) Tools and Plant .. .. .							37,976	10 61	1.64	2.40	28 0 95	0 22	2 45							
203	7 50	0.01	0.01	0 3 49	..	0 02				(3) Repairs to Piers and Docks .. .. .							537	2 46	0.02	0.03	0 7 93	..	0 03							
2,330	12 45	0.11	0.17	1 19 98	0 02	0 18				(4) Conservancy .. .. .							2,994	19 11	0.13	0.19	2 4 24	0 02	0 19							
561	17 86	0.02	0.04	0 9 64	..	0 04				(5) New Minor Works .. .. .							824	4 42	0.04	0.05	0 12 17	..	0 05							
178,768	16 58	8.41	12.64	153 6 36	1 13	13 60				(6) Water Supplies.. .. .							200,820	3 15	8.68	12.69	148 6 32	1 13	12 94							
										Total V ..																				
										VI. Estates Officer and Staff .. .. .																				
										VII. Passages of Officials on leave and Repatriation of Asian Labour ..																				
										VIII. Printing and Stationery .. .. .																				
										Grand Total																				

RAILWAYS.—Working Expenses of 1928 compared with 1927.—(contd.).

STATEMENT No. 12.—(Conta.).

1927.

1928.

1		2		3		4		5		6		7		B. Transportation Expenses.													
Amount.		Percentage on receipts.		Percentage of expenditure.		Per mile of line open. 1.166		Per train mile 3,152,983		Per engine mile 3,723,435		Per 1,000 goods freight ton miles 22,856		Amount.		Percentage up receipts.		Percentage of expenditure.		Per mile of line open. 1354		Per train mile 3,557,222		Per engine mile 4,302,048		Per 1,000 goods freight ton miles 310,409	
£	s. c.	%	%	£	s. c.	s. c.	s. c.	s. c.	s. c.	£	s. c.	s. c.	s. c.	£	s. c.	%	%	£	s. c.	s. c.	s. c.	s. c.	s. c.	s. c.	s. c.	s. c.	s. c.
14,852	6 77	0.70	1.05	12 14 76	0 10	0 08	1 13	I.—General Superintendence—																			
1,905	17 03	0.09	0.14	1 12 69	0 01	0 01	0 15	(a) Salaries of Superintendents and Assistants .. .. .																			
								(b) Miscellaneous, including office expenses and equipment, Travelling and House Allowances .. .. .																			
16,758	3 80	0.79	1.19	14 7 45	0 11	0 09	1 28	Total I ..																			
16,651	2 68	0.78	1.18	14 5 61	0 11	0 09	1 27	II.—Offices—																			
1,614	16 53	0.08	0.11	1 7 70	0 01	0 01	0 12	(a) Salaries of office staff .. .. .																			
								(b) Miscellaneous, including office expenses and equipment, Travelling and House Allowances .. .. .																			
18,265	19 21	0.86	1.29	15 13 31	0 12	0 10	1 39	Total II ..																			
121,257	11 07	5.70	8.58	103 19 89	0 77	0 65	9 23	III.—Station and Pier Staffs—																			
20,704	14 19	0.97	1.46	17 15 14	0 13	0 11	1 57	(a) Salaries of Station and Pier Masters, Signallers, Clerks, etc.																			
4,018	18 70	0.19	0.28	3 8 94	0 03	0 02	0 31	(b) Loading and unloading of vessels .. .. .																			
152	9 57	0.01	0.01	0 2 61	0 00	0 00	0 01	(c) Miscellaneous, including Relieving, Travelling and House Allowances .. .. .																			
								(d) Loading and off-loading of trucks .. .. .																			
146,133	13 53	6.87	10.33	125 6 58	0 93	0 78	11 12	Total III ..																			
3,619	1 76	0.17	0.26	3 2 08	0 03	0 02	0 28	IV.—Running Shed Staff—																			
11,465	6 27	0.54	0.81	9 16 66	0 07	0 06	0 87	(a) Salaries of Foremen, Assistants and Clerks .. .. .																			
132	2 92	0.01	0.01	0 2 27	..	..	0 01	(b) Salaries of fueling, cleaning and care of engine staff .. .. .																			
								(c) Miscellaneous, including office expenses and equipment, Travelling and House Allowances .. .. .																			
15,216	10 95	0.72	1.08	13 1 01	0 10	0 08	1 16	Total IV. ..																			
56,721	3 64	2.67	4.01	48 12 92	0 36	0 30	4 32	V.—Running Staff—																			
1,990	10 12	0.09	0.14	1 14 14	0 01	0 01	0 15	(a) Salaries of Guards, Drivers, Firemen, etc. . . . .																			
38,826	2 43	1.83	2.75	33 5 97	0 25	0 21	2 95	(b) Miscellaneous, including Travelling and House Allowances .. .. .																			
								(c) Overtime and trip allowances .. .. .																			
97,537	16 19	4.59	6.90	83 13 03	0 62	0 52	7 42	Total V. ..																			
56,215	4 31	2.64	3.98	48 4 24	0 36	0 30	4 28	VI.—Fuel, total quantity consumed—																			
64,972	4 30	3.06	4.59	55 14 45	0 41	0 35	4 94	1. Coal, 42,035 tons .. .. .																			
28,157	4 31	1.32	1.99	24 2 97	0 18	0 15	2 14	2. Wood fuel, 125,595 tons .. .. .																			
								3. Oil fuel, 12,965 tons .. .. .																			
149,344	12 92	7.02	10.56	128 1 66	0 95	0 80	11 36	Total VI. ..																			
443,256	16 60	20.85	31.35	380 3 04	2 83	2 37	33 73	Total carried forward ..																			



## RAILWAYS.—Working Expenses of 1928 compared with 1927.—(contd.).

1927.									1928.																			
1			2			3			4			5			6			7										
Amount.			Percentage on receipts.	Percentage of expenditure.	Per mile of line open.		Per train mile	Per engine mile	Per 1,000 goods freight ton miles	B. Transportation Expenses.—(concl'd).			Amount.			Percentage on receipts.	Percentage of expenditure.	Per mile of line open.		Per train mile	Per engine mile	Per 1,000 goods freight ton miles						
£	s.	c.	%	%	£	s.	c.	s.	c.	s.	c.	s.	c.	£	s.	c.	%	%	£	s.	c.	s.	c.					
443,256	16	60	20.85	31.35	380	3	04	2	83	2	37	33	73	Total brought forward ..	492,449	14	97	21.28	31.13	363	14	00	2	76	2	29	31	73
11,492	7	38	0.54	0.81	9	17	12	0	07	0	06	0	87	VII.—Water, including wages .. .. .	16,841	13	23	0.73	1.06	12	8	77	0	09	0	08	1	08
1,285	14	97	0.06	0.09	1	2	06	0	01	0	01	0	09	VIII.—Cleaning and Oiling of Carriages and Wagons, excluding repairs—	1,643	0	30	0.07	0.11	1	4	27	0	01	0	01	0	11
608	3	87	0.03	0.04	0	10	43	..	..	..	..	0	05	(a) Wages .. .. .	825	5	28	0.04	0.05	0	12	19	..	..	..	0	05	
1,893	18	84	0.09	0.13	1	12	49	0	01	0	01	0	14	(b) Materials .. .. .	2,468	5	58	0.11	0.16	1	16	46	0	01	0	01	0	16
4,967	14	97	0.23	0.35	4	5	21	0	03	0	03	0	38	Total VIII. ..	6,356	5	95	0.27	0.40	4	13	89	0	03	0	03	0	41
3,421	18	89	0.16	0.24	2	18	70	0	02	0	02	0	27	IX.—Station Stores (Fuel, Lighting, Water, etc.)—	6,780	0	83	0.29	0.43	5	0	15	0	04	0	03	0	43
1,507	5	41	0.07	0.11	1	5	85	0	01	0	01	0	11	(a) Fires, Lights, Water and General Stores for Carriages, Stations, Ports, Offices, etc. .. .. .	2,900	16	91	0.13	0.18	2	2	85	0	02	0	01	0	19
307	4	95	0.02	0.02	0	5	27	..	..	..	..	0	02	(b) Wagon covers, ropes, etc. .. .. .	119	12	50	0.01	0.01	0	1	77	..	..	..	..	0	01
10,204	4	22	0.48	0.72	8	15	03	0	06	0	06	0	78	(c) Office and Station fittings and furniture .. .. .	16,156	16	19	0.70	1.02	11	18	66	0	09	0	07	1	04
10,327	10	52	0.49	0.73	8	17	14	0	07	0	06	0	78	(d) Watch and Clockmakers .. .. .	13,603	13	38	0.59	0.86	10	0	94	0	08	0	06	0	88
2,050	5	01	0.10	0.15	1	15	17	0	01	0	01	0	16	Total IX ..	2,672	16	13	0.11	0.17	1	19	48	0	02	0	01	0	17
7,587	1	70	0.36	0.54	6	10	14	0	05	0	04	0	58	X.—Running Stores—	10,087	19	53	0.44	0.64	7	9	01	0	07	0	05	0	65
762	2	94	0.03	0.05	0	13	07	..	..	..	..	0	06	Tools and Plant. oil, tallow, waste, etc. .. .. .	1,364	19	62	0.06	0.09	1	0	16	0	01	0	01	0	09
19,145	4	75	0.90	1.35	16	8	39	0	12	0	11	1	45	XI.—Clothing .. .. .	24,002	9	47	1.04	1.52	17	14	55	0	13	0	11	1	55
8	3	80	0.00	0.00	0	0	14	..	..	..	..	..	..	(a) Salaries of Catering Manager, Assistant and Staff ..	703	3	37	0.03	0.04	0	10	38	..	..	..	..	0	04
..	..	..	..	..	..	..	..	..	..	..	..	..	..	(b) Equipment .. .. .	722	13	70	0.03	0.04	0	10	68	..	..	..	..	0	05
27,502	13	19	1.29	1.94	23	11	74	0	17	0	15	2	09	(c) Stores, Liquors, Licences .. .. .	36,881	5	69	1.60	2.33	27	4	78	0	21	0	17	2	38
3,381	11	45	0.16	0.24	2	18	00	0	02	0	02	0	26	(d) Laundry and Disinfector .. .. .	3,202	1	65	0.14	0.20	2	7	29	0	02	0	02	0	20
7,056	8	38	0.33	0.50	6	1	04	0	04	0	04	0	54	(e) Mineral Factory and Ice Plant .. .. .	9,574	7	51	0.41	0.61	7	1	42	0	06	0	05	0	62
6,171	9	63	0.29	0.44	5	5	86	0	04	0	03	0	47	Total XII. ..	8,718	12	12	0.37	0.55	6	8	78	0	05	0	04	0	56
523,337	5	22	24.62	37.01	448	16	63	3	32	2	81	39	82	XIII.—Claims Investigation and Compensation .. .. .	602,569	6	45	26.04	38.09	445	0	58	3	39	2	80	38	82
														XIV.—Printing and Stationery .. .. .														
														*XV.—Passages of Officials on leave and repatriation of Asian labour .. .. .														
														GRAND TOTAL ..														

## RAILWAYS.—Working Expenses of 1928 compared with 1927.—(contd.).

1927.

1928.

1927.									1928.																								
1		2		3		4		5		6		7		C. Maintenance of Engines and Rolling Stock.																			
Amount.		Percentage on receipts.		Percentage of expenditure.		Per mile of line open. 1,166		Per train mile 3,152,983		Per engine mile 3,723,435		Per 1,000 goods freight ton miles 262,856		Amount.		Percentage on receipts.		Percentage of expenditure.		Per mile of line open. 1,354		Per train mile 3,557,222.		Per engine mile 4,302,048		Per 1,000 goods freight ton miles 310,409							
£	s. d.	%	%	£	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	£	s. d.	%	%	£	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.						
4,647	18 79	0.22	0.33	3 19 72	0 03	0 02	0 36	I. General Superintendence—									4,577	11 62	0.20	0.28	3 7 62	0 03	0 02	0 30									
11,138	15 02	0.52	0.79	9 11 06	0 07	0 06	0 85	(a) Salaries of Mechanical Engineer, Workshop Manager and Assistants									12,596	13 93	0.54	0.80	9 6 7	0 07	0 06	0 81									
8,681	6 06	0.41	0.61	7 8 91	0 06	0 05	0 66	(b) Subordinate Superintendence .. .. .									9,457	18 32	0.41	0.60	6 19 70	0 05	0 04	0 61									
24,467	19 87	1.15	1.73	20 19 69	0 16	0 13	1 87	(c) Offices .. .. .									26,632	3 88	1.15	1.68	19 13 39	0 15	0 12	1 72	Total I ..								
									II. Maintenance of Engines—																								
51,359	13 41	2.42	3.63	44 0 96	0 32	0 28	3 90	(1) Wages .. .. .									61,669	1 59	2.66	3.90	45 10 92	0 35	0 29	3 97									
26,382	17 05	1.24	1.87	22 12 54	0 17	0 14	2 01	(2) Materials .. .. .									29,815	2 89	1.29	1.88	22 0 40	0 17	0 14	1 92									
77,742	10 46	3.66	5.50	66 13 50	0 49	0 42	5 91										91,484	4 48	3.95	5.78	67 11 32	0 52	0 43	5 89	Total II ..								
									III. Maintenance of Coaching Stock—																								
13,834	1 83	0.65	0.98	11 17 29	0 09	0 08	1 05	(1) Wages .. .. .									18,174	17 75	0.79	1.15	13 8 46	0 10	0 08	1 17									
9,963	6 04	0.47	0.70	8 10 90	0 06	0 05	0 76	(2) Materials .. .. .									10,926	10 01	0.47	0.69	8 1 40	0 06	0 05	0 70									
23,797	7 37	1.12	1.68	20 8 19	0 15	0 13	1 81										29,101	7 76	1.26	1.84	21 9 86	0 16	0 13	1 87	Total III ..								
									IV. Maintenance of Goods Stock—																								
21,224	1 57	1.00	1.50	18 4 05	0 13	0 11	1 61	(1) Wages .. .. .									23,439	17 73	1.01	1.48	17 6 23	0 13	0 11	1 51									
18,801	9 53	0.88	1.33	16 2 49	0 12	0 10	1 43	(2) Materials .. .. .									19,785	19 84	0.85	1.25	14 12 26	0 11	0 09	1 27									
40,025	11 10	1.88	2.83	34 6 54	0 25	0 21	3 04										43,225	17 57	1.86	2.73	31 18 49	0 24	0 20	2 78	Total IV ..								
10,364	0 32	0.49	0.73	8 17 77	0 07	0 05	0 79										12,832	16 98	0.56	0.81	9 9 55	0 07	0 06	0 83	V. Maintenance of Machinery, Tools, Plant, Pumps, etc. ..								
1,305	19 94	0.06	0.09	1 2 40	0 01	0 01	0 10										906	12 38	0.04	0.06	0 13 39	0 01	..	0 06	VI. Training African Apprentices .. .. .								
334	4 32	0.02	0.02	0 5 73	..	..	0 03										444	2 2	0.02	0.03	0 6 56	..	..	0 03	VII. Printing and Stationery .. .. .								
3,047	3 58	0.14	0.22	2 12 27	0 02	0 02	0 23										2,925	7 83	0.13	0.18	2 3 21	0 02	0 01	0 19	VIII. Passages of Officials on leave and Repatriation of Asian Labour .. .. .								
181,084	17 46	8.52	12.80	155 6 09	1 15	0 97	13 78	Grand Total									207,552	12 90	8.97	13.11	153 5 77	1 17	0 95	13 37									

## RAILWAYS.—Working Expenses of 1928 compared with 1927.—(contd.)

1927.

1928.

1927.						1928.																		
1		2		3		4		5		6		D.												
Amount.		Percentage on receipts.		Percentage of expenditure.		Per mile of line open.		Per train mile.		Per 1,000 goods freight ton miles.		Amount.		Percentage on receipts.		Percentage of expenditure.		Per mile of line open.		Per train mile.		Per 1,000 goods freight ton		
						1,166		3,152,983		262,856								1,354		3,517,222		262,856		
£	s. c.	%	%	£	s. c.	s. c.	s. c.	s. c.	£	s. c.	%	%	£	s. c.	s. c.	s.	£	s. c.	%	%	£	s. c.	s. c.	s.
3,765	3 11	0.18	0.27	3 4 58	0 02	0 29							2,685	5 06	0.12	0.17	1 19 66	0 02	0					
728	19 21	0.03	0.05	0 12 50	0 01	0 06							673	5 71	0.03	0.04	0 9 95	0 00	0					
1,898	5 26	0.09	0.13	1 12 56	0 01	0 14							2,142	13 38	0.09	0.14	1 11 65	0 01	0					
6,392	7 58	0.30	0.45	5 9 64	0 04	0 49							5,501	4 15	0.24	0.35	4 1 26	0 03	0					
7,426	8 14	0.35	0.52	6 7 38	0 05	0 57							5,083	19 60	0.22	0.32	3 15 10	0 03	0					
6,640	4 35	0.31	0.47	5 13 90	0 04	0 50							5,617	18 15	0.24	0.36	4 2 98	0 03	0					
945	17 93	0.05	0.07	0 16 22	0 01	0 07							436	7 47	0.02	0.03	0 6 44	0 00	0					
15,012	10 42	0.71	1.06	12 17 50	0 10	1 14							11,138	5 22	0.48	0.71	8 4 52	0 06	0					
4,145	15 93	0.20	0.29	3 11 11	0 03	0 32							4,760	19 87	0.21	0.30	3 10 33	0 03	0					
4,000	11 43	0.19	0.28	3 8 62	0 02	0 30							4,869	16 78	0.21	0.31	3 11 93	0 03	0					
36,875	0 52	1.73	2.61	31 12 51	0 23	2 80							40,295	0 88	1.74	2.55	29 15 20	0 23	2					
3,605	2 27	0.17	0.26	3 1 84	0 02	0 28							4,097	11 34	0.18	0.26	3 0 53	0 02	0					
808	3 96	0.04	0.06	0 13 86	0 01	0 06							968	17 94	0.04	0.06	0 14 31	0 01	0					
1,754	3 71	0.08	0.12	1 10 09	0 01	0 13							2,008	1 17	0.08	0.12	1 9 66	0 01	0					
51,188	17 82	2.41	3.62	43 18 03	0 32	3 89							57,000	7 98	2.46	3.60	42 1 96	0 33	3					
11,497	1 13	0.54	0.81	9 17 21	0 07	0 88							13,493	9 75	0.58	0.86	9 19 31	0 08	0					
3,163	9 12	0.15	0.23	2 14 26	0 02	0 24							3,083	3 30	0.13	0.19	2 5 54	0 02	0					
4,184	8 85	0.20	0.30	3 11 77	0 03	0 32							6,362	4 33	0.28	0.40	4 13 98	0 03	0					
2,654	14 82	0.12	0.19	2 5 54	0 02	0 20							2,584	3 13	0.11	0.16	1 18 17	0 01	0					
94,093	9 74	4.43	6.66	80 13 95	0 60	7 16							99,162	17 84	4.28	6.27	73 4 74	0 56	6					

## RAILWAYS.—Working Expenses of 1928 compared with 1927.—(contd.)

1927.

1928.

1927.					1928.									
1		2	3	4	E.					1		2	3	4
Amount.		Percentage on receipts.	Percentage of expenditure.	Per 1000 goods freight ton miles 28,201.	Steamer Services.					Amount.		Percentage on receipts.	Percentage of expenditure.	Per 1000 goods freight ton miles 23,513.
£	s. c.	%	%	S. C.						£	s. c.	%	%	S. C.
3,911	2 00	0.18	0.28	2 77	I.—General Superintendence.—					3,852	3 72	0.17	0.24	3 28
3,307	6 36	0.16	0.23	2 35	(a) Controlling Superintendence ...					3,127	16 05	0.13	0.20	2 66
7,218	8 36	0.34	0.51	5 12	Total I ...					6,979	19 77	0.30	0.44	5 94
709	7 10	0.03	0.05	0 50	II.—Subordinate Superintendence.—					753	9 00	0.03	0.05	0 64
22,465	9 20	1.06	1.59	15 93	III.—Running Expenses.—					19,226	15 11	0.83	1.21	16 35
17,688	4 75	0.83	1.25	12 54	(a) Superintendence ...					18,361	18 08	0.79	1.17	15 62
407	15 07	0.02	0.03	0 29	(b) Salaries of Tug Masters, Engineers, Steamer Clerks, etc. ...					370	4 22	0.02	0.02	0 32
40,556	9 02	1.91	2.87	28 76	(c) Miscellaneous, including Office Expenses Travelling and House allowances ...					37,958	17 41	1.64	2.40	32 29
15,870	3 83	0.75	1.12	11 25	IV.—Maintenance.—					17,411	2 10	0.75	1.10	14 81
807	12 18	0.04	0.06	0 57	(a) Ships ...					886	15 49	0.04	0.06	0 75
47	18 38	...	...	0 03	(b) Machinery in Shops ...					312	11 78	0.01	0.02	0 27
515	8 50	0.02	0.04	0 37	(c) Tools and Plants ...					355	18 40	0.02	0.02	0 30
586	6 45	0.03	0.04	0 42	(d) Training of African Apprentices ...					...	...	...	...	...
17,827	9 32	0.84	1.26	12 64	(e) Working Water Pump ...					18,966	7 77	0.82	1.20	16 13
1,844	8 48	0.09	0.13	1 31	V.—Equipment.—					2,187	0 12	0.09	0.14	1 86
23,622	8 09	1.11	1.67	16 75	General Stores, ropes, tarpaulins, Office fittings and furniture ...					23,324	8 97	1.01	1.47	19 84
452	15 55	0.02	0.03	0 32	VI.—Fuel.—					22,453	3 02	0.97	1.42	19 10
24,074	18 64	1.13	1.70	17 07	(a) Fuel ... { Wood 12,141 tons } ... { Oil 1,140,495 galls. } ...					871	5 95	0.04	0.05	0 74
1,507	0 33	0.07	0.11	1 07	(b) Labour ...					1,507	11 86	0.07	0.10	1 28
17	17 68	...	...	0 01	Total VI ...					146	7 32	0.01	0.01	0 13
2,438	3 57	0.11	0.17	1 73	VII.—Oil, Tallow, etc. ...					2,472	2 54	0.11	0.16	2 10
323	12 12	0.02	0.02	0 23	VIII.—New Minor Works ...					2,472	2 54	0.11	0.16	2 10
491	4 51	0.02	0.04	0 35	IX.—Maintenance of Channels & Upkeep of Lights.—					724	19 45	0.03	0.04	0 62
3,253	0 20	0.15	0.23	2 31	(a) Channels ...					105	4 68	0.00	0.00	0 09
2,395	14 16	0.11	0.17	1 70	(b) Lights ...					133	17 54	0.01	0.01	0 12
601	5 30	0.03	0.04	0 43	(c) Survey ...					485	17 23	0.02	0.03	0 41
9,164	2 79	0.43	0.65	6 50	Total IX ...					10,697	10 11	0.46	0.67	9 10
12,161	2 35	0.57	0.86	8 63	X.—Catering.—					2,559	6 68	0.11	0.16	2 17
374	16 57	0.02	0.03	0 27	(a) Salaries and wages of staff ...					536	8 05	0.02	0.03	0 46
3,288	7 01	0.16	0.23	2 33	(b) Equipment ...					7,601	15 38	0.33	0.48	6 47
112,833	5 56	5.31	7.98	80 02	(c) Stores, Liquors, licences, etc. ...					10,697	10 11	0.46	0.67	9 10
					XI.—Printing and Stationery ...					344	18 66	0.01	0.02	0 29
					XII.—Passages of Officials on leave and Repatriation of Asian Labour ...					2,472	2 54	0.11	0.16	2 10
					Grand Total ...					106,063	12 98	4.58	6.70	90 22

## RAILWAYS.—Working Expenses of 1928 compared with 1927.—(contd.)

1927.

1928.

1		2		3		4		F. Motor Services.	1		2		3		4	
Amount.		Percentage on receipts.		Percentage of expenditure.		Per 1,000 goods freight ton miles 654			Amount.		Percentage on receipts.		Percentage of expenditure.		Per 1,000 goods freight ton miles 702	
£.	s. c.	%	%	s. c.	£.	s. c.	%		%	s. c.						
751	13 41	0·04	0·05	22	99	I.—Superintendence.—		699	16 67	0·03	0·04	19	94	Salary of Motor Transport Officer and Office Expenses		
266	9 57	0·01	0·02	8	15	II.—Office.—		283	6 61	0·01	0·02	8	07	Salaries of Clerks ...		
403	14 08	0·02	0·03	12	34	III.—Station Staff.—		394	11 30	0·02	0·03	11	24	Salaries of Clerks and Labour, etc., including office Expenses ...		
1,313	4 03	0·06	0·09	40	16	IV.—Running Expenses.—		1,426	2 01	0·06	0·09	40	63	(a) Drivers and Guards ...		
6,672	12 72	0·31	0·47	204	06			7,594	18 43	0·33	0·48	216	38	(b) Stores ...		
7,985	16 75	0·37	0·56	244	22	Total IV ...		9,021	0 44	0·39	0·57	257	61			
2,646	2 59	0·12	0·19	80	92	V.—Maintenance of Cars.—		3,008	2 20	0·13	0·19	85	70	(a) Salaries of Motor Mechanics ...		
2,499	16 93	0·12	0·18	76	45			827	16 00	0·04	0·05	23	58	(b) Stores and Materials ...		
5,145	19 52	0·24	0·37	157	37	Total V ...		3,835	18 20	0·17	0·24	109	28			
131	2 78	0·01	0·01	4	01	VI.—Passages of officials on leave		289	3 49	0·01	0·02	8	24			
14,684	16 11	0·69	1·04	449	08	Grand Total ...		14,523	16 11	0·63	0·92	413	78			

## RAILWAYS.—Working Expenses of 1923 compared with 1927.—(concl.)

1927.

1928.

1927.						1928.																							
1			2		3	4			5		6		G. Miscellaneous Expenditure.	1			2		3	4			5		6				
Amount.			Percentage on receipts.		Percentage of expenditure.	Per mile of line open.			Per train mile		Per 1,000 goods freight ton miles			Amount.			Percentage on receipts.		Percentage of expenditure.	Per mile of line open.			Per train mile		Per 1,000 goods freight ton miles				
£	s.	c.	%	%	£	s.	c.	s.	c.	s.	c.	£		s.	c.	%	%	£	s.	c.	s.	c.	s.	c.					
					1,166					3,152,983																			
26,144	3	09	1.23	1.85	22	8	44	0	17		1	99					27,172	5	06	1.17	1.72	20	1	36	0	15		1	75
688	12	51	0.03	0.05	0	11	81	0	00		0	05					688	5	86	0.03	0.04	0	10	32	0	00		0	04
1,476	12	13	0.07	0.11	1	5	33	0	01		0	11					1,271	13	75	0.05	0.08	0	18	78	0	01		0	08
3,871	16	63	0.18	0.27	3	6	41	0	02		0	29					5,256	10	95	0.23	0.33	3	17	65	0	03		0	34
10,616	14	85	0.50	0.75	9	2	11	0	07		0	81					11,255	5	57	0.49	0.71	8	6	25	0	07		0	73
2,159	18	76	0.10	0.15	1	17	05	0	01		0	17					16,390	5	34	0.71	1.04	12	2	10	0	09		1	06
972	9	69	0.05	0.07	0	16	68	0	04		0	08					2	10	00	...	...	0	0	04	...	...		...	...
53	7	50	...	...	0	0	91	...	...		...	...					...	...	...	...	...	...	...	...	...		...	...	
45,983	15	16	2.16	3.25	39	8	74	0	29		3	50					62,046	16	53	2.68	3.92	45	16	50	0	35		4	00
													Total ...																

## HARBOURS.—Working Expenses of 1928 compared with 1927.

1927			1928			
Amount.			Particulars.	Amount.		
£	S.	C.		£	S.	C.
			<i>Abstract (A)—Docks, Harbours, Jetties, Wharves and Quays—</i>			
23	13	73	1. Dredging... ..	22	16	00
103	17	28	2. Jetties, Wharves and Quays ...	652	17	76
...	...	...	3. Breakwaters and Sea Walls ...	...	...	...
215	9	58	4. Fenders, Floats etc. ...	9	10	05
282	17	23	5. Lighting and Buoying ...	510	10	59
2,356	0	99	6. Ferries ... ..	3,113	7	88
107	12	54	7. Moorings ... ..	196	18	03
1,284	19	51	8. Roads and open spaces ...	760	3	47
			9. Buildings and Grounds—			
1,131	6	24	(a) Port Buildings ... ..	1,061	1	81
563	2	51	(b) Staff Quarters ... ..	722	1	71
1,694	8	75	Total (9) ...	1,783	3	52
1,465	11	28	10. Conservancy ... ..	1,286	18	18
			11. Miscellaneous—			
929	14	59	(a) Lighting ... ..	1,048	9	85
299	5	92	(b) Boats, Barges and pontoons.	384	1	70
...	...	...	(c) Surveying ... ..	...	...	...
184	2	84	(d) Coast Lights ... ..	769	0	95
1,413	3	35	Total (11) ...	2,201	12	50
8,947	14	24	Total (A) ...	10,537	17	98
			<i>Abstract (B)—Marine Working—</i>			
4,932	17	69	1. Port Captain, Assistant and Pilots, etc. ..	5,482	5	82
3,839	1	77	2. Office Expenses ... ..	2,155	4	05
72	2	12	3. Uniforms and waterproof clothing.	162	7	36
187	18	79	4. Ropes, springs, flags, stores, etc. ...	245	4	92
...	...	...	5. Life saving apparatus ... ..	...	...	...
9,032	0	37	Total (B) ...	8,045	2	15

## HARBOURS.—Working Expenses of 1928 compared with 1927.—(contd.).

1927				1928		
Amount.			Particulars.	Amount.		
£	S.	C.		£	S.	C.
135	13	21	<i>Abstract (C) Water</i> ... ..	94	6	53
7,537	19	71	<i>Abstract (D) Tugs, Launches and Lighters</i>	9,535	11	31
12,106	8	00	<i>Abstract (E) Cranes and Mechanical Appliances</i> ... ..	15,718	17	20
...	...	...	<i>Abstract (F) Ballast</i> ... ..	...	...	...
...	...	...	<i>Abstract (G) Dry Docks and Slips</i> ...	..	...	...
			<i>Abstract (H) Shore Working—</i>			
1,546	15	97	1. Yard working (supervising) ...	1,945	7	65
244	1	44	2. Office Expenses ... ..	178	8	63
495	19	83	3. Yard Staff ... ..	554	1	33
6,822	1	99	4. Locomotive charges ... ..	7,575	4	36
1,795	19	26	5. Maintenance of Lines ... ..	2,041	10	93
4,832	0	00	6. Maintenance of Engines and Rolling stock ... ..	2,648	9	47
			7. Landing and Shipping cargo—			
2,092	17	58	(a) Salaries of cargo foremen ...	2,027	14	37
2,199	13	97	(b) Wages of clerks ... ..	2,655	19	78
328	13	65	(c) Contract Cargo Handling ...	2,117	14	31
...	...	...	(d) Railway Truck Hire ... ..	80	19	43
3	16	80	(e) Claims ... ..	194	12	39
4,625	2	00	Total (7) ... ..	7,077	0	28
			8. Miscellaneous ... ..			
553	1	00		509	16	19
20,915	1	49	Total (H) ... ..	22,529	18	84



## HARBOURS.—Working Expenses of 1928 compared with 1927.—(concl'd).

1927			1928			
Amount.			Particulars.	Amount.		
£	S.	C.		£	S.	C.
			<i>Abstract (I) General Charges—</i>			
...	...	...	1. Expenses of Administration and Management ... ..	3,500	3	75
...	...	...	2. Port Advisory Board ... ..	417	3	44
			3. Superintendence—			
1,826	15	26	(a) Port Manager and Assistants	2,017	2	72
2,007	9	08	(b) Office expenses ... ..	3,081	14	01
3,834	4	34	Total (3) ... ..	5,098	16	73
			4. Accounts—			
689	13	34	(a) Headquarter Supervision and Port Accountant ... ..	813	0	00
1,291	10	58	(b) Office expenses ... ..	2,268	4	85
1,981	3	92	Total (4) ... ..	3,081	4	85
1,535	5	41	5. Watch and Ward ... ..	2,021	7	78
...	...	...	6. Unclassified expenditure ... ..	895	15	74
7,350	13	67	Total (I) ... ..	15,014	12	29
			<i>Abstract (J) Miscellaneous Expenditure—</i>			
767	18	20	1. Provident Fund ... ..	1,053	9	14
274	12	98	2. Medical Services ... ..	356	18	23
1,618	19	99	3. Passages of Officials on leave ..	1,003	2	68
...	...	...	4. Pension and Gratuities ... ..	13	10	36
...	...	...	5. Educational Grants ... ..	42	12	50
2,661	11	17	Total (J) ... ..	2,469	12	91

## RAILWAYS.—Comparison between Estimates and Expenditure, 1928.

## ABSTRACT (A).

Particulars.	Esti- mate.	Expendi- ture.	Saving.	Ex- cess	REMARKS.
	£	£	£	£	
<b>I. General Superintendence.—</b>					
(a) Salaries of Chief Engineer, District Engineers, and Assistants ...	13,954	11,514	2,440	...	
(b) Offices ...	14,303	13,017	1,286	...	
(c) Subordinate superintend- ence ...	22,838	19,781	3,057	...	
Total I ...	51,095	44,312	6,783	...	
<b>II. Maintenance &amp; minor Renewals of Permanent Way.—</b>					
(1) (a) Maintenance gangs and timekeepers (African)	64,587	56,488	8,099	...	
(1) (b) Trolley men and chainmen	3,570	3,395	175	...	
(1) (c) Establishment ...	12,939	11,816	1,123	...	
(2) Materials ...	14,000	7,083	6,917	...	
(3) Ballasting ...	4,000	4,901	...	901	Provision insufficient.
(4) Repairs to banks ...	7,000	5,583	1,417	...	
Total II ...	106,096	89,266	16,830	...	
<b>III. Repairs to bridges, &amp;c.—</b>					
(1 & 2) { Bridges and culverts ... } { Repairs to damages caused by floods ... }	6,290	2,235	4,055	...	
Total III ...	6,290	2,235	4,055	...	
<b>IV. Maintenance &amp; minor Renewals of Station buildings, &amp;c.—</b>					
(1) Station buildings and Plant...	5,800	6,319	...	519	} Provision insufficient.
(2) Staff quarters ...	8,700	10,167	...	1,467	
(3) Telegraphs ...	6,434	6,188	246	...	
Total IV ...	20,934	22,674	...	1,740	
<b>V. Miscellaneous Expenditure.—</b>					
(1) Road making, bush clearing and Plantations ...	4,680	3,822	858	...	
(2) Tools and plant ...	5,045	4,632	413	...	
(3) Repairs to piers & docks ...	2,200	1,641	559	...	
(4) Conservancy ...	10,130	7,663	2,467	...	
(5) New minor works ...	13,000	13,577	...	577	} Due to unforeseen necessary works.
(6) Water supplies ...	5,375	6,642	...	1,267	
Total V ...	40,430	37,977	2,453	...	
VI. Estates Officer and Staff ...	836	537	299	...	
VII. Passages of Officials on leave and Repatriation of Asian labour ...	2,900	2,995	...	95	Underestimated.
VIII. Printing and Stationery ...	970	824	146	...	
Grand Total ...	229,551	200,820	28,731	...	Due to general economy.

## RAILWAYS.—Comparison between Estimates and Expenditure, 1923.

## ABSTRACT (B).

Particulars.	Estimate.	Expenditure.	Saving.	Excess.	REMARKS.
<b>I. General Superintendence.—</b>	£	£	£	£	
(a) Salaries of Superintendent and Assistants ...	16,561	17,530	...	969	Due to Acting Allowances.
(b) Travelling, house allowances and Contingencies ...	3,000	2,124	876	...	
<b>Total I</b> ...	19,561	19,654	...	93	
<b>II. Offices.—</b>					
(a) Salaries of office staff ...	21,676	19,020	2,656	...	
(b) Travelling, house allowances and Contingencies ...	2,100	1,960	140	...	
<b>Total II</b> ...	23,776	20,980	2,796	...	
<b>III. Station and Pier Staffs.—</b>					
(a) Salaries of Station and Pier Masters, Signallers, Clerks, etc., etc. ...	143,205	120,091	23,114	...	
(b) Loading and unloading of vessels ...	27,000	16,564	10,436	...	
(c) Relieving, Travelling, house allowances and Contingencies ...	3,952	3,804	148	...	
(d) Loading and unloading of Trucks ...	...	11,477	...	11,477	No provision was made in the estimate
<b>Total III</b> ...	174,157	151,936	22,221	...	
<b>IV. Running Shed Staff.—</b>					
(a) Salaries of Foremen, Assistants, and Clerks ...	4,083	4,442	...	359	Provision insufficient. } Due to increased services.
(b) Salaries of Fuelling Cleaning and care of engine staff ...	11,676	13,371	...	1,695	
(c) Travelling, house allowances and Contingencies ...	234	240	...	6	
<b>Total IV</b> ...	15,993	18,053	...	2,060	
<b>V. Running Staff.—</b>					
(a) Salaries of Guards, Drivers, firemen, etc. ...	60,674	60,572	102	...	
(b) House allowance and contingencies ...	1,320	2,110	...	790	Underestimated.
(c) Overtime and trip allowances ...	45,100	42,213	2,887	...	
<b>Total V</b> ...	107,094	104,895	2,199	...	
<b>VI. Fuel</b> ...	160,000	176,930	...	16,930	Due to increased consumption of oil fuel and
<b>VII. Water, including wages of pumping staff</b> ...	11,000	16,842	...	5,842	Provision insufficient.
<b>VIII. Cleaning of Carriages and Wagons</b>					
(a) Wages ...	1,450	1,643	...	193	Increased services.
(b) Materials ...	1,050	825	225	...	
<b>Total VIII</b> ...	2,500	2,468	32	...	
<b>IX. Station Stores (Fuel, Lighting, Water, etc).—</b>					
(a) Fires, Lights, Water and General Stores for Carriages, stations, Ports, offices, etc. ...	6,080	6,356	...	276	Provision insufficient
(b) Wagon covers, ropes, etc. ...	7,200	6,780	420	...	
(c) Office and station fittings and furniture ...	2,600	2,901	...	301	Underestimated.
(d) Watch and Clockmakers ...	120	120	...	...	
<b>Total IX</b> ...	16,000	16,157	...	157	
<b>X. Running Stores.—</b>					
Tools and Plant, oil, tallow, waste, etc. ...	13,500	13,604	...	104	Provision insufficient.
<b>XI. Clothing</b> ...	2,700	2,673	27	...	
<b>XII. Catering.—</b>					
(a) Salaries of Catering Manager, Assistant and staff ...	9,418	10,088	...	670	} Due to increased services.
(b) Equipment ...	1,200	1,365	...	165	
(c) Stores, Liquors, Licences ...	21,000	24,002	...	3,002	
(d) Laundry and Disinfector ...	960	703	257	...	
(e) Mineral factory and ice plant ...	870	723	147	...	
<b>Total XII</b> ...	33,448	36,881	...	3,433	
<b>XIII. Claims investigation and Compensation</b> ...	5,000	3,202	1,798	...	
<b>XIV. Printing and Stationery</b> ...	10,000	9,575	425	...	
<b>XV. Passages of officials on leave and Repatriation of Asian Labour</b> ...	4,500	8,719	...	4,219	Underestimated.
<b>GRAND TOTAL</b> ...	599,229	602,569	...	3,340	Due chiefly to insufficient provision in fuel vote.

## RAILWAYS.—Comparison between Estimates and Expenditure, 1928.

## ABSTRACT (C.)

Particulars.	Estimate.	Expenditure.	Saving.	Excess.	REMARKS.
	£	£	£	£	
<b>I. General Superintendence.—</b>					
(a) Salaries of Mechanical Engineer and Workshop Manager and Assistants	4,420	4,578	...	158	Due to Acting Allowance for Workshop Accountant and Leave Allowance to Senior Foreman.
(b) Subordinate Superintendence ... ..	12,646	12,597	49	...	
(c) Offices ... ..	9,891	9,458	433	...	
<b>Total I ...</b>	<b>26,957</b>	<b>26,633</b>	<b>324</b>	<b>...</b>	
<b>II. Maintenance of Engines.—</b>					
(1) Wages ... ..	57,088	61,669	...	4,581	Provision insufficient.
(2) Materials ... ..	32,812	29,815	2,997	...	
<b>Total II ...</b>	<b>89,900</b>	<b>91,484</b>	<b>...</b>	<b>1,584</b>	
<b>III. Maintenance of Coaching Stock.—</b>					
(1) Wages ... ..	13,063	18,175	...	5,112	Due to increased work.
(2) Materials ... ..	11,921	10,926	995	...	
<b>Total III ...</b>	<b>24,984</b>	<b>29,101</b>	<b>...</b>	<b>4,117</b>	
<b>IV. Maintenance of Goods Stock.</b>					
(1) Wages ... ..	23,382	23,440	...	58	Provision insufficient.
(2) Materials ... ..	21,193	19,786	1,407	...	
<b>Total IV ...</b>	<b>44,575</b>	<b>43,226</b>	<b>1,349</b>	<b>...</b>	
<b>V. Maintenance of Machinery, tools, plant, pumps, etc. ...</b>	<b>14,000</b>	<b>12,833</b>	<b>1,167</b>	<b>...</b>	
<b>VI. Training African Apprentices</b>	<b>3,000</b>	<b>906</b>	<b>2,094</b>	<b>...</b>	
<b>VII. Printing and Stationery ...</b>	<b>500</b>	<b>444</b>	<b>56</b>	<b>...</b>	
<b>VIII. Passages of Officials on leave and repatriation of Asian Labour ... ..</b>	<b>4,300</b>	<b>2,926</b>	<b>1,374</b>	<b>...</b>	
<b>Grand Total ...</b>	<b>208,216</b>	<b>207,553</b>	<b>663</b>	<b>...</b>	

## RAILWAYS.—Comparison between Estimates and Expenditure, 1928.

## ABSTRACT (D.)

Particulars.	Estimate.	Expenditure.	Saving.	Excess.	REMARKS.
	£	£	£	£	
<b>I. Administration.—</b>					
(a) High Commissioner for Transport and Staff ...	3,500	2,685	815	...	
(b) Railway Advisory Council	1,502	673	829	...	
(c) Consulting Engineers' fees and Crown Agents Commission ...	1,248	2,143	...	895	Provision insufficient.
<b>Total I</b> ...	<b>6,250</b>	<b>5,501</b>	<b>749</b>	<b>...</b>	
<b>II. Management.—</b>					
(a) General Manager and Assistants ...	6,321	5,084	1,237	...	
(b) Office ...	5,706	5,618	88	...	
(c) Passages of Officials on leave	1,000	436	564	...	
<b>Total II</b> ...	<b>13,027</b>	<b>11,138</b>	<b>1,889</b>	<b>...</b>	
<b>III. Audit and Accounts.—</b>					
(a) Chief Accountant and Assistants ...	5,610	4,761	849	...	
(b) Audit Department ...	4,300	4,870	...	570	Provision insufficient.
(c) Office ...	42,655	40,295	2,360	...	
(d) Cash Office ...	4,256	4,098	158	...	
(e) Printing and Stationery ...	900	969	...	69	} Underestimated.
(f) Passages of Officials on leave	1,500	2,008	...	508	
<b>Total III</b> ...	<b>59,221</b>	<b>57,001</b>	<b>2,220</b>	<b>...</b>	
<b>IV. Watch and Ward</b> ...	<b>12,000</b>	<b>13,494</b>	<b>...</b>	<b>1,494</b>	Provision insufficient.
<b>V. Postal, Telephone, and Telegraph services</b> ...	<b>3,000</b>	<b>3,083</b>	<b>...</b>	<b>83</b>	Underestimated.
<b>VI. Advertising</b> ...	<b>5,000</b>	<b>6,362</b>	<b>...</b>	<b>1,362</b>	Provision insufficient.
<b>VII. Unclassified Expenditure</b> ...	<b>4,200</b>	<b>2,584</b>	<b>1,616</b>	<b>...</b>	
<b>Grand Total</b> ...	<b>102,698</b>	<b>99,163</b>	<b>3,535</b>	<b>...</b>	Due to general economy.

## RAILWAYS.—Comparison between Estimates and Expenditure, 1928.

## ABSTRACT (E).

Particulars.	Estimate.	*Expenditure.	Saving.	Excess	REMARKS.
<b>I. General Superintendence.—</b>	£	£	£	£	
(a) Controlling Superintendence	3,830	3,852	...	22	Excess Small.
(b) Salaries of Head Office Staff, including Travelling allowances contingencies and Office Expenses	3,608	3,128	480	...	
<b>Total I</b>	<b>7,438</b>	<b>6,980</b>	<b>458</b>	<b>...</b>	
<b>II. Subordinate Superintendence.—</b>					
Salaries of Foremen	756	753	3	...	
<b>III. Running Expenses.—</b>					
(a) Superintendence	23,481	19,227	4,254	...	
(b) Salaries of Tug Masters, Engineers, Steamer Clerks, etc.	21,794	18,362	3,432	...	
(c) Other expenses, house and Travelling allowances, contingencies and Office Expenses	700	370	330	...	
<b>Total III</b>	<b>45,975</b>	<b>37,959</b>	<b>8,016</b>	<b>...</b>	
<b>IV. Maintenance.—</b>					
(a) Ships	15,500	17,411	...	1,911	Provision insufficient.
(b) Machinery in Shops	900	887	13	...	
(c) Tools and Plant	600	318	287	...	
(d) Training of African Apprentices	750	356	394	...	
<b>Total IV</b>	<b>17,750</b>	<b>18,967</b>	<b>...</b>	<b>1,217</b>	
<b>V. Equipment.—</b>					
General Stores, ropes, tarpaulins, etc.	2,400	2,187	213	...	
<b>VI. Fuel.—</b>					
(a) Fuel	25,000	22,453	1,676	...	
(b) Labour		871			
<b>Total VI</b>	<b>25,000</b>	<b>23,324</b>	<b>1,676</b>	<b>...</b>	
<b>VII. Oil, Tallow, etc.</b>	2,100	1,508	592	...	
<b>VIII. New minor Works</b>	250	146	104	...	
<b>IX. Maintenance of Channels and upkeep of Lights</b>					
(a) Channels	200	105	95	...	
(b) Lights	500	134	366	...	
(c) Survey	770	486	284	...	
<b>Total IX</b>	<b>1,470</b>	<b>725</b>	<b>745</b>	<b>...</b>	
<b>X. Catering.—</b>					
(a) Salaries and wages of staff	11,600	2,560	902	...	
(b) Equipment		536			
(c) Stores, Liquors, licences, etc.		7,602			
<b>Total X</b>	<b>11,600</b>	<b>10,698</b>	<b>902</b>	<b>...</b>	
<b>XI. Printing and Stationery</b>	350	345	5	...	
<b>XII. Passages of officials on leave and repatriation of Asian Labour.</b>	2,000	2,472	...	472	Provision insufficient.
<b>Grand Total</b>	<b>117,089</b>	<b>106,064</b>	<b>11,025</b>	<b>...</b>	Due to general economy.

## RAILWAYS.—Comparison between Estimates and Expenditure, 1928.

## ABSTRACT (F.)

Particulars.	Estimate.	Expenditure.	Saving.	Excess.	REMARKS.
	£	£	£	£	
<b>I. Superintendence.—</b>					
Salary of Motor Transport Officer and office expenses	708	700	8	...	
<b>II. Office.—</b>					
Salaries of Clerks ...	367	284	83	...	
<b>III. Station staff.—</b>					
Salaries of clerks and labour etc., including office expenses ...	1,365	394	971	...	
<b>IV. Running Expenses.—</b>					
(a) Drivers and Guards ...	1,650	1,426	224	...	
(b) Stores ...	8,905	7,595	1,310	...	
Total IV ...	10,555	9,021	1,534	...	
<b>V. Maintenance of cars.—</b>					
(a) Salaries of Motor Mechanics ...	4,235	3,008	1,227	...	
(b) Stores and material ...	2,000	828	1,172	...	
Total V ...	6,235	3,836	2,399	...	
<b>VI. Passages of officials on leave.—</b>	150	289	...	139	Underestimated.
Grand Total ...	19,380	14,524	4,856	...	Due to general economy.

## RAILWAYS.—Comparison between Estimates and Expenditure, 1928.

## ABSTRACT (G).

Particulars.	Esti- mate.	Expendi- ture.	Saving.	Ex- cess.	REMARKS.
	£	£	£	£	
I. <i>Provident Fund and Gratuities from Revenue Account...</i>	31,000	27,172	3,828	...	
II. <i>Expenses of Indian Agency ...</i>	2,300	698	1,602	...	
III. <i>Legal expenses ...</i>	1,700	1,272	428	...	
IV. <i>Exchange ...</i>	4,000	5,256	...	1,256	} Provision insufficient.
V. <i>Medical Services ...</i>	11,000	11,255	...	255	
VI. <i>Pensions and Gratuities</i>	4,080	16,391	...	12,311	
VII. <i>Grants to Railway Clubs and Institutes</i>	500	3	497	...	
VIII. <i>Educational Scholarships ...</i>	200	...	200	...	
Grand Total ...	54,780	62,047	...	*7,267	Gratuities underestimated.

\* Excess sanctioned against savings on other Abstracts under High Commissioner for Transport's reference No. T/Est./K. 3, dated 8th March, 1929.



## HARBOURS.—Comparison between Estimates and Expenditure, 1928.

Particulars.	Estimate.	Expenditure.	Saving.	Excess.	REMARKS.
	£	£	£	£	
<i>Abstract (A)—Docks, Harbours, Jetties, Wharves and Quays—</i>					
1. Dredging ... ..	100	23	77	...	
2. Jetties, Wharves and Quays	120	653	...	533	Underestimated.
3. Breakwaters and Sea Walls	...	...	...	...	
4. Fenders, Floats etc. ...	100	10	90	...	
5. Lighting and Buoying ...	350	511	...	161	} Underestimated.
6. Ferries ... ..	2,500	3,113	...	613	
7. Moorings ... ..	150	197	...	47	
8. Roads and open spaces ...	1,200	760	440	...	
9. Buildings and Grounds—					} Underestimated.
(a) Port Buildings ...	600	1,061	...	461	
(b) Staff Quarters ...	300	722	...	422	
Total (9) ...	900	1,783	...	883	
10. Conservancy ... ..	2,000	1,287	713	...	
11. Miscellaneous—					} Underestimated.
(a) Lighting ... ..	1,100	1,048	52	...	
(b) Boats, Barges and Pontoons ...	521	384	137	...	
(c) Coast Lights ... ..	709	769	...	60	
Total (11) ...	2,330	2,201	129	...	
Total (A) ...	9,750	10,538	...	* 788	
<i>Abstract (B)—Marine Working—</i>					
1. Port Captain, Assistant and Pilots etc. ...	6,259	5,482	777	...	
2. Office Expenses ... ..	2,469	2,155	314	...	
3. Uniforms and waterproof clothing ... ..	200	163	37	...	
4. Ropes, springs, flags, stores etc. ... ..	350	245	105	...	
5. Life saving apparatus ...	10	...	10	...	
Total (B) ...	9,288	8,045	1,243	...	

\* Excess sanctioned against savings on other Abstracts under High Commissioner for Transport's reference No. T/Est/K. 3, dated 27th March, 1929.

## HARBOURS.—Comparison between Estimates and Expenditure, 1928.

Particulars.	Estimate.	Expenditure.	Saving.	Excess.	REMARKS.
	£	£	£	£	
<i>Abstract (C)—Water</i> ...	180	94	86	...	
<i>Abstract (D)—Tugs, Launches and Lighters</i> ...	11,617	9,535	2,082	...	
<i>Abstract (E)—Cranes and Mechanical Appliances</i> ...	15,313	15,719	...	* 406	Provision insufficient.
<i>Abstract (F)—Ballast</i> ...	...	...	...	...	
<i>Abstract (G)—Dry Docks and Slips</i> ...	...	...	...	...	
<i>Abstract (H)—Shore Working</i> ...					
1. Yard working (supervision)	1,644	1,945	...	301	Underestimated.
2. Office Expenses ...	257	178	79	...	
3. Yard Staff ...	533	554	...	21	Underestimated.
4. Locomotive charges ...	7,980	7,575	405	...	
5. Maintenances of Lines ...	1,750	2,042	...	292	Underestimated.
6. Maintenance of Engines and Rolling stock ...	2,500	2,648	...	148	Underestimated.
7. Landing and Shipping cargo—					
(a) Salaries of cargo foremen ...	2,870	2,028	842	...	
(b) Wages of clerks ...	2,715	2,656	59	...	
(c) Contract cargo handling ...	500	2,118	...	1,618	Provision insufficient.
(d) Railway Truck hire	300	81	219	...	
(e) Claims ...	250	195	55	...	
Total (7) ...	6,635	7,078	...	443	
8. Miscellaneous—	509	510	...	1	Excess small.
Total (H) ...	21,808	22,530	...	* 722	

\* Excess sanctioned against savings on other Abstracts under High Commissioner for Transport's reference No. T/Est/K. 3, dated 27th March, 1929.

## HARBOURS.—Comparison between Estimates and Expenditure, 1928.

Particulars.	Estimate.	Expenditure.	Saving.	Excess.	REMARKS.
<i>Abstract (I)—General Charges—</i>	£	£	£	£	
1. Expenses of administration and management ...	3,500	3,500	...	...	
2. Port Advisory Board ...	800	417	383	...	
3. Superintendence—					
(a) Port Manager and Assistants ...	2,065	2,017	48	...	
(b) Office expenses ...	2,799	3,082	...	283	Provision insufficient.
Total (3) ...	4,864	5,099	...	235	
4. Accounts—					
(a) Headquarter supervision and Port Accountant ...	833	813	20	...	
(b) Office expenses ...	2,029	2,268	...	239	Provision insufficient.
Total (4) ...	2,862	3,081	...	219	
5. Watch and Ward ...	2,050	2,022	28	...	
6. Unclassified expenditure ...	500	896	...	396	Provision insufficient.
Total (I) ...	14,576	15,015	...	* 439	
<i>Abstract (J)—Miscellaneous Expenditure—</i>					
1. Provident Fund ...	1,100	1,053	47	...	
2. Medical Services ...	400	357	43	...	
3. Passages of officials on leave	1,800	1,003	797	...	
4. Pensions and Gratuities ...	...	14	...	14	} Not provided for.
5. Educational Grants ...	...	43	...	43	
Total (J) ...	3,300	2,470	830	...	

\* Excess sanctioned against savings on other Abstracts under High Commissioner for Transport's reference No. T/Est/K. 3, dated 27th March, 1929.

## Expenditure against Funds, provided under Uganda Railway Acts 1896 and 1902.

Heads of account.	Expenditure during 1928.		Expenditure to 31st Dec. 1927.		Expenditure to 31st Dec. 1928.	
	£	s. d.	£	s. d.	£	s. d.
Administration and General charges ...	...	...	423,816	10 11	423,816	10 11
Surveys ...	...	...	80,469	12 1	80,469	12 1
Land ...	...	...	22,173	10 9	22,173	10 9
Formation ...	...	...	1,261,776	0 0	1,261,776	0 0
Bridge work ...	...	...	771,722	17 5	771,722	17 5
Fencing ...	...	...	16,998	0 10	16,998	0 10
Telegraph ...	...	...	61,196	19 5	61,196	19 5
Ballast and permanent way ...	...	...	1,585,933	6 2	1,585,933	6 2
Stations and buildings ...	2,526	5 2	772,507	0 7	775,033	5 9
Equipment ...	...	...	523,199	13 5	523,199	13 5
Plant ...	...	...	107,751	17 8	107,751	17 8
Ferries and jetties ...	...	...	42,034	19 10	42,034	19 10
Loss and depreciation ...	...	...	4,758	14 9	4,758	14 9
<b>Total cost</b> ...	<b>2,526</b>	<b>5 2</b>	<b>5,674,339</b>	<b>3 10</b>	<b>5,676,865</b>	<b>9 0</b>
			<b>Advances to General Account</b> ...		<b>9,571</b>	<b>6 2</b>
			<b>Total</b> ...		<b>5,686,436</b>	<b>15 2</b>

## STATEMENT No. 16A.

## Expenditure against current Capital Estimates to 31st December, 1928.

Estimate No.	Particulars.	Provision.	Expended during 1928.	Expended to 31st Dec., 1927.	Total expended.	UN-EXPENDED BALANCE.
186	Head Quarters Offices ...	£ 40,000	£ ...	£ 40,000	£ 40,000	£ ...
172, 173, 177, 181 182	Quarters for Europeans ...	68,998	2,036	57,427	59,463	9,535
178 179, 180 183 185, 187, 189						
168, 169, 170, 171, 174, 175 184, 188 15 R.B. (R)	Houses for Africans ...	26,000	491	25,473	25,964	36
	<b>Total</b> ...	<b>134,998</b>	<b>2,527</b>	<b>122,900</b>	<b>125,427</b>	<b>9,571</b>

## Total Expenditure on Railway Works Extraordinary. (Kenya Colony).

Particulars.								Amount.	
								£	
Lake Steamers	...	...	...	...	...	...	...	185,732	
Surveys	..	...	...	...	...	...	...	21,302	
Piers and Wharves		...	...	...	...	...	...	80,368	
Stations	...	...	...	...	...	...	...	8,895	
Goods Sheds and other Buildings		...	...	...	...	...	...	21,320	
Station Yards and Sidings	...	...	...	...	...	...	...	21,159	
Staff Quarters	...	...	...	...	...	...	...	35,024	
Examining Pits	...	...	...	...	...	...	...	2,465	
Equipment	...	...	...	...	...	...	...	21,581	
Miscellaneous	...	...	...	...	...	...	...	22,037	
							Total	...	419,883

## STATEMENT No. 18.

## Expenditure against Magadi Works Extraordinary. (Kenya Colony).

Particulars.								Expended to 31st Dec. 1928.	
								£	
Regrading	...	...	...	...	...	...	...	30,995	
Locomotives	...	...	...	...	...	...	...	44,528	
Bogies	...	...	...	...	...	...	...	22,017	
New station, Mbululu	...	...	...	...	...	...	...	1,342	
Extension to Loco sheds	...	...	...	...	...	...	...	3,820	
New plant	...	...	...	...	...	...	...	3,500	
Houses at Kilindini	...	...	...	...	...	...	...	5,764	
do. at Makindu	...	...	...	...	...	...	...	4,630	
Running room, Voi	...	...	...	...	...	...	...	1,755	
Water supply, Samburu	...	...	...	...	...	...	...	26,882	
Braking stock	...	...	...	...	...	...	...	3,392	
Brake vans	...	...	...	...	...	...	...	5,423	
Tyer's Tablets	...	...	...	...	...	...	...	4,004	
Steel ballast trucks	...	...	...	...	...	...	...	2,256	
Staff quarters	...	...	...	...	...	...	...	990	
							Total	...	161,298

## STATEMENT No. 19.

## Expenditure against Loan of £250,000. (Kenya Colony).

Particulars.	Amount Advanced.	Expended during 1928.	Expended to end of Dec. 1927.	Total Expenditure.	Unexpended balance.
	£	£	£	£	£
Kilindini deep water pier	...	...	10,459	10,459	} Ex 30,521
Thika Railway (Kenya Colony Accounts)	42,000	...	62,062	62,062	
Total	42,000	...	72,521	72,521	Ex 30,521

NOTE.—Excess of £30,521 met from Loan of £375,000 (reference Statement No. 20).

## Expenditure against Loan of £375,000. (Kenya Colony).

Particulars.	Appropriation.	Expended during 1928.	Expended to 31st Dec. 1927.	Total.	Unexpended balance.
	£	£	£	£	£
Rolling Stock ... ..	174,403	...	174,403	174,403	...
Staff Quarters ... ..	22,860	...	22,860	22,860	...
Traffic Improvements ...	21,276	...	21,276	21,276	...
Loco Improvements ...	9,877	...	9,877	9,877	...
Improvements to General Stores	3,562	...	3,562	3,562	...
Improvements to Lake Ports ...	34,519	...	34,519	34,519	...
New Cargo Steamer ...	44,076	...	44,076	44,076	...
Improvements to Kilindini Pier	33,906	...	33,906	33,906	...
Total ...	344,479	...	344,479	344,479	...
Excess on Loan of £250,000 (Statement No. 19) ...	30,521	...	30,521	30,521	...
Total ...	375,000	...	375,000	375,000	...

## Expenditure against Loan of £1,868,000. (Kenya Colony).

Particulars.	Expended during 1928.	Expended to 31st December, 1927.	Total.
(A).—Advance of £62,840.	£	£	£
<i>Rolling Stock (£147,160).</i>			
1 Locomotive, tank type ... ..	...	3,399	3,399
2 Saloon coaches ... ..	...	12,544	12,544
4 Passenger bogie carriages ... ..	...	7,092	7,092
2 Third class do. ... ..	...	2,417	2,417
6 Horse boxes ... ..	...	4,513	4,513
34 4-wheeled high-sided open wagons ... ..	...	8,658	8,658
20 High-sided open bogie wagons ... ..	...	9,676	9,676
30 Low do. do. ... ..	...	14,723	14,723
<i>Less—Amount available on account of Rolling Stock sold</i>	...	63,022	63,022
	...	Cr. 168	Cr. 168
<b>Total Rolling Stock ...</b>	...	<b>62,854</b>	<b>62,854</b>
<i>Mombasa and Kilindini minor works (£22,800).</i>			
Makupa brickfields ... ..	...	7,481	7,481
<b>Total ...</b>	...	<b>70,335</b>	<b>70,335</b>
Payment of interest out of Capital ... ..	...	7,541	7,541
<b>Total (A) ...</b>	...	<b>77,876</b>	<b>77,876</b>
Particulars.	Expended during 1928.	Expended to 31st December, 1927.	Total.
(B).—Advance of £652,049	£	£	£
Rolling stock ... ..	...	513,477	513,477
Staff quarters ... ..	...	21,234	21,234
Engine sheds ... ..	...	10,681	10,681
New stations ... ..	5	21,922	21,927
Waiting Room and Lavatories ... ..	...	789	789
Tyer's Tablet Instruments ... ..	44	1,299	1,343
Telegraph line Voi-Kahe Railway ... ..	...	1,193	1,193
Payment of Interest out of Capital ... ..	...	66,369	66,369
<b>Total (B) ...</b>	<b>49</b>	<b>636,964</b>	<b>637,013</b>

## Expenditure against Loan of £5,000,000 (1921) Kenya Colony.

Particulars. *	Appropriation.	Expenditure to 31st Dec., 1928.
	£	£
1. Kilindini Harbour Works (Berths 1 and 2) ... ..	1,094,594	1,377,035
Interest paid out of Capital ... ..	165,792	
Expenses of Issue and Deduction for Discount ... ..	116,649	
2. Uasin Gishu Railway ... ..	1,400,000	1,761,358
Interest paid out of Capital ... ..	212,163	
Expenses of Issue and Deduction for Discount ... ..	149,195	
Repayment to H. M. Treasury of old Loans, £250,000, £375,000 and £1,868,000 ... ..	1,019,443	1,113,791
Expenses of Issue and Deduction for Discount ... ..	94,348	
Total ... ..	4,252,184	4,252,184

## STATEMENT No. 23.

## Expenditure against Loan of £3,500,000 (1924).

PARTICULARS.	Appropriation.	Expended during 1928.	Expended to 31st Dec., 1927.	Total.	Unexpended balance.
	£	£	£	£	£
1. Extension of the Kenya and Uganda Railway into Uganda and Construction of Branches in Kavirondo and Uganda ... ..	2,200,000	357,108	1,353,827	1,710,935	489,065
2. Additional Rolling Stock ... ..	800,000	11,130	763,403	774,533	25,467
3. Capital Improvements ... ..	500,000	31,270	347,794	379,064	120,936
4. Rolling Stock ... ..	3,500,000	399,508	2,465,024	2,864,532	635,468
	413,081*	305,859	...	305,859	107,222
Total ... ..	3,913,081	705,367	2,465,024	3,170,391	742,690

\*Accrued Interest as at 31st December, 1928.



## Expenditure against £5,000,000 Loan (1927). Kenya Colony.

Particulars.	Appropriation.	Expended to 31st December, 1928.	Unexpended balance.
	£	£	£
1. Completion of Uasin Gishu Railway ...	600,000	599,802	198
2. General Improvements on Main Line and additional Equipment ...	125,000	125,000	...
3. Purchase and Reconditioning of Voi-Kahe Branch Railway ...	100,000	100,000	...
4. Additional Locomotive and Rolling Stock ...	200,000	200,000	...
5. General Port Development at Mombasa ...	550,000	527,515	22,485
6. Repayment of Loan £3,500,000 raised under the Authority of the Imperial Loan Ordinance 29 of 1924 ...	3,260,050	3,260,050	...
6. Expenses of Issue and Deduction for Discount ...	164,950	164,950	...
TOTAL ...	5,000,000	4,977,317	22,683

## STATEMENT No. 25.

## Expenditure against £3,500,000 (1928). Kenya Colony.

Particulars.	Appropriation.	Expended to 31st Dec., 1928.	Un-expended balance.
	£	£	£
1. Construction of Nyeri, Kitale and Solai Branch Railways ...	845,000	803,954	41,046
2. General Improvements on Main Line and additional Equipment ...	175,000	140,288	34,712
3. Purchase of site for New Railway Station, Mombasa ...	55,000	54,999	1
4. Additional Locomotives and Rolling Stock ...	831,000	734,277	96,723
5. General Port Development at Mombasa ...	650,000	521,281	128,719
6. Interest out of Capital during Construction Period of Works ...	55,000	51,980	3,020
7. Balance of Repayment of Loan of £3,500,000 raised under the Authority of the Imperial Loan Ordinance 29 of 1924 ...	20,417	20,417	...
9. Expenses of Issue and Deduction for Discount ...	208,912	208,912	...
Total ...	2,840,329	2,536,108	304,221

## STATEMENT No. 26.

## Expenditure against Advances pending Raising of Loans. Kenya Colony.

Particulars.	Appropriation.	Expended to 31st Dec., 1928.	Un-expended balance.
	£	£	£
1. Completion of Berths (3 and 4) at Kilindini ...	150,000	31,643	118,357
2. Port Improvements ...	25,000	10,384	14,616
3. Thomson's Falls Branch Railway ...	200,000	109,465	90,535
4. Additional Berth No. 5 at Kilindini ...	554,881	...	554,881
5. Oil Quay at Kilindini ...	65,000	...	65,000
Total ...	994,881	151,492	843,389

## STATEMENT No. 27

## Expenditure against Advances pending Raising of Loans. Uganda Protectorate.

Particulars.	Appropriation.	Expended to 31st Dec., 1928.	Un-expended balance.
	£	£	£
Jinja-Kampala Extension ...	528,178	18,599	509,579

## Expenditure against Uasin Gishu Railway, Nakuru to Turbo.

Heads of account.	Expenditure to 31st December, 1928.		
	£	s.	d.
° Administration ... ..	517,580	7	9
Surveys ... ..	41,943	0	9
Land ... ..	9,801	12	10
Formation ... ..	424,056	12	3
Bridge work ... ..	158,474	4	4
Fencing ... ..	6,712	18	3
Telegraph ... ..	15,256	11	5
Ballast and permanent way ... ..	499,980	16	0
Stations and buildings ... ..	190,558	17	3
Equipment ... ..	100,875	9	8
Plant ... ..	34,561	0	10
Interest paid out of Capital ... ..	231,992	10	4
Expenses of Issue ... ..	149,195	0	0
Total cost ... ..	2,380,989	1	8

° This includes Contractors Head Office Charges and Profits.

£ 1,761,358	0	0	Expenditure from Loan of £ 5,000,000 (1921)
£ 599,801	11	4	" " " of £ 5,000,000 (1927)
£ 19,829	10	4	" " " of £ 2,500,000 (1928)
Total as above ...	£ 2,380,989	1	8

## Expenditure against Loan of £170,000 (Uganda Protectorate).

Heads of account.								Expenditure to 31st December, 1928.					
								£	s.	d.			
Administration	...	...	...	...	...	...	...	6,459	19	11			
Surveys	...	...	...	...	...	...	...	2,371	18	8			
Land	...	...	...	...	...	...	...	86	17	7			
Formation	...	...	...	...	...	...	...	15,856	7	8			
Bridge work	...	...	...	...	...	...	...	4,223	12	3			
Fencing	...	...	...	...	...	...	...	285	7	4			
Telegraph	...	...	...	...	...	...	...	3,157	9	9			
Ballast and permanent way	...	...	...	...	...	...	...	91,744	3	8			
Stations and buildings	...	...	...	...	...	...	...	33,563	17	5			
Equipment	...	...	...	...	...	...	...	9,390	13	5			
Plant	...	...	...	...	...	...	...	1,803	17	9			
Ferries and jetties	...	...	...	...	...	...	...	1,529	6	3			
<b>Total</b>								...	...	...	170,472	11	8

## Expenditure against Loan of £125,000 (Uganda Protectorate).

(Improvements Busoga Railway and Marine).

Particulars.	Provision.	Total Expenditure to 31st Dec., 1928.	Unexpended balance.
10 C. G. Bogie Wagons ...	£ 3,965	£ 3,964	£ 1
Canal through the Sudd ...	5,993	5,993	...
6-100 ton lighters ...	9,000	9,000	...
Namasagali wharf ...	3,000	2,999	1
Piers and Warehouses ...	7,202	7,204	Ex. 2
Total ...	29,160	29,160	...

## STATEMENT No. 31.

## Expenditure against Busoga Railway Works Extraordinary (Uganda Protectorate).

Particulars.	Expended to 31st Dec., 1928.
One weighing machine, Lalli port ...	£ 37
Enlargement of Superintendent's office, Jinja ...	417
Siding for Messrs. Mathuradas Nanji & Co., Jinja ...	526
Godown Sidings at Jinja ...	1,630
Part cost of circular saw for Namasagali ...	375
Total ...	2,985

## STATEMENT No. 32.

## Expenditure against Loan of £329,000 (Uganda Protectorate).

(Improvements Busoga Railway and Marine).

Particulars.	Provision.	Expended to 31st Dec., 1927.	Expended during 1928.	Total.	Unexpended balance.
Rolling Stock ...	£ 13,477	£ 13,477	...	£ 13,477	...
Station Machinery ...	2,293	1,840	...	1,840	453
Quarters and offices ...	11,343	9,486	785	10,271	1,072
Piers ...	14,025	13,828	...	13,828	197
Warehouses ...	720	720	...	720	...
Lighters... ...	9,563	9,563	...	9,563	...
Cranes for Namasagali ...	2,788	2,446	...	2,446	342
Sudd Cutting ...	687	687	...	687	...
Survey of Lake ...	554	554	...	554	...
Interest paid out of Capital ...	10,554	10,554	...	10,554	...
Total ...	66,004	63,169	785	63,940	2,064

Expenditure against Loan Works of £32,900. Uganda Protectorate  
Construction of Port Bell-Kampala Railway.

Heads of account.	Expenditure to 31st December, 1928.		
	£	s.	d.
Administration ... ..	1,482	13	1
Surveys ... ..	144	8	3
Earthworks ... ..	4,135	8	3
Land ... ..	79	13	5
Bridgeworks ... ..	754	18	9
Mile and gradient posts ... ..	9	0	10
Telegraphs ... ..	49	11	0
Permanent way ... ..	13,474	4	10
Buildings ... ..	6,985	4	2
Rolling stock ... ..	4,000	17	2
Plant ... ..	1,896	2	8
Contingencies ... ..	122	10	1
<b>Total</b> ... ..	<b>33,144</b>	<b>12</b>	<b>6</b>

## STATEMENT No. 84.

Expenditure against Loan Works of £329,000 Uganda Protectorate  
Improvements on Port Bell-Kampala Rail way.

Particulars.	Provision.	Expended to 31st Dec., 1928.
	£	£
Goods Shed Extension ... ..	600	600
Crane for Kampala ... ..	644	644
Piers ... ..	16,906	16,906
Interest paid out of Capital ... ..	3,467	3,467
<b>TOTAL</b> ... ..	<b>21,617</b>	<b>21,617</b>

## STATEMENT No. 85.

Expenditure against Loan Works of £329,000 Uganda Protectorate  
Improvements on Lake Albert Marine.

Particulars.	Provision.	Expended during 1928.	Expended to 31st Dec., 1927.	Total.	Unexpended balance.
	£	£	£	£	£
S. L. "Livingstone" ... ..		...	9,224	9,224	1,757
Quarters ... ..		235	6,652	6,887	
Wharf ... ..		31	3,713	3,744	
Goods shed ... ..	42,000	...	...	...	
Offices ... ..		...	...	...	
Workshop and Stores ... ..		...	...	...	
New Steamer ... ..		573	19,815	20,388	
Interest paid out of Capital ... ..	7,170	...	7,170	7,170	
<b>TOTAL</b> ... ..	<b>49,170</b>	<b>839</b>	<b>46,574</b>	<b>47,413</b>	

## Expenditure against Lake Albert Marine Works Extraordinary (Uganda Protectorate).

Particulars.						Expended to 31st Dec. 1928.
						£
S. L. "Samuel Baker" ...	...	...	...	...	...	11,000
Lighters and Sailing Vessels	...	...	...	...	...	475
Tools and Plant Stores, Butiaba	...	...	...	...	...	700
Staff Quarters	...	...	...	...	...	2,900
Offices and Pier	...	...	...	...	...	110
Slipway	...	...	...	...	...	600
Buildings at Mutir and Rhino Camp	...	...	...	...	...	55
<b>Total</b>						<b>15,840</b>

## STATEMENT No. 37.

## Expenditure against Uganda Protectorate Development Loan (Motor Transport Service).

Particulars.						Expended to 31st Dec. 1928.
						£
5-2 ton Albion Motor Vans	...	...	...	...	...	6,000
<b>Total</b>						<b>6,000</b>

## STATEMENT No. 38.

## Expenditure against Motor Transport Service Extraordinary (Uganda Protectorate).

Particulars.						Expended to 31st Dec. 1928.
						£
Paraffin Oil Storage	...	...	...	...	...	104
Godown and Offices at Masindi	...	...	...	...	...	1,200
Quarters at Masindi	...	...	...	...	...	300
<b>Total</b>						<b>1,604</b>

## Statement of Fine Fund for the year ended 31st December, 1928.

Receipts	Amount.			Expenditure.	Amount.		
	£	s.	c.		£	s.	c.
Balance on 1st Jan. 1928 ...	2,049	3	51	Expenditure during 1928 ...	897	19	07
Credits during 1928 ...	1,378	4	86	Balance on 31st Dec. 1928...	2,529	9	30
<b>Total ...</b>	<b>3,427</b>	<b>8</b>	<b>37</b>	<b>Total ...</b>	<b>3,427</b>	<b>8</b>	<b>37</b>

## STATEMENT No. 40.

## Statement of transactions of the Provident Fund for the year ended 31st December, 1928.

	Compulsory.		Bonus.		Voluntary.		Total.	
	£	S. C.	£	S. C.	£	S. C.	£	S. C.
Balance on 1st Jan. 1928	226,468	17 55	126,151	6 54	6,141	10 95	358,761	15 04
Additions during 1928 ...	57,647	19 33	27,208	0 22	9,643	11 00	94,499	10 55
<b>Total ...</b>	<b>284,116</b>	<b>16 88</b>	<b>153,359</b>	<b>6 76</b>	<b>15,785</b>	<b>1 95</b>	<b>453,261</b>	<b>5 59</b>
Withdrawals during 1928	20,433	5 23	10,105	3 17	7,207	6 22	37,745	14 62
Balance on 31st Dec. 1928	263,683	11 65	143,254	3 59	8,577	15 73	415,515	10 97

## Provident Fund Investments as at 31st December, 1928.

Description.	Nominal Value.			Purchase Price.		
	£	s.	d.	£	s.	d.
Barbados 3½% Stock 1925/42 ... ..	7,288	19	11	6,745	7	11
Ceylon 6% Stock 1936/51 ... ..	28,019	15	8	27,454	3	11
" 4% Stock 1939/59 ... ..	3,981	4	5	3,740	4	5
" 3% Stock ... ..	2,834	12	4	2,321	11	11
" 3½% Stock 1934/59 ... ..	10,418	14	7	8,126	12	2
Gold Coast 6% Stock 1945/70 ... ..	6,461	19	0	7,289	16	0
" 4% Stock 1939/59 ... ..	3,300	9	5	2,835	19	9
" 3½% Stock 1934/59 ... ..	4,503	2	6	3,497	18	0
" 3% Stock ... ..	1,754	16	7	1,260	8	10
Hongkong 3½% Stock 1918/43 ... ..	7,293	13	0	6,372	8	8
Jamaica 4½% Stock 1941/71 ... ..	3,072	0	1	2,858	16	5
" 4% Stock 1934 ... ..	5,688	2	4	5,592	3	8
" 3½% Stock 1919/49 ... ..	16,235	17	10	14,131	14	9
Mauritius 3½% Stock 1930/55 ... ..	1,370	0	0	1,205	1	6
Nigeria 4% Stock 1963 ... ..	52,747	1	3	44,904	18	2
" 5% Stock 1947/57 ... ..	20,544	16	4	20,444	17	11
" 6% Stock 1936/46 ... ..	2,870	10	6	3,144	13	7
" 6% Stock 1949/79 ... ..	20,268	2	7	22,680	7	8
Sierra Leone 4% Stock 1938/63 ... ..	6,949	5	6	6,394	0	5
S. Nigeria 3½% Stock 1930/55 ... ..	19,423	10	6	16,969	10	4
Straits Settlements 6% Stock 1936/51 ... ..	27,717	9	6	29,224	10	9
" " 4½% Stock 1935/45 ... ..	18,905	13	3	18,152	19	8
" " 3½% Stock 1937/67 ... ..	15,624	3	7	14,199	19	3
Cape 3% 1933/43 ... ..	5,500	0	0	4,524	4	0
Grenada 4% Stock ... ..	1,200	0	0	1,092	3	0
5% National War Bonds (Feb.) 1929 ... ..	4,300	0	0	4,300	0	0
Queensland 3¼% Stock 1940/60 ... ..	3,506	0	9	3,325	0	7
5% War Stock 1929/47 ... ..	28,253	16	7	27,049	4	6
Canada 3½% Stock 1930/50 ... ..	4,194	18	7	3,585	9	8
W. Australia 4½% Stock 1935/65 ... ..	440	9	0	405	17	2
Cape of Good Hope 4% Stock 1916/36 ... ..	3,928	2	11	3,672	8	9
New Zealand 4½% Stock 1945 ... ..	6,851	8	11	6,463	10	10
" " 3½% Stock ... ..	10,130	16	1	8,883	10	3
Cape 3½% Stock ... ..	8,036	13	8	6,508	10	3
Gold Coast 4½% Stock ... ..	30,106	2	8	28,196	12	8
Victoria 5% Stock 1945/75 ... ..	5,500	0	0	5,424	14	5
Natal 3½% Stock 1934/44 ... ..	5,000	0	0	4,175	5	0
" 3% Stock ... ..	1,401	13	1	1,054	7	11
Queensland 3½% 1930 Stock ... ..	1,471	16	7	1,427	15	6
Union of South Africa 4% Stock ... ..	1,500	0	0	1,277	0	6
New Zealand 4% Stock, 1947 ... ..	3,993	4	1	3,883	14	1
" " 4% 1933/43 ... ..	6,746	2	0	6,168	0	6
Trinidad 4% 1917/42 ... ..	10,018	5	9	9,116	12	10
S. Australia 4% 1917/36 ... ..	2,494	9	5	2,287	14	0
Fiji 5% 1946/53 ... ..	1,500	0	0	1,532	8	2
<b>TOTAL</b> ... ..	<b>£ 433,348</b>	<b>1</b>	<b>0</b>	<b>404,302</b>	<b>10</b>	<b>3</b>



## Marine Insurance Fund Investments as at 31st December, 1928.

Description.	Nominal Value.			Purchase Price.			
	£	s.	d.	£	s.	d.	
Ceylon 6% Stock 1936/51 ... ..	17,765	4	4	16,961	5	2	
Gold Coast 6% Stock 1945/70 ... ..	2,718	6	5	3,070	2	10	
Hong Kong 3½% „ 1918/43 ... ..	796	1	6	685	13	5	
Fiji 5% „ 1946/53 ... ..	614	12	10	633	18	0	
N. Zealand 4% Stock 1933/43 ... ..	755	15	4	689	13	9	
Nigeria 4% „ 1963 ... ..	5,850	12	11	5,025	16	3	
„ 5% „ 1947/57 ... ..	4,026	15	5	4,054	13	1	
„ 6% „ 1936/46 ... ..	3,364	1	2	3,668	5	0	
„ 6% „ 1949/79 ... ..	13,619	3	7	14,314	19	1	
S. Nigeria 3½% „ 1930/55 ... ..	1,209	7	11	879	8	5	
Straits Setts. 6% „ 1936/51 ... ..	9,370	9	6	9,623	9	7	
„ „ 3½% „ 1937/67 ... ..	16,200	15	9	13,753	16	9	
Victoria 5% „ 1932/42 ... ..	135	10	4	134	3	3	
Tasmania 3% „ 1920/40 ... ..	91	6	2	72	11	10	
New Zealand 4½% Stock 1945 ... ..	1,058	5	2	996	19	5	
Gold Coast 4½% Stock ... ..	4,425	7	9	4,143	18	9	
Cape 3½% „ ... ..	743	14	11	615	13	7	
<b>TOTAL</b>	<b>£</b>	<b>82,745</b>	<b>11</b>	<b>0</b>	<b>79,324</b>	<b>8</b>	<b>2</b>

## Open Mileage, Train and Engine Mileage, etc.

DETAILS.				1928.	1927.	Increase.		Decrease.	
Gauge of Railways ...	...	...	...	Metre	Metre	...	...	...	...
Miles open at end of year ...	...	...	...	1,393	1,204	189	...	...	...
Mean mileage worked ...	...	...	...	1,354	1,166	188	...	...	...
Number of Stations ...	...	...	...	124	111	13	...	...	...
Total length of following gradients--									
4% ...	...	...	Miles	44	44	...	...	...	...
Under 4% to 3%	...	...	"	17.52	17.52	...	...	...	...
" 3% to 2%	...	...	"	138.13	138.13	...	...	...	...
" 2% to 1.50%	...	...	"	275.89	275.89	...	...	...	...
" 1.50% to 1%	...	...	"	339.89	253.18	86.71	...	...	...
" 1%	...	...	"	406.95	321.56	85.39	...	...	...
Level ...	...	...	"	213.75	197.54	16.21	...	...	...
Steepest gradient worked ...	...	...	Per cent	4.00	4.00	...	...	...	...
Greatest length of steepest gradient ...	...	...	Miles	40	40	...	...	...	...
<b>Train and Engine Mileage.—</b>						<b>Increase.</b>		<b>Decrease.</b>	
<b>CLASSIFICATION.—</b>						<b>Miles.</b>	<b>Per-centage.</b>	<b>Miles.</b>	<b>Per-centage.</b>
<b>I. Train Miles. —</b>									
Passenger ...	...	...	Miles	644,965	506,192	138,773	27.42	...	...
Goods ...	...	...	"	2,074,058	1,961,616	112,442	5.73	...	...
Total ...	...	...	"	2,719,023	2,467,808	251,215	10.18	...	...
<b>II. Departmental Miles.—</b>									
Loco Fuel ...	...	...	"	243,727	263,411	...	...	19,684	7.47
Engineering Department (a) ...	...	...	"	565,985	396,371	169,614	42.79	...	...
Miscellaneous ...	...	...	"	28,487	25,393	3,094	12.18	...	...
Total ...	...	...	"	838,199	685,175	153,024	22.33	...	...
Total Train Mileage ...	...	...	"	3,557,222	3,152,983	404,239	12.82	...	...
<b>III. Other Engine Miles.—</b>									
Assisting ...	...	...	"	89,034	93,395	...	...	4,361	4.67
Light ...	...	...	"	161,654	62,741	98,913	157.65	...	...
Shunting ...	...	...	"	494,138	414,316	79,822	19.27	...	...
Total Miscellaneous Engine Mileage	...	...	"	744,826	570,452	174,374	30.57	...	...
<b>IV. Total Engine Mileage</b> ...	...	...	...	<b>4,302,048</b>	<b>3,723,435</b>	<b>578,613</b>	<b>15.54</b>	...	...

(a)—Excluding New Construction lines.

Statement of Locomotives for the year ended 31st December, 1928.

Class of Locomotive.	Cylinders.	Maximum Axle Load.	Weight on coupled Wheels.		Weight of Engine in Steam.	Water capacity of Tender.	Weight of Tender Loaded.	Tractive Effort @ 75%	1927.				Total Mileage of Locomotives.	DAILY AVERAGE.							
									On hand 31st December,	Erected in	Scrapped in	On hand 31st December,		On hand.	Stabled.	On loan to lines under construction, etc.	Net on Open Lines.	In Traffic.	Under shed repairs.	Under shop repairs.	Miles per engine.
		Tons.	Tons.	Tons.	Galls.	Tons.	lbs.														
Garratt { E.C. } 4-8-2 2-8-4	16½" x 22"	10·00	39·88 39·47	125·35	{ 4,250 } { 5,250 }	...	{ ... } { 35,500 }	4	...	...	4	351,623	11·08	...	...	11·08	8·72	·54	1·82	110·19	
Mikado E.A. 2-8-2	21½" x 28"	17·50	69·55	90·70	5,000	65·20	33,500	3	3	...	6	282,247	6·00	·14	...	5·86	5·03	·30	53	153·23	
Mallet E.F. 0-6-6-0	15½" x 21" High Pressure 24½" x 20" Low Pressure	10·12	30·15 30·15	60·30	3,050	36·45	23,600	18	...	...	18	128,111	18·00	10·05	...	7·95	5·85	1·31	·79	59·84	
E. B. 3 (Superheater) 4-8-0	18" x 22"	{ 10·02 } { 10·00 }	40·06 39·95	48·06 47·65	3,500 2,500	37·60 29·10	20,400 20,400	18	...	...	56	1,952,207	56·00	·03	·35	55·62	45·40	2·74	7·48	117·48	
E. B. 2 (Superheater) 4-8-0	17" x 22"	9·00	33·54	42·37	2,500	28·50	17,700	2	...	...	2	73,886	2·00	...	...	2·00	1·79	·16	·05	112·63	
E. B. 4-8-0	16" x 22"	8·88	34·68	42·80	2,000	30·40	17,700	7	...	...	7	122,969	7·00	...	1·69	5·31	4·08	·38	·85	82·31	
E. B. 1 4-8-0	16" x 22"	8·88	34·68	42·80	2,000	30·40	17,700	34	...	...	34	738,341	34·00	·01	5·23	28·76	23·71	1·56	3·49	85·07	
E. E. Tanks 2-6-4	15" x 22"	10·00	30·00	52·35	1,200	...	13,800	8	...	...	8	171,150	8·00	·01	·06	7·93	6·97	·39	·57	67·14	
E. D. Shunting 2-6-2	15" x 22"	9·91	29·52	44·88	800	...	13,800	3	...	...	3	...	...	...	...	...	...	...	...	...	
E. D. 1 Tanks 2-6-2	15" x 22"	11·25	33·75	50·70	1,200	...	13,800	21	...	...	21	437,796	24·00	1·10	2·21	20·69	17·66	1·58	1·45	67·75	
E. X. 0-6-0	14½" x 20"	10·35	28·50	30·10	1,500	18·70	11,900	1	...	...	1	...	1·00	...	·80	20	...	...	·20	...	
E. Y. 2-6-0	14½" x 20"	8·80	24·10	28·95	1,500	18·10	11,500	5	...	2	3	43,701	3·87	·87	...	3·00	2·83	·17	...	42·22	
E. W. 2-6-0	14" x 20"	6·30	22·00	22·40	1,200	12·50	11,400	3	...	...	3	17	3·00	1·52	1·08	·40	·00	·09	·31	17·00	
All Classes												...	4,302,048	173·95	13·73	11·42	148·80	122·05	9·22	17·53	96·31
Percentage												...	...	...	7·90	6·56	85·54	70·16	5·30	10·08	...

## Statement of Rolling Stock for the year ended 31st December, 1928.

Description of Vehicles.	Code.	Total number on books at end of 1928.	Average tare of each vehicle in tons.	Average carrying capacity of each vehicle.
<i>Coaching Stock.</i>				
Inspection Coaches, Ordinary ... ..	I	32	7-90	2-25 Passengers.
Inspection Coaches, Bogie ... ..	IB	6	24-45	4-50 Berths.
First Class Bogie Coaches ... ..	FB	12	23-93	24-00 Passengers.
" " Corridor Coaches ... ..	FBC	10	31-35	22-00 "
" " Ordinary Coaches ... ..	F	5	6-05	16-80 "
First & Second Class Bogie Coaches ... ..	FSB	4	13-80	18-50 "
" " Ordinary Coaches ... ..	FS	6	6-87	15-00 "
First & Third Class Bogie Coaches ... ..	FTB	6	13-55	34-50 "
First, Second & Third Class Ordinary Coaches ... ..	FST	1	7-40	34-00 "
Second Class Bogie Coaches ... ..	SB	10	13-70	19-90 "
" " Corridor Coaches ... ..	SBC	9	30-25	24-00 "
" " Ordinary Coaches ... ..	S	13	6-60	12-00 "
Second & Third Class Bogie Coaches ... ..	STB	3	13-10	32-33 "
Third Class Bogie Coaches ... ..	TB	24	22-95	98-66 "
" " Ordinary Coaches ... ..	T	85	6-24	40-00 "
Restaurant Cars ... ..	RB	7	29-35	25-00 Seats.
Luggage and Parcel Vans ... ..	L	6	7-37	8-00 Tons.
Horse Boxes ... ..	H	29	8-65	4-00 Horses or 6-00 Ponies.
Pay Vans ... ..	P	3	8-20	...
Ration Vans ... ..	RI	3	6-35	... 2 Tons and 1 Berth.
Brake Vans, Ordinary ... ..	B	110	7-35	2-70 Tons.
Brake Vans, Composite Bogie ... ..	BCB	7	21-00	... 14 Tons & 10 Passengers.
Total ... ..	...	391	...	...
<i>Goods Stock.</i>				
Covered Goods Wagons ... ..	CG	379	5-19	11-01 Tons.
" " " " Bogie ... ..	CGB	966	11-10	25-28 "
Cattle Trucks ... ..	CT	61	6-55	8-57 "
Low-sided Trucks ... ..	LS	382	4-75	11-73 "
" " Trucks Bogie ... ..	LSB	361	11-45	27-83 "
High-sided Trucks ... ..	HS	84	6-25	14-00 "
" " " " Bogie ... ..	HSB	236	11-95	26-56 "
High-sided Trucks Fenced ... ..	HSF	196	5-35	10-87 "
" " " " Bogie ... ..	HSFB	18	9-15	14-00 "
Powder Vans ... ..	PV	3	4-50	10-00 "
Water Tanks ... ..	WT	118	6-20	10-00 "
Oil Tanks ... ..	OF	18	6-15	10-33 "
" " " " Bogie ... ..	OFB	16	14-80	16-88 "
Kerosene Tanks ... ..	OK	2	6-45	12-00 "
" " " " Bogie ... ..	OKB	7	14-40	14-06 "
Petrol Tanks ... ..	OPB	12	16-60	15-00 "
Rail & Timber Trucks ... ..	RT	100	3-93	10-00 "
Refrigerator Van ... ..	RF	1	10-10	7-00 "
Ballast Hopper Wagons ... ..	BWHB	30	11-75	25-00 "
Platform Wagons ... ..	FW	6	3-45	10-00 "
" " " " Bogie ... ..	FWB	75	8-20	20-75 "
Relief & Store Vans ... ..	RV	17	4-71	10-00 "
" " " " Bogie ... ..	RVB	5	10-20	22-00 "
Motors Vans ... ..	MV	10	6-60	12-00 "
Sheep Trucks ... ..	SW	2	7-15	100 Sheep.
Total ... ..	...	3,105	...	...

STOCK ERECTED	No.	CAPACITY	STOCK CONVERTED.	No.	STOCK SCRAPPED.	No.	CAPACITY.
1st Class Corr: Coaches (FBC)	9		2nd Class Ordinary Coaches to Pay Vans (S to P) .. ..	1	Inspection Coach (I)	1	..
2nd Class Corr: Coaches (SBC)	8		2nd Class Ordinary Coaches to Ins: Coach (S to I) .. ..	1	Brake Van .. (B)	1	..
3rd Class Bogie Coaches (TB)	4		Brake Vans to Ins: Coaches (B to I) .. ..	5	Rail Truck .. (RT)	1	10 Tons.
Restaurant Cars (RB)	6		High-Sided Wagons to Platform Wagons (HSFB to FWB) .. ..	5	Cattle Trucks (CT)	1	8-57 Tons.
Brake Vans, Compo. Bogie (RCB)	2		Low-Sided Wagons to Platform Wagons (LSH to FWB) .. ..	4			
Brake Vans, Ordinary (B)	4		Covd. Goods Wagons to Platform Wagons (CGB to FWB) .. ..	3			
Horse Boxes (H)	13		Covd. Goods Wagons to Relief and Stores Vans (CG to RV) .. ..	3			
Covered Goods Wagons, Bogie (CGB)	103	25-28 To a.	Covd. Goods Wagons to Motor Vans (CG to MV) .. ..	6			
Low Sided Trucks, Bogie (LSR)	85	27-83 "	Rail Trucks to Platform Wagons (RT to FW) .. ..	6			
Petrol Tanks, Bogie (OPB)	10	51-00 "	2nd Class Ordinary Coach to Ration Van (S to RI) .. ..	1			
Kerosene Tanks, Bogie (OKB)	6	14-06 "					
Oil Tanks, Bogie (OFB)	6	16-88 "					
Oil Tanks 4-wheel (OF)	2	10-33 "					
Water Tanks, 4-wheel (WT)	14	10-00 "					
High Sided Wagons, Fenced (HSF)	57	10-87 "					
Ballast Hopper Wagons, Bogie (BWHB)	30	25-00 "					
Cattle Trucks (CT)	15	8-57 "					
	374	6,963-83 "				4	18-57 Tons.

N.B.—The increase in Goods Stock during the year represents additional carrying capacity of 6,945 tons; i.e. 6,963-83 tons, less 18-57 tons written off, equals 6,945-26 tons.

The increase in Coaching Stock during the year represents additional carrying capacity of 955 passengers.

## RETURN SHOWING THE OUTWARDS TRAFFIC AT EACH STATION FOR THE YEAR ENDED 31st DECEMBER, 1928.

STATIONS.	Passengers.			Parcels and Luggage.		Live Stock.		MERCHANDISE GENERAL.				RAILWAY MATERIAL.				GRAND TOTAL.		
								Quantity.		Amount.		Quantity.		Amount.				
	No.	£	s.	£	s.	£	s.	Tons.	cwt.	£	s.	Tons.	cwt.	£	s.	£	s.	
MOMBASA .. .. .	93,899	51,465	7	9,130	9	59	1	36,008	10	360,360	7	48,143	8	32	13	421,047	17	
KILINDINI HARBOUR .. .. .	2,373	9,097	17	3,291	13	402	12	121,609	1	561,731	13	59,334	9	430	3	574,953	18	
KILINDINI STATION .. .. .	66,974½	2,756	7	760	17	10	1	82,934	..	262,016	13	28,081	17	15,433	18	280,977	16	
CHANGAMWE .. .. .	35,712	324	3	131	14	2	4	64	15	184	9	1	15	..	..	642	10	
KWA-JOMVU .. .. .	26,956	392	13	77	15	1	9	..	..	..	..	..	..	..	..	471	17	
MIRITINI .. .. .	17,000	275	7	55	12	1	19	373	5	1,387	4	2	..	..	..	1,720	2	
MAZERAS .. .. .	37,476½	1,457	13	85	..	6	1	929	17	4,043	2	70	16	..	..	5,591	16	
MARIAKANI .. .. .	8,684½	977	7	29	18	80	12	636	3	287	10	658	9	..	..	1,375	7	
MAJI-YA-CHUMVI .. .. .	677½	188	4	1	3	..	3	108	17	25	1	..	11	..	6	214	17	
SAMBURU .. .. .	2,326½	324	8	3	18	..	13	73	5	87	7	27	14	..	..	416	6	
MACKINNON ROAD .. .. .	921½	195	2	4	1	..	2	13	8	14	9	3,250	12	..	..	213	14	
BACHUMA .. .. .	155	24	8	..	14	..	..	..	15	1	8	25	13	..	..	26	10	
MAUNGU .. .. .	1,743½	446	4	1	16	..	9	18	6	15	15	818	17	..	..	464	4	
NDARA .. .. .	224½	25	5	..	11	..	6	29	2	1	13	2,323	3	..	..	27	15	
VOI .. .. .	8,721	2,554	16	117	7	10	3	1,998	5	1,212	13	2,859	14	..	..	3,894	19	
MWATATE .. .. .	1,634½	245	11	21	16	..	8	451	16	353	16	..	4	..	..	621	11	
BURA .. .. .	2,452½	498	14	7	4	1	2	66	1	25	16	20	4	..	..	532	16	
MAKTAU .. .. .	135	17	4	..	..	..	..	..	..	..	..	..	..	..	..	17	4	
TAVETA .. .. .	3,013½	772	14	27	9	2	9	1,489	10	1,180	16	638	17	..	..	1,983	8	
KAHE .. .. .	619½	124	6	14	4	..	..	62	5	47	3	..	1	..	..	185	13	
SANYA JUNCTION .. .. .	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..
MOSHI .. .. .	3,252½	2,969	1	190	5	134	17	2,696	9	4,437	17	383	12	..	..	7,732	..	
MOMBO .. .. .	..	..	..	..	1	..	..	..	1	..	2	..	..	..	..	..	3	..
MUHESA .. .. .	..	..	..	..	..	..	..	220	4	563	6	..	..	..	..	563	6	..
LEMBINI .. .. .	..	..	..	..	..	..	..	4	19	2	10	..	..	..	..	2	10	..
TANGA .. .. .	14	50	3	14	18	..	..	43	16	155	14	..	..	..	..	220	15	..
NDI .. .. .	1,349½	406	15	14	..	..	12	663	17	405	10	4	1	..	..	826	17	..
TSAVO .. .. .	577	98	15	..	1	..	11	105	11	128	13	385	15	..	..	228	..	..
KYULU .. .. .	617½	113	7	..	5	..	1	92	1	62	10	365	17	..	..	176	3	..
KENANI .. .. .	293	68	19	1	1	..	..	11	9	9	12	174	16	..	..	79	12	..
KANGA .. .. .	579	113	15	1	1	..	3	34	4	6	1	55	5	..	..	121	..	..
MTITO-ANDEI .. .. .	717½	203	11	1	2	..	14	9	14	12	8	253	8	..	..	217	15	..
DARAJANI .. .. .	444	84	17	2	3	..	..	25	18	9	11	1,839	3	..	..	96	11	..
MASONGALENI .. .. .	2,514½	831	5	14	18	..	13	806	18	683	7	2,769	..	..	..	1,530	3	..
KIBWEZI .. .. .	7,299	2,309	19	39	10	257	4	1,937	13	1,680	3	5,936	9	..	..	4,286	16	..
MAKINDU .. .. .	3,785½	813	7	12	8	3	5	482	12	312	17	2,249	5	1,359	19	2,501	16	..
KIROKO .. .. .	..	..	..	..	..	..	..	..	..	..	..	124	9	6	11	6	11	..
SIMBA .. .. .	1,697	240	4	9	18	..	12	66	6	43	16	5,769	1	12	19	307	9	..
EMALI .. .. .	1,259½	197	16	13	..	..	5	344	3	203	17	1,562	7	..	..	414	18	..
SULTAN HAMUD .. .. .	2,866½	611	13	9	19	1	10	442	15	407	..	906	13	..	..	1,030	2	..

## RETURN SHOWING THE OUTWARDS TRAFFIC AT EACH STATION FOR THE YEAR ENDED 31ST DECEMBER, 1928—(Contd.)

STATIONS.	Passengers.			Parcels and Luggage.		Live Stock.		MERCHANDISE GENERAL.				RAILWAY MATERIAL.				GRAND TOTAL.	
								Quantity.		Amount.		Quantity.		Amount.			
	No.	£	s.	£	s.	£	s.	Tons.	cwt.	£	s.	Tons.	cwt.	£	s.	£	s.
KIMA .. .. .	1,048½	162	14	13	17	75	17	106	..	86	12	3,464	19	..	..	339	..
KIU .. .. .	4,030½	661	1	13	19	12	9	21,980	1	5,843	9	41	5	1	2	6,532	..
ULU .. .. .	720	210	5	40	6	5	15	7,506	6	1,861	7	..	11	..	..	2,117	13
KONZA .. .. .	3,302½	675	12	677	2	35	..	303	..	174	9	19	16	..	..	1,562	3
KAJIADO .. .. .	4,204½	807	4	39	19	21	..	2,385	19	803	3	115	9	..	..	1,671	6
TOROKA .. .. .	638½	50	9	..	..	..	..	..	..	..	..	..	..	..	..	50	9
NYUKI .. .. .	336	70	17	..	..	..	..	..	..	..	..	..	..	..	..	70	17
KOORA .. .. .	532	44	17	..	..	..	..	..	..	..	..	..	..	..	..	44	17
LAKE MAGADI .. .. .	3,038½	1,104	6	46	..	5	..	75,505	2	55,947	19	406	1	..	..	57,103	5
KAPITI PLAINS .. .. .	913½	181	12	6	9	6	1	269	13	577	1	10	13	..	..	771	3
STONY ATHI .. .. .	789½	110	15	..	14	..	3	13	16	4	1	13	1	..	..	115	13
ATHI RIVER .. .. .	5,822½	982	..	116	17	85	3	19,176	6	2,549	9	79	7	..	..	3,733	9
NAIROBI .. .. .	96,481½	62,514	2	16,245	2	585	19	54,367	14	96,529	7	30,600	8	795	6	176,669	16
KAHAWA .. .. .	3,103	459	15	7	6	14	7	3,508	10	3,546	11	1	5	..	4	4,028	3
RUIRU .. .. .	9,339	1,797	12	32	9	14	1	5,913	8	4,182	16	41	15	..	..	6,026	18
THIKA .. .. .	5,268½	1,093	9	78	16	55	16	11,278	15	8,381	4	170	6	..	..	9,609	5
MITUBIRI .. .. .	1,751	465	10	56	9	8	16	2,163	11	2,313	12	8	3	..	..	2,844	7
PUNDA MILIA .. .. .	3,158	521	11	41	11	27	1	1,567	4	2,041	6	44	7	..	..	2,631	9
MARAGUA .. .. .	2,498½	468	9	27	10	5	8	4,399	16	3,924	3	167	12	..	..	4,425	10
FORT HALL .. .. .	2,499½	360	6	40	2	3	15	3,491	6	2,335	4	19	13	..	..	2,739	7
SAGANA .. .. .	5,185½	1,512	2	63	13	2	9	6,252	6	3,062	7	49	17	..	..	4,640	11
KARATINA .. .. .	6,416½	1,364	11	33	9	1	11	3,582	2	2,045	9	1,163	4	..	..	3,445	..
NYERI .. .. .	3,232	738	6	116	13	322	6	1,591	9	1,973	10	2,191	14	..	..	3,150	15
NARO MORU .. .. .	3,030½	777	1	186	9	2,707	12	1,489	4	2,878	..	1,911	19	..	..	6,549	2
KABETE .. .. .	9,035½	1,424	3	255	17	116	8	404	11	517	13	1	8	..	..	2,314	1
KIKUYU .. .. .	13,567½	1,361	9	61	11	17	16	4,325	5	1,186	5	1,226	..	..	..	2,627	1
MUGUGA .. .. .	5,018½	483	14	21	18	1	15	13,336	2	5,040	18	16,762	16	..	..	5,548	5
LIMURU .. .. .	14,053	1,928	11	315	7	58	1	9,664	2	5,510	..	2,198	14	..	..	7,811	19
UPLANDS .. .. .	7,287	920	14	311	19	16	4	4,944	2	2,053	18	600	2	..	..	3,302	15
ESCARPMENT .. .. .	8,119	1,110	6	49	14	6	9	4,959	2	2,626	5	1,722	3	..	..	3,792	14
KIJABE .. .. .	11,509	1,959	19	118	4	87	8	2,323	1	2,154	11	565	17	..	..	4,320	2
LONGONOT .. .. .	2,586½	297	3	82	10	40	15	189	16	179	3	8	13	..	..	599	11
NAIVASHA .. .. .	14,919½	2,725	8	578	16	1,297	3	4,716	14	2,758	15	56	10	..	..	7,360	2
GILGIL .. .. .	20,882	4,383	15	380	15	864	17	3,239	15	2,730	4	231	7	..	..	8,359	11
OLEOLONDO .. .. .	..	..	..	..	..	..	..	98	15	105	10	..	..	..	..	105	10
EBURRU .. .. .	3,271½	493	9	5	13	61	8	320	19	171	..	5	14	..	..	731	10
ELMENTEITA .. .. .	5,867½	987	2	115	7	578	..	1,721	..	647	2	4,969	5	1	12	2,329	3
NAKURU .. .. .	36,552½	11,644	2	1,502	1	527	4	20,539	10	11,388	13	6,123	11	7	1	25,069	1
NAKURU JUNCTION .. .. .	1,204½	173	13	6	6	7	13	902	19	258	5	6	6	..	..	445	17
MENENGAI .. .. .	668	83	19	4	13	27	2	1,698	..	622	7	109	..	..	..	738	1
RONGAI .. .. .	7,154	1,010	6	70	19	706	3	8,881	16	6,269	4	5,067	8	..	..	8,056	12

## RETURN SHOWING THE OUTWARDS TRAFFIC AT EACH STATION FOR THE YEAR ENDED 31st DECEMBER, 1928—(Contd.).

STATIONS.	Passengers.			Parcels and Luggage.		Live Stock.		MERCHANDISE GENERAL.				RAILWAY MATERIAL.				GRAND TOTAL.	
	No.	£	s.	£	s.	£	s.	Quantity.		Amount.		Quantity.		Amount.		£	s.
								Tons.	cwt.	£	s.	Tons.	cwt.	£	s.		
KAMPI-YA-MOTO .. .. .	1,338½	98	7	18	19	52	6	3,126	19	3,289	16	1,088	1	..	..	3,459	8
OLABANAITA .. .. .	1,441	109	9	14	..	18	17	3,746	19	2,049	18	12	..	..	..	2,192	4
LAKE SOLAI .. .. .	1,789½	246	8	37	8	86	5	880	5	469	7	20	10	..	..	839	8
SABATIA .. .. .	3,676½	604	10	14	8	24	9	3,834	18	1,992	2	178	11	..	..	2,635	9
MAJI-MAZURI .. .. .	3,839	879	14	67	17	115	11	6,295	10	7,330	8	6,297	10	109	19	8,503	9
EQUATOR .. .. .	700½	128	19	9	12	51	16	190	12	119	19	2,140	19	..	..	310	6
TIMBOROA .. .. .	1,870½	330	11	14	12	21	8	680	13	609	7	767	1	..	..	975	18
AINABKOI .. .. .	678	95	3	3	12	..	11	701	17	319	1	1	8	..	..	418	7
KIPKABUS .. .. .	2,980½	559	14	39	..	73	10	2,733	2	1,360	6	4,632	18	..	..	2,032	10
PLATEAU .. .. .	595	132	18	19	6	4	3	2,559	2	1,977	11	2,535	7	..	..	2,133	18
ELDORET .. .. .	16,162	8,858	4	808	2	244	17	12,009	13	11,011	18	3,383	17	5	15	20,928	16
LESERU .. .. .	1,052½	162	5	10	19	11	1	340	5	169	16	345	11	..	..	354	1
SOY .. .. .	1,429	160	6	11	1	11	17	5,254	17	3,081	12	9	..	..	..	3,264	16
HOEY'S BRIDGE .. .. .	3,574	520	19	46	2	61	4	18,586	17	5,734	13	39	6	..	..	6,362	18
KITALE .. .. .	6,572	2,738	1	345	5	129	15	17,049	6	13,713	18	379	9	..	..	16,926	19
TURBO .. .. .	2,143	503	14	31	7	16	9	13,277	6	11,744	10	2,214	2	..	..	12,296	..
KIPKARREN RIVER .. .. .	445	70	14	5	16	..	2	1,264	8	448	5	4	7	..	..	524	17
LUGARI .. .. .	1,199½	181	..	5	12	1	7	1,337	15	1,013	8	6	17	..	..	1,201	7
BRODERICK FALLS .. .. .	897	214	6	26	1	22	1	46	17	99	17	84	17	..	..	362	5
BUNGOMA .. .. .	4,038½	876	7	18	14	1	10	862	4	1,512	18	5	17	..	..	2,409	9
MYANGA .. .. .	1,079½	169	2	3	8	..	1	54	13	27	1	3,106	15	..	..	199	12
MALABA .. .. .	22	2	..	..	..	..	..	..	..	1	..	206	18	..	..	2	1
TORORO .. .. .	4,294	3,646	5	481	9	3	14	6,591	13	18,328	17	2,041	16	..	..	22,460	5
MAGODES .. .. .	2	..	2	..	..	..	..	..	..	..	..	1	..	..	..	..	2
MANAFWA .. .. .	3	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	3
MBALE .. .. .	30	45	7	..	5	..	..	3,728	15	4,792	18	..	17	..	..	4,838	10
NAGONGERA .. .. .	438	105	11	11	6	..	8	1,115	..	2,115	13	140	4	..	..	2,232	18
BUDUMBA .. .. .	242½	31	..	2	5	..	4	25	9	5	3	2,138	..	..	..	38	12
NSINZE .. .. .	856	418	15	40	4	..	12	4,178	18	8,257	10	119	8	..	..	8,717	1
KALIRO .. .. .	510	200	2	29	..	..	..	2,286	9	4,485	9	833	2	..	..	4,714	11
NAMWENDWA .. .. .	150½	23	3	1	..	..	..	455	7	694	11	..	9	..	..	718	14
NAMAGANDA .. .. .	341	153	2	30	10	..	10	1,299	16	2,758	15	..	17	..	..	2,942	17
KAMULI .. .. .	382	160	4	22	16	..	7	929	15	2,378	16	..	19	..	..	2,562	3
MBULAMUTI .. .. .	2,066	355	14	20	8	1	9	1,475	16	2,819	11	562	4	..	..	3,197	2
NAMASAGALI .. .. .	1,218½	298	10	36	17	13	8	499	11	539	11	1,484	7	..	..	888	6
LUZINGA .. .. .	701	43	11	1	4	..	14	732	17	2,053	6	7,334	11	..	..	2,098	15
MUTAI .. .. .	926½	76	9	15	..	..	6	12	10	2	13	109	18	..	..	94	8
JINJA STATION .. .. .	6,932	10,191	6	2,149	7	4	1	8,580	12	15,546	..	1,910	18	..	..	27,890	14
NJORO .. .. .	16,070	2,863	11	231	4	309	8	17,569	12	16,356	10	11,644	4	..	..	19,760	13
ELBURGON .. .. .	10,424½	1,743	..	71	10	133	8	6,554	13	3,966	13	7,440	9	..	..	5,914	11
TURI .. .. .	2,985	448	15	267	13	43	..	2,662	..	2,133	7	1,553	4	..	..	2,892	15

## RETURN SHOWING THE OUTWARDS TRAFFIC AT EACH STATION FOR THE YEAR ENDED 31st DECEMBER, 1928—(Contd.).

STATIONS.	Passengers.			Parcels and Luggage.		Live Stock.		MERCHANDISE GENERAL.				RAILWAY MATERIAL.				GRAND TOTAL.	
								Quantity.		Amount.		Quantity.		Amount.			
	No.	£	s.	£	s.	£	s.	Tons.	cwt.	£	s.	Tons.	cwt.	£	s.	£	s.
MOLO .. .. .	8,158	1,413	6	376	11	414	12	5,838	17	4,182	17	5,970	15	1	6	6,388	12
MAU .. .. .	2,441½	350	16	29	17	24	12	1,010	19	554	3	5,441	3	..	..	959	8
LONDIANI .. .. .	7,803	1,292	15	60	8	239	8	4,361	..	2,577	17	223	19	..	..	4,170	8
KEDOWA .. .. .	2,843	435	15	194	19	44	11	1,482	9	777	9	33	11	..	..	1,452	14
LUMBWA .. .. .	9,964½	2,580	2	273	1	300	2	2,754	3	3,540	2	48	5	..	..	6,693	7
TUNNEL .. .. .	220	37	5	3	4	..	4	362	9	180	5	2	..	..	..	220	18
FORT TERNAN .. .. .	4,978½	835	2	35	17	8	16	2,063	17	1,583	3	50	..	..	..	2,462	18
KORU .. .. .	4,514	755	1	36	1	4	19	1,894	13	2,141	4	36	18	..	..	2,937	5
MUHORONI .. .. .	8,261	1,305	15	90	6	47	19	2,155	17	3,371	13	338	7	..	..	4,815	13
CHEMELIL .. .. .	2,883	335	12	26	19	1	12	2,350	11	1,543	9	7	11	..	..	1,907	12
KIBIGORI .. .. .	7,986½	865	10	61	5	22	7	959	9	991	15	24	15	..	..	1,940	17
MIWANI .. .. .	7,915½	879	1	41	11	1	15	5,410	3	10,938	9	10	16	..	..	11,860	16
KIBOS .. .. .	15,880	2,498	10	16	14	28	7	2,510	5	1,035	5	6	..	..	..	3,578	18
KISUMU STATION .. .. .	53,669½	18,867	11	1,097	5	69	5	16,906	6	21,382	15	4,287	7	97	11	41,514	7
KISUMU PIER .. .. .	2,126½	1,611	15	128	12	695	3	3,315	19	4,689	14	716	6	..	..	7,125	4
USEMBO BAY .. .. .	28½	3	12	..	..	..	..	640	5	932	10	..	..	..	..	936	2
KENDU BAY .. .. .	11	1	8	..	..	..	..	1,670	9	2,146	10	..	..	..	..	2,147	18
HOMA BAY .. .. .	25½	2	14	..	..	..	..	2,361	4	2,662	..	..	..	..	..	2,664	14
KADIMU BAY .. .. .	11	2	11	..	..	..	..	92	16	91	7	..	..	..	..	93	18
SIO PIER .. .. .	29½	8	5	..	4	..	..	709	16	1,270	6	..	..	..	..	1,278	15
MJANJI PIER .. .. .	916	306	19	37	11	9	3	280	13	412	18	7	4	..	..	766	11
JINJA PIER .. .. .	2,360½	1,775	19	585	19	3	11	593	2	1,023	..	871	8	..	..	3,388	9
BULUBA .. .. .	187	8	17	..	4	..	3	223	3	40	10	..	..	..	..	49	14
KATIMERU .. .. .	960	54	14	1	12	1	2	35	19	26	7	..	..	..	..	83	15
SOZI .. .. .	351½	25	..	1	5	1	6	9	7	10	9	..	..	..	..	38	..
KIUNGU .. .. .	1,441½	89	12	1	10	5	5	43	2	39	11	..	..	..	..	135	18
KATEBO .. .. .	63½	4	9	..	5	..	4	1,460	19	1,665	..	..	..	..	..	1,669	18
LUTOBOKO .. .. .	2,549½	174	13	13	14	14	4	101	4	112	..	..	..	..	..	314	11
KITOSI .. .. .	1,023	48	10	..	16	..	7	5	6	4	1	..	..	..	..	53	14
KOME .. .. .	1,518	68	15	1	15	2	9	13	15	16	1	..	..	..	..	89	..
NANSO BAY .. .. .	17	1	16	..	..	..	..	..	..	..	..	..	..	..	..	1	16
BUGUNGU .. .. .	..	..	..	..	..	..	..	2,511	5	6,998	12	..	3	..	..	6,998	12
KIBANGA PORT .. .. .	30½	2	7	..	3	..	..	1,613	7	3,970	3	20	17	..	..	3,972	13
PORT BELL PIER .. .. .	2,931½	1,396	13	114	10	4	1	2,401	1	8,902	..	106	7	..	..	10,417	4
ENTEBBE .. .. .	5,582	1,670	9	394	7	5	19	864	9	2,091	9	31	9	..	..	4,162	4
BUKAKATA .. .. .	701½	311	1	51	2	5	8	4,407	5	10,995	11	61	15	..	..	11,363	2
KISUBI PORT .. .. .	..	..	..	..	..	..	..	80	..	18	16	..	..	..	..	18	16
SANGO BAY .. .. .	227	77	4	7	13	..	10	469	13	351	6	..	..	..	..	436	13
KARUNGU .. .. .	239½	84	12	4	8	..	10	114	19	117	1	..	..	..	..	206	11
SHIRATI .. .. .	..	..	..	..	..	..	..	2	5	5	1	..	..	..	..	5	1
BUKOBA .. .. .	2,079½	1,352	8	140	18	4	19	10,167	10	35,572	..	..	..	..	..	37,070	5
MUSOMA .. .. .	821	500	..	63	11	1	17	738	6	2,073	6	..	4	..	..	2,638	14



## RETURN SHOWING THE OUTWARDS TRAFFIC AT EACH STATION FOR THE YEAR ENDED 31st DECEMBER, 1928—(Concl'd.).

STATIONS.	Passengers.			Parcels and Luggage.		Live Stock.		MERCHANDISE GENERAL.				RAILWAY MATERIAL.				GRAND TOTAL.	
								Quantity.		Amount.		Quantity.		Amount.			
	No.	£	s.	£	s.	£	s.	Tons.	cwt.	£	s.	Tons.	cwt.	£	s.	£	s.
MWANZA .. .. .	3,780	3,226	14	507	19	1,474	13	7,708	1	17,813	14	..	..	..	..	23,023	..
NAMASAGALI PIER .. .. .	408½	160	16	10	10	..	13	11	10	14	19	712	9	..	..	186	18
BUGONDO .. .. .	422½	107	17	71	3	17	14	3,600	10	9,869	11	2	..	..	..	10,066	5
SANGAI .. .. .	217½	62	3	10	12	4	4	1,356	2	3,474	16	..	1	..	..	3,551	15
LALLI .. .. .	759	364	9	181	10	..	10	3,059	11	8,396	7	1	1	..	..	8,942	16
KELLI .. .. .	751	278	7	64	5	27	13	1,773	16	3,851	5	1	13	..	..	4,221	10
NAMASALI .. .. .	50	10	1	..	9	..	..	322	18	823	13	..	..	..	..	834	3
MASINDI PORT .. .. .	1,327½	377	16	32	4	1	9	415	13	945	6	100	3	..	11	1,357	6
PALANGO .. .. .	38½	5	9	1	16	..	..	239	7	776	8	..	..	..	..	783	13
ATURA .. .. .	294½	188	3	47	2	2	11	1,186	1	3,497	6	2	7	..	..	3,735	2
NABIESO .. .. .	14	7	9	2	4	..	..	58	14	108	8	..	..	..	..	118	1
KACHUNG .. .. .	1,003½	549	16	273	8	45	14	1,390	4	3,931	1	..	4	..	..	4,799	19
MUNTU .. .. .	..	..	..	..	..	..	..	197	..	123	2	..	..	..	..	123	2
EKWERA .. .. .	..	..	..	..	..	..	..	56	4	63	18	..	..	..	..	63	18
KIZINGI .. .. .	..	..	..	..	..	..	..	148	..	454	6	..	..	..	..	454	6
BUDALI PIER .. .. .	4	..	1	..	7	..	..	248	11	554	19	..	..	..	..	555	7
ROMPANGO .. .. .	..	..	..	..	..	..	..	228	10	259	19	..	..	..	..	259	19
MASINDI TOWN .. .. .	1,956	731	18	170	12	..	2	1,828	8	4,986	5	594	11	..	..	5,888	17
BUSENGIRO .. .. .	..	..	..	..	..	..	..	88	5	27	9	4	10	..	..	27	9
KINYALA .. .. .	18	2	16	..	..	..	..	97	2	26	9	..	..	..	..	29	5
BUTIABA .. .. .	8,147½	1,563	10	173	16	..	18	841	17	1,288	13	2,527	4	..	..	3,026	17
MAHAGI PIER .. .. .	6	2	8	1	..	..	..	..	2	4	1	..	..	..	..	7	9
PANYAMUR PIER .. .. .	6,504½	801	..	..	12	16	14	7	8	15	11	..	..	..	..	833	17
PACKWACH PIER .. .. .	257½	106	4	12	10	1	3	17	..	22	14	5	2	..	..	142	11
KASENYI PIER .. .. .	175½	946	1	180	14	..	..	123	16	632	9	..	..	..	..	1,759	4
MUTIR PIER .. .. .	83½	23	9	2	10	..	..	..	6	..	9	..	..	..	..	26	8
PORT NTOROKO .. .. .	8	4	12	..	..	..	..	..	..	..	..	..	..	..	..	4	12
RHINO CAMP.. .. .	879	755	13	129	12	..	3	601	18	1,650	15	15	10	..	..	2,536	3
OGUJEBBE .. .. .	119½	34	10	17	11	1	2	158	14	168	7	..	..	..	..	221	10
LAROPI PIER .. .. .	77½	29	1	10	..	..	..	221	1	362	16	..	..	..	..	401	17
NIMULE PIER .. .. .	111	232	13	14	7	..	..	..	5	..	16	13	10	..	..	247	16
KAMPALA STATION .. .. .	4,390½	2,818	..	1,035	11	2	13	32,844	..	65,087	14	89	16	..	..	68,943	18
SEASON TICKETS .. .. .	625	921	8	..	..	..	..	..	..	..	..	..	..	..	..	921	8
PLATFORM TICKETS .. .. .	111,070	555	7	..	..	..	..	..	..	..	..	..	..	..	..	555	7
CARRIAGE OF MAILS .. .. .	..	..	..	7,793	8	..	..	..	..	..	..	..	..	..	..	7,793	8
WATER AND CONSTRUCTION TRAINS .. .. .	..	..	..	..	..	..	..	..	..	..	..	286,255	..	4,494	4	4,494	4
GRAND TOTAL .. .. .	1,081,345½	284,749	12	55,456	2	14,412	11	861,323	10	1,872,963	17	622,611	13	22,791	0	2,250,373	2

## Summary of Train mileage from 1st April, 1903 to 31st December, 1928.

Year.	Mean mileage worked.	Traffic train mileage.	Construction and Water = train mileage &c.	Total train mileage.	Average daily traffic train mileage.	REMARKS.
1903-04 (Leap year) ...	584	321,791	215,794	537,585	879	
1904-05 ...	584	352,624	60,128	412,752	966	
1905-06 ...	584	471,487	58,491	529,978	1,292	
1906-07 ...	584	622,950	82,036	704,986	1,707	
1907-08 (Leap year) ...	584	636,893	68,763	705,656	1,740	
1908-09 ...	584	632,752	70,104	702,856	1,734	
1909-10 ...	584	648,541	99,229	747,770	1,777	
1910-11 ...	585	863,962	103,343	967,305	2,367	
1911-12 (Leap year) ...	586	1,142,878	65,187	1,208,065	3,123	
1912-13 ...	641	1,475,112	53,620	1,528,732	4,041	
1913-14 ...	664	1,609,715	71,227	1,680,942	4,410	
1914-15 ...	680	1,341,085	49,951	1,391,036	3,674	
1915-16 (Leap year) ...	685	1,349,804	50,714	1,400,518	3,689	
1916-17 ...	685	1,597,927	37,206	1,635,133	4,378	
1917-18 ...	685	1,333,489	46,839	1,380,328	3,653	
1918-19 ...	685	1,182,127	39,215	1,221,342	3,238	
1919-20 (Leap year) ...	685	1,237,822	39,193	1,277,016	3,382	
1920-21 ...	685	1,487,833	71,454	1,559,287	4,077	
1921 (9 months) ...	685	1,057,260	49,613	1,106,873	3,845	
1922 ...	685	1,500,583	83,579	1,584,162	4,111	
1923 ...	692	1,623,251	104,876	1,728,127	4,447	
1924 (Leap year) ...	816	2,160,023	325,868	2,485,891	5,902	
1925 ...	898	2,575,407	355,492	2,930,899	7,056	
1926 ...	998	2,663,395	431,500	3,094,895	7,297	
1927 ...	1,166	2,731,219	421,764	3,152,983	7,483	
1928 (Leap year) ...	1,354	2,962,750	594,472	3,557,222	8,095	

## RAILWAYS. Summary of Earnings from 1903 to 1928.

YEAR.	Passengers.	Parcels and Luggage.	Live Stock.	Goods.	Telegraphs.	Surcharge.	Miscellaneous.	Total Earnings.	Working Expenses. (excluding Depreciation)	Net Earnings. (exclusive of Depreciation and loan charges).	Percentage of ordinary Working Expenses to Receipts.
	£	£	£	£	£	£	£	£	£	£	%
1903-04 ...	28,203	5,071	2,115	93,544	1,142	..	1,492	131,567	191,668	-60,101	145.68
1904-05 ...	31,952	5,589	2,370	112,101	687	...	1,095	153,794	151,155	2,639	98.29
1905-06 ...	41,006	6,164	4,647	151,009	743	...	1,359	204,928	148,250	56,678	72.34
1906-07 ...	45,872	7,000	3,164	183,080	591	...	1,505	241,212	164,448	76,764	68.18
1907-08 ...	51,545	8,994	4,203	164,588	649	...	2,091	232,070	167,357	64,713	72.11
1908-09 ...	50,178	9,020	4,134	166,587	626	...	2,116	232,661	167,823	64,838	72.12
1909-10 ...	48,305	9,485	4,213	180,197	649	...	3,297	246,146	180,279	65,867	73.24
1910-11 ...	55,567	10,793	5,003	225,049	715	...	2,989	300,116	201,596	98,520	67.17
1911-12 ...	63,657	11,149	6,088	274,518	955	...	3,858	360,224	228,852	131,372	63.63
1912-13 ...	75,311	13,154	5,974	396,725	1,356	...	4,860	497,380	287,082	210,298	57.72
1913-14 ...	92,852	15,586	5,589	447,047	1,294	...	5,786	568,154	350,809	217,345	61.75
1914-15 ...	145,690	15,909	19,500	340,733	3,291	...	10,861	535,984	355,987	179,997	66.42
1915-16 ...	167,323	26,774	38,475	383,243	3,742	...	38,050	657,607	367,959	289,648	55.96
1916-17 ...	223,780	27,438	45,784	465,847	1,974	...	48,128	812,951	455,749	357,202	56.06
1917-18 ...	256,578	16,131	16,204	352,593	1,664	...	33,779	676,949	465,818	211,131	68.81
1918-19 ...	225,001	17,524	11,476	374,905	2,325	...	43,992	675,223	532,626	142,597	78.88
1919-20 ...	140,298	20,218	9,262	417,219	1,705	...	39,311	628,013	582,406	45,607	92.74
1920-21 ...	253,075	35,748	13,132	637,744	2,212	168,717	64,813	1,175,441	1,022,702	152,739	87.01
1921 (9 mths.)	158,625	28,598	6,707	428,682	1,341	99,879	43,298	767,130	721,099	46,031	94.00
1922 ..	176,573	40,457	7,889	815,932	1,438	...	50,200	1,092,489	952,784	139,705	87.21
1923 ...	171,361	39,581	7,018	965,956	1,221	...	52,599	1,237,736	822,385	415,351	66.44
1924 ...	199,500	46,939	8,782	1,313,906	1,567	...	64,495	1,635,189	878,467	756,722	53.72
1925 ...	227,272	53,426	10,872	1,616,765	1,285	...	83,889	1,993,509	1,090,071	903,438	54.68
1926 ...	256,918	51,084	10,992	1,634,700	1,308	...	103,709	2,058,711	1,216,774	841,937	59.11
1927 ...	266,326	49,404	13,396	1,737,852	1,791	...	57,274	2,126,043	1,150,786	975,257	54.13
1928 ...	284,750	55,456	14,412	1,895,755	2,161	...	61,896	2,314,430	1,292,739	1,021,691	55.86

## RAILWAYS.—Tonnages of Principal Commodities carried—1928, compared with 1927.

Commodities.	1928.	1927.	Increase.	Decrease.	REMARKS.
	Tons.	Tons.	Tons.	Tons.	
Aerated waters, imported ...	76	34	42	...	
Aerated waters, C. P. ...	309	306	3	...	
Brass, iron and steel wire ...	1,168	1,169	...	1	
Cement ...	32,979	28,913	4,066	...	
Corrugated iron ...	9,342	9,885	...	543	
Cars, motor ...	5,725	4,275	1,450	...	
Chillies, C. P. ...	301	511	...	210	
Coffee, C. P. ...	29,129	24,193	4,936	...	
Cotton— Ginned, C. P. ...	26,784	25,378	1,406	...	
Unginned, C. P. ...	1,554	875	679	...	
Cotton manufactured—					
Cloth ...	6,448	5,547	901	...	
Blankets ...	2,468	2,223	245	...	
Fibre— Sisal ...	18,240	16,568	1,672	...	
Flax ...	17	22	...	5	
Flax tow ...	172	249	...	77	
Flour— Maize and meal ...	48,701	33,005	15,696	...	
Wheat, C. P. ...	8,728	5,079	3,649	...	
Wheat, imported ...	1,787	1,851	...	64	
Government goods ...	26,832	33,915	...	7,083	
Grains C. P.—					
Barley ...	620	197	423	...	
Beans ...	2,975	3,966	...	991	
Maize ...	91,580	119,938	...	28,358	
Oats ...	194	106	88	...	
Peas ...	126	57	69	...	
Rice ...	5,096	5,213	...	117	
Wheat ...	14,998	7,527	7,471	...	
Others ...	5,206	5,108	98	...	
Gunny— Bags ...	8,048	6,453	1,595	...	
Hessian Cloth ...	293	226	67	...	
Hardware ...	1,298	1,169	129	...	
Hides ...	8,462	6,567	1,895	...	
Implements, agricultural ...	7,682	9,508	...	1,826	
Iron and steel, manufactured ...	9,692	6,993	2,699	...	
Lime ...	3,295	3,546	...	251	
Liquors— Ale and beer, imported ...	906	761	145	...	
Ale and beer, C. P. ...	490	376	114	...	
Spirits ...	1,105	833	272	...	
Wines ...	499	686	...	187	
Machinery ...	7,673	6,415	1,258	...	
Manures ...	3,721	2,590	1,131	...	
Oil— Kerosene ...	21,039	16,895	4,144	...	
Liquid fuel (crude) ...	8,213	9,787	...	1,574	
Petrol ...	26,097	21,699	4,398	...	
Oil seeds— Cotton seeds ...	45,917	29,081	16,836	...	
Ground nuts ...	3,227	5,325	...	2,098	
Simsim ...	2,056	4,509	...	2,453	
Other oil seeds ...	129	143	...	14	
Potatoes ...	6,183	5,234	949	...	
Provisions ...	4,548	4,366	182	...	
Rubber ...	1,028	1,279	...	251	
Salt ...	13,117	11,039	2,078	...	
Sand ...	79,816	71,512	8,304	...	
Skins— Goat ...	708	550	158	...	
Sheep ...	103	105	...	2	
Soap— Imported ...	1,344	1,233	111	...	
C. P. ...	2,240	2,026	214	...	
Soda Ash ...	73,176	61,222	11,954	...	
Stone ...	33,289	42,196	...	8,907	
Sugar and cane—					
Imported ...	2,416	33	2,383	...	
C. P. ...	8,743	12,300	...	3,557	
Jaggree ...	1,076	863	213	...	
Sugar cane, raw ...	45	1,587	...	1,542	
Tea— Imported ...	564	522	42	...	
C. P. ...	28	10	18	...	
Timber— Imported ...	1,693	1,290	403	...	
C. P. ...	36,925	39,222	...	2,297	
Firewood ...	26,842	30,067	...	3,225	
Tobacco, including cigars and cigarettes—					
Imported ...	1,460	920	540	...	
C. P. ...	114	53	61	...	
Vegetables ...	2,998	2,872	126	...	
Wattle bark ...	7,094	3,694	3,400	...	
Wool ...	490	424	66	...	
All other merchandise ...	53,886	48,771	5,115	...	
<b>TOTAL</b> ...	<b>861,323</b>	<b>813,062</b>	<b>113,894</b>	<b>65,633</b>	

## Approximate Tonnages of Principal Commodities carried, Lake Victoria Steamers—1928, compared with 1927.

Commodities.	1928.	1927.	Increase.	Decrease.	REMARKS.
	Tons.	Tons.	Tons.	Tons.	
Aerated waters, imported	1	...	1	...	
Aerated waters, C. P.	11	16	...	5	
Brass, iron and steel wire	77	197	...	120	
Cement ...	3,165	4,911	...	1,746	
Corrugated iron	1,608	2,576	...	968	
Cars, motor	621	859	...	238	
Chillies, C. P.	65	82	...	17	
Coffee, C. P.	12,009	6,901	5,108	...	
Cotton ginned, C. P.	13,216	23,866	...	10,650	
Cotton unginned, C. P.	2	6	...	4	
Cotton manufactured—					
Cloth ...	2,505	2,763	...	258	
Blankets	573	653	...	80	
Fibre— Sisal	74	90	...	16	
Flax	16	...	16	...	
Flax tow	...	1	...	1	
Flour— Maize and meal	5,138	3,119	2,019	...	
Wheat C. P.	860	754	106	...	
Wheat imported	422	653	...	231	
Government goods	5,071	7,812	...	2,741	
Grains C. P.—					
Barley	...	...	...	...	
Beans	450	459	...	9	
Maize	3,852	463	3,389	...	
Oats	...	...	...	...	
Peas	...	...	...	...	
Rice	2,473	3,383	...	910	
Wheat	16	30	...	14	
Others	331	512	...	181	
Gunny— Bags	1,009	979	30	...	
Hessian cloth	109	170	...	61	
Hardware	24	56	...	32	
Hides	1,874	2,342	...	468	
Implements, agricultural	1,138	1,132	6	...	
Iron and steel, manufactured	1,605	2,730	...	1,125	
Lime	702	1,115	...	413	
Liquors— Ale and beer, imported	155	228	...	73	
Ale and beer, C. P.	43	70	...	27	
Spirits	8	4	4	...	
Wines	248	316	...	68	
Machinery	680	1,170	...	490	
Manures	...	...	...	...	
Oil— Kerosene	2,820	2,655	165	...	
Liquid fuel (crude)...	1,057	1,189	...	132	
Petrol	4,051	5,094	...	1,043	
Oil seeds— Cotton seeds	21,920	25,940	...	4,060	
Ground nuts	2,702	5,112	...	2,410	
Simsim	1,193	3,680	...	2,487	
Other oil seeds	15	15	...	...	
Potatoes	305	302	3	...	
Provisions	689	795	...	106	
Rubber	640	911	...	271	
Salt	3,464	6,155	...	2,691	
Sand	32	1,270	...	1,238	
Skins— Goat	262	287	...	25	
Sheep	78	87	...	9	
Soap— Imported	216	303	...	87	
C. P.	865	1,094	...	229	
Soda ash	...	...	...	...	
Stone	6	498	...	492	
Sugar and cane—					
Imported	50	16	34	...	
C. P.	1,546	1,616	...	70	
Jagree	425	102	323	...	
Sugar cane, raw	...	...	...	...	
Tea— Imported	106	137	...	31	
C. P.	1	3	...	2	
Timber— Imported	93	104	...	11	
C. P.	3,031	3,534	...	503	
Firewood	3	...	3	...	
Tobacco, including cigars and cigarettes—					
Imported	194	430	...	236	
C. P.	32	12	20	...	
Vegetables	125	227	...	102	
Wattle bark	4	8	...	4	
Wool	6	11	...	5	
All other merchandise	2,382	4,697	...	2,315	
<b>TOTAL</b>	<b>108,464</b>	<b>136,742</b>	<b>11,227</b>	<b>39,505</b>	

## Approximate Tonnages of Principal Commodities carried, Lake Kioga Steamers—1928, compared with 1927.

Commodities.	1928.	1927.	Increase.	Decrease.	REMARKS.
	Tons.	Tons.	Tons.	Tons.	
Aerated waters, imported ... ..	1	...	1	...	
Aerated waters, C. P. ... ..	4	2	2	...	
Brass, iron and steel wire ... ..	22	12	10	...	
Cement ... ..	888	935	...	47	
Corrugated iron ... ..	789	658	131	...	
Cars, motor ... ..	138	161	...	23	
Chillies, C. P. ... ..	1	3	...	2	
Coffee, C. P. ... ..	262	332	...	70	
Cotton— Ginned, C. P. ... ..	4,795	5,366	...	571	
Unginned, C. P. ... ..	456	369	87	...	
Cotton manufactured—					
Cloth ... ..	324	230	94	...	
Blankets ... ..	121	73	48	...	
Fibre—					
Sisal ... ..	...	...	...	...	
Flax ... ..	...	...	...	...	
Flax tow ... ..	...	...	...	...	
Flour—					
Maize and meal ... ..	4,747	176	4,571	...	
Wheat, C. P. ... ..	130	88	42	...	
Wheat, imported ... ..	123	143	...	20	
Government goods ... ..	3,639	1,576	2,063	...	
Grains C. P.—					
Barley ... ..	...	...	...	...	
Beans ... ..	10	27	...	17	
Maize ... ..	2	5	...	3	
Oats ... ..	...	...	...	...	
Pens ... ..	...	...	...	...	
Rice ... ..	158	123	35	...	
Wheat ... ..	1	1	...	...	
Others ... ..	35	36	...	1	
Gunny—					
Baga ... ..	353	208	145	...	
Hessian cloth ... ..	33	31	2	...	
Hardware ... ..	27	37	...	10	
Hides ... ..	768	406	362	...	
Implements, agricultural ... ..	376	274	102	...	
Iron and steel, manufactured ... ..	773	1,109	...	336	
Lime ... ..	12	18	...	6	
Liquors—					
Ale and beer, imported ... ..	84	37	47	...	
Ale and beer, C. P. ... ..	10	11	...	1	
Spirits ... ..	18	31	...	13	
Wines ... ..	43	9	34	...	
Machinery ... ..	500	729	...	229	
Manures ... ..	...	...	...	...	
Oil—					
Kerosene ... ..	187	185	2	...	
Liquid fuel (crude) ... ..	300	248	52	...	
Petrol ... ..	1,394	751	643	...	
Oil seeds—					
Cotton seeds ... ..	8,316	6,574	1,742	...	
Ground nuts ... ..	35	43	...	8	
Simsim ... ..	440	775	...	335	
Other oil seeds ... ..	...	...	...	...	
Potatoes ... ..	24	47	...	23	
Provisions ... ..	109	88	21	...	
Rubber ... ..	16	35	...	19	
Salt ... ..	1,744	1,464	280	...	
Sand ... ..	21	73	...	52	
Skins—					
Goats ... ..	8	22	...	14	
Sheep ... ..	...	...	...	...	
Soap—					
Imported ... ..	55	50	5	...	
C. P. ... ..	135	95	40	...	
Stone ... ..	1	...	1	...	
Sugar and cane—					
Imported ... ..	7	5	2	...	
C. P. ... ..	245	215	30	...	
Jagree ... ..	21	32	...	11	
Sugar cane, raw ... ..	...	...	...	...	
Tea —					
Imported ... ..	18	19	...	1	
C. P. ... ..	...	1	...	1	
Timber—					
Imported ... ..	3	1	2	...	
C. P. ... ..	405	402	3	...	
Tobacco, including cigars and cigarettes—					
Imported ... ..	62	21	41	...	
C. P. ... ..	4	3	1	...	
Vegetables ... ..	23	5	18	...	
Wattle bark ... ..	...	...	...	...	
All other merchandise ... ..	3,163	2,010	1,153	...	
<b>TOTAL</b> ... ..	<b>36,379</b>	<b>26,380</b>	<b>11,812</b>	<b>1,813</b>	

## Approximate Tonnages of Principal Commodities carried, Lake Albert Steamers, 1928—compared with 1927.

Commodities.	1928.	1927.	Increase.	Decrease.	REMARKS.
	Tons.	Tons.	Tons.	Tons.	
Aerated waters, imported	1	...	1	...	
Aerated waters, C. P.	...	...	...	...	
Brass, iron and steel wire	27	46	...	19	
Cement	554	553	1	...	
Corrugated iron	570	355	215	...	
Cars, motor	486	273	213	...	
Chillies, C. P.	...	...	...	...	
Coffee, C. P.	52	...	52	...	
Cotton— Ginned, C. P.	80	51	29	...	
Unginned C. P.	461	185	276	...	
Cotton manufactured—					
Cloth	164	92	72	...	
Blankets	49	43	6	...	
Fibre—					
Sisal	...	...	...	...	
Flax	...	...	...	...	
Flax tow	...	...	...	...	
Flour—					
Maize and meal	19	3	16	...	
Wheat, C. P.	40	35	5	...	
Wheat, imported	28	25	3	...	
Government goods	595	256	339	...	
Grains, C. P.—					
Barley	...	...	...	...	
Beans	3	2	1	...	
Maize	9	5	4	...	
Oats	...	...	...	...	
Peas	...	...	...	...	
Rice	11	8	3	...	
Wheat	...	...	...	...	
Others	8	2	6	...	
Gunny—					
Bags	55	23	32	...	
Hessian cloth	1	1	...	...	
Hardware	110	18	92	...	
Hides	57	37	20	...	
Implements, agricultural	183	136	47	...	
Iron and steel, manufactured	465	1,032	...	567	
Lime	1	2	...	1	
Liquors—					
Ale and beer, imported	69	12	57	...	
Ale and beer, C. P.	3	6	...	3	
Spirits	10	4	6	...	
Wines	31	8	23	...	
Machinery	358	294	64	...	
Manures	...	...	...	...	
Oil—					
Kerosene	53	43	10	...	
Liquid fuel (crude)	18	...	18	...	
Petrol	556	472	84	...	
Oil seeds—					
Cotton seeds	294	87	207	...	
Ground nuts	...	...	...	...	
Simsim	2	...	2	...	
Other oil seeds	...	...	...	...	
Potatoes	2	1	1	...	
Provisions	48	40	8	...	
Rubber	2	...	2	...	
Salt	796	554	242	...	
Sand	103	...	103	...	
Skins—					
Goat	3	...	3	...	
Sheep	...	...	...	...	
Soap—					
Imported	9	14	...	5	
C. P.	19	13	6	...	
Soda ash	...	...	...	...	
Stone	3	...	3	...	
Sugar and cane—					
Imported	5	5	...	...	
C. P.	48	42	6	...	
Jagree	3	7	...	4	
Sugar cane, raw	...	...	...	...	
Tea—					
Imported	2	2	...	...	
C. P.	...	...	...	...	
Timber—					
Imported	3	...	...	...	
C. P.	41	1	2	...	
Tobacco, including cigars and cigarettes—					
Imported	15	22	19	...	
C. P.	2	8	7	...	
Vegetables	...	...	...	...	
Wattle bark	...	...	...	...	
All other merchandise	632	154	478	...	
<b>TOTAL</b>	<b>7,159</b>	<b>4,972</b>	<b>2,786</b>	<b>599</b>	

Approximate Tonnages of Principal Commodities carried, Masindi Port-Butiaba Road  
Motor Service, during 1928, compared with 1927.

Commodities.	*1928.	1927	Increase.	Decrease.	REMARKS.
	Tons.	Tons.	Tons.	Tons.	
Aerated waters, imported	...	...	...	...	
Aerated waters, C. P.	1	3	...	2	
Brass, iron and steel wire	116	310	...	194	
Cement	887	646	241	...	
Corrugated iron	527	318	209	...	
Cars, motor	118	103	15	...	
Chillies, C. P.	1	3	...	2	
Coffee, C. P.	265	431	...	166	
Cotton— Ginned, C. P.	447	316	131	...	
Unginned	148	343	...	195	
Cotton manufactured—					
Cloth	145	111	34	...	
Blankets	68	69	...	1	
Fibre—					
Sisal	...	...	...	...	
Flax	...	...	...	...	
Flax tow	...	...	...	...	
Flour—					
Maize, and meal	386	124	262	...	
Wheat C. P.	44	41	3	...	
Wheat imported	29	35	...	6	
Government goods	360	400	...	40	
Grains, C. P.—					
Barley	...	...	...	...	
Beans	32	10	22	...	
Maize	7	10	...	3	
Oats	...	...	...	...	
Peas	...	...	...	...	
Rice	17	20	...	3	
Wheat	1	2	...	1	
Others	2	12	...	10	
Gunny—					
Bags	83	46	37	...	
Hessian cloth	7	8	...	1	
Hardware	37	156	...	119	
Hides	16	34	...	18	
Implements, agricultural	197	106	91	...	
Iron and steel, manufactured	480	493	...	13	
Lime	4	7	...	3	
Liquors—					
Ale and beer, imported	56	16	40	...	
Ale and beer, C. P.	5	4	1	...	
Spirits	4	5	...	1	
Wines	35	16	19	...	
Machinery	845	637	208	...	
Manures	1	...	1	...	
Oil—					
Kerosene	166	112	54	...	
Liquid fuel (crude)	2	119	...	117	
Petrol	1,018	381	637	...	
Oil seeds—					
Cotton seeds	745	475	270	...	
Ground nuts	4	2	2	...	
Simsim	55	1	54	...	
Other oil seeds	...	...	...	...	
Potatoes	21	4	17	...	
Provisions	73	57	16	...	
Rubber	32	53	...	21	
Salt	851	688	163	...	
Sand	36	14	22	...	
Skins—					
Goat	...	...	...	...	
Sheep	...	...	...	...	
Soap—					
Imported	13	18	...	5	
C. P.	37	27	10	...	
Soda ash	...	1	...	1	
Stone	2	1	1	...	
Sugar and cane—					
Imported	9	1	8	...	
C. P.	95	100	...	5	
Jagree	4	10	...	6	
Sugar cane, raw	...	...	...	...	
Tea—					
Imported	4	8	...	4	
C. P.	...	1	...	1	
Timber—					
Imported	1	...	1	...	
C. P.	285	145	140	...	
Tobacco, including cigars and cigarettes—					
Imported	17	7	10	...	
C. P.	13	...	13	...	
Vegetables	7	...	7	...	
Wattle bark	...	...	...	...	
All other merchandise	893	409	484	...	
<b>TOTAL</b>	<b>9,754</b>	<b>7,469</b>	<b>3,223</b>	<b>938</b>	



Summary of cargo received at Kisumu Pier from the undermentioned Ports  
during 1928 compared with 1927.

Ports from						1928.	1927.
						Tons.	Tons.
Useumbo Bay	...	...	...	...	...	598	301
Sio Pier	...	...	...	...	...	695	680
Mjanji Pier	...	...	...	...	...	167	4,725
Kendu Bay	...	...	...	...	...	1,506	337
Homa Bay	...	...	...	...	...	2,037	1,455
Jinja Pier	...	...	...	...	...	427	25,940
Kibanga	...	...	...	...	...	1,494	1,201
Port Bell	...	...	...	...	...	27,519	18,563
Entebbe	...	...	...	...	...	260	111
Bukakata	...	...	...	...	...	4,074	1,889
Karungu	...	...	...	...	...	111	226
Bukoba	...	...	...	...	...	8,473	4,404
Musoma	...	...	...	...	...	710	1,309
Mwanza	...	...	...	...	...	5,892	8,596
Katebo	...	...	...	...	...	1,458	984
Buluba	...	...	...	...	...	.....	1,193
Homa Point	...	...	...	...	...	367	.....
Nassa	...	...	...	...	...	.....	100
Bugungu	...	...	...	...	...	2,119	358
Kadimu Bay	...	...	...	...	...	87	.....
Shirati	...	...	...	...	...	2	.....
Total						57,996	72,372

## STATEMENT No. 55.

Summary of cargo carried from Kisumu Pier to the undermentioned Ports  
during 1928 compared with 1927.

Ports to						1928.	1927.
						Tons.	Tons.
Useumbo Bay	...	...	...	...	...	78	33
Sio Pier	...	...	...	...	...	225	105
Mjanji Pier	...	...	...	...	...	115	2,600
Kendu Bay	...	...	...	...	...	218	78
Homa Bay	...	...	...	...	...	57	259
Jinja Pier	...	...	...	...	...	3,295	20,755
Kibanga	...	...	...	...	...	.....	32
Port Bell	...	...	...	...	...	22,333	18,966
Entebbe	...	...	...	...	...	1,965	2,100
Bukakata	...	...	...	...	...	3,327	1,820
Kadimu Bay	...	...	...	...	...	10	1
Karungu	...	...	...	...	...	62	408
Bukoba	...	...	...	...	...	4,460	2,920
Musoma	...	...	...	...	...	570	687
Mwanza	...	...	...	...	...	4,414	6,464
Busungwe Island	...	...	...	...	...	44	.....
Sango Bay	...	...	...	...	...	2	3
Katebo	...	...	...	...	...	.....	1
Bugungu	...	...	...	...	...	563	129
Total						41,738	57,361

Summary of cargo received at Namasagali Pier from the undermentioned ports  
during 1928 compared with 1927.

PORTS FROM.						1928.	1927.
						Tons.	Tons.
Aputi	...	...	...	...	...	.....	.....
Atura	...	...	...	...	...	996	1,612
Budali	...	...	...	...	...	146	176
Bugondo	...	...	...	...	...	3,395	3,210
Ekwera	...	...	...	...	...	56	98
Kachung	...	...	...	...	...	1,417	1,319
Kelli	...	...	...	...	...	1,616	1,250
Kigingi	...	...	...	...	...	148	489
Lalli	...	...	...	...	...	3,046	2,364
Masindi Port	...	...	...	...	...	2,130	1,647
Muntu	...	...	...	...	...	11	.....
Musanga	...	...	...	...	...	46	.....
Nabieso	...	...	...	...	...	11	73
Namasali	...	...	...	...	...	267	552
Palango	...	...	...	...	...	131	182
Rompango	...	...	...	...	...	196	.....
Ruko	...	...	...	...	...	.....	.....
Sangai	...	...	...	...	...	1,336	717
Total						14,948	13,689

## STATEMENT No. 57.

Summary of cargo carried from Namasagali Pier to the undermentioned ports  
during 1928 compared with 1927.

PORTS TO.						1928.	1927.
						Tons.	Tons.
Aputi	...	...	...	...	...	1	.....
Atura	...	...	...	...	...	491	623
Budali	...	...	...	...	...	95	27
Bugoi	...	...	...	...	...	19	7
Bugondo	...	...	...	...	...	1,388	783
Ekwera	...	...	...	...	...	.....	.....
Kachung	...	...	...	...	...	3,700	1,845
Kelli	...	...	...	...	...	1,431	599
Kiaki	...	...	...	...	...	7	.....
Kigingi	...	...	...	...	...	.....	.....
Kinibale	...	...	...	...	...	9	.....
Lalli	...	...	...	...	...	3,697	1,033
Masindi Port	...	...	...	...	...	8,052	6,126
Muntu	...	...	...	...	...	46	.....
Nabieso	...	...	...	...	...	440	4
Nakandia	...	...	...	...	...	4	.....
Namasali	...	...	...	...	...	177	26
Palango	...	...	...	...	...	249	9
Sangai	...	...	...	...	...	545	249
Rompango	...	...	...	...	...	.....	.....
Maruzi	...	...	...	...	...	.....	12
Musanga	...	...	...	...	...	.....	8
Blockage	...	...	...	...	...	.....	3
Total						20,351	11,354

Summary of cargo received at Butiaba from the undermentioned ports  
during 1928 compared with 1927.

PORTS.						1928.	1927.
						Tons.	Tons.
Mahagi	...	...	...	...	...	.....	.....
Panyamur	...	...	...	...	...	8	2
Packwach	...	...	...	...	...	91	6
Rhino Camp	...	...	...	...	...	555	180
Ogujebbe	...	...	...	...	...	5	13
Laropi	...	...	...	...	...	53	22
Nimule	...	...	...	...	...	6	1
Kibero	...	...	...	...	...	.....	.....
Ntoroko	...	...	...	...	...	.....	.....
Kasenyi	...	...	...	...	...	106	81
Liri	...	...	...	...	...	.....	11
				<b>Total</b>	...	<b>824</b>	<b>316</b>

## STATEMENT No. 59.

Summary of cargo carried from Butiaba to the undermentioned ports  
during 1928 compared with 1927.

PORTS.						1928.	1927.
						Tons.	Tons.
Kasenyi	...	...	...	...	...	4,479	3,737
Rhino Camp	...	...	...	...	...	1,118	531
Mahagi	...	...	...	...	...	198	127
Panyamur	...	...	...	...	...	61	31
Nimule	...	...	...	...	...	1	1
Packwach	...	...	...	...	...	119	22
Laropi	...	...	...	...	...	110	18
Ogujebbe	...	...	...	...	...	9	10
Ntoroko	...	...	...	...	...	.....	.....
Mutir	...	...	...	...	...	12	3
Lake Rubi	...	...	...	...	...	.....	3
				<b>Total</b>	...	<b>6,107</b>	<b>4,483</b>

Tonnage of Goods carried, Masindi Port—Butiaba Road Motor Service, during 1928,  
compared with 1927.

Direction.					1928.	1927.	Increase.	Decrease.
					Tons.	Tons.	Tons.	Tons.
Upward ...	...	...	...	...	8,074	5,856	2,218	.....
Downward	...	...	...	...	1,680	1,613	67	.....
				<b>TOTAL</b> ...	<b>9,754</b>	<b>7,469</b>	<b>2,285</b>	<b>.....</b>

## LAKE VICTORIA.—Summary of Cargo in Tons Carried between Intermediate Ports during 1928 compared with 1927.

PORTS TO.	Shirati.	Kitosi.	Sio Pier.	Bugungu.	Jinja Pier.	Kibanga.	Port Bell.	Entebbe.	Kiungu.	Bukakata.	Bukoba.	Musoma.	Mwanza.	Usembo Bay.	Koja.	Buluba.	Kome.	Lutoboko.	Sango Bay.	Mjanji Pier.	Katimeru.	Year ended 31st December, 1928.	Year ended 31st December, 1927.
	Ports from																						
Sio Pier	...	...	...	...	...	...	...	...	...	...	116	...	...	1	...	...	...	...	...	...	...	117	9
Mjanji Pier	...	...	...	...	55	...	27	1	...	20	12	...	6	...	...	...	...	...	...	...	...	121	162
Homa Bay	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
Jinja Pier	...	...	...	398	...	2	815	550	...	835	31	...	46	...	...	...	...	...	...	...	...	2,697	1,342
Kibanga	...	...	...	15	154	...	16	5	...	36	...	...	...	...	...	...	...	...	1	8	11	227	252
Port Bell	...	...	...	...	648	7	...	1	...	68	87	...	71	...	...	...	...	...	...	...	...	920	805
Entebbe	...	...	...	...	255	...	135	...	2	264	1	...	6	...	17	...	...	1	27	9	1	721	766
Busungwe Island	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	28	8	4	...	...	35
Bukakata	...	...	...	...	98	125	34	28	...	...	22	1	22	...	...	...	...	...	...	...	...	342	279
Kiaubi	...	...	...	...	...	...	...	...	...	80	...	...	...	...	...	...	...	...	...	...	...	40	58
Bukoba	...	...	...	...	3	...	5	...	...	8	...	1	35	...	...	...	...	...	...	...	...	52	78
Musoma	2	...	...	...	2	...	3	...	...	...	1	...	8	...	...	...	...	...	...	...	...	17	12
Mwanza	...	...	...	...	344	...	909	41	...	104	829	30	...	...	...	...	...	...	...	...	...	2,281	2,027
Usembo Bay	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Buluba	...	...	16	...	51	17	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sozi	...	...	...	...	...	...	...	9	...	...	...	...	...	...	...	...	...	...	...	...	12	113	200
Kiungu	...	...	...	...	...	...	...	43	...	...	...	...	...	...	...	...	...	...	...	...	...	9	63
Kadimau	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43	7
Karungu	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...
Sango Bay	...	...	...	...	220	...	184	151	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
Katebo	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	555	736
Katimeru	...	1	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...
Kitosi	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	9	...	...	...	...	...	14	42
Kome	...	2	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2
Bugungu	...	...	...	...	252	11	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	4	2
Homa Point	...	...	...	20	...	...	...	1	...	...	10	...	...	...	...	...	...	...	...	...	...	264	120
Kendu Bay	...	...	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	30	...
Lutoboko	1	...	...	...	...	...	2	95	...	...	...	...	...	...	...	...	1	...	...	...	...	13	...
TOTAL	3	3	35	433	2,082	162	2,149	934	2	1,415	1,109	32	194	1	17	9	2	29	48	58	13	8,730	7,009

## LAKE KIOGA.—Summary of cargo in tons carried between Lake Ports during 1928 compared with 1927.

PORTS TO	Muntu.	Bugondo.	Sangai.	Kelli.	Lalli.	Masindi Port.	Rompango.	Maruzi.	Atura.	Ekwera.	Palango.	Blockage.	Nabieso.	Namasali.	Kachung.	Aputi.	Kigingi.	Buko.	Year ending 31-12-28	Year ending 31-12-27
<b>PORTS FROM</b>																				
Muntu ...	...	133	...	...	...	...	...	...	...	...	...	...	...	38	...	...	...	...	171	72
Bugondo ...	1	...	24	29	16	92	...	...	...	...	...	...	...	...	...	...	...	...	162	429
Sangai ...	...	1	...	...	33	...	...	...	...	...	...	...	...	...	...	...	...	...	34	38
Kelli ...	1	284	1	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	288	132
Lalli ...	...	24	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32	29
Masindi Port ...	...	5	1	1	1	...	1	...	54	...	28	...	...	...	8	...	1	...	100	303
Palango ...	...	...	...	...	...	15	...	...	10	...	...	...	35	...	...	...	...	...	60	80
Atura ...	...	1	...	...	...	126	...	...	...	...	32	...	...	...	...	...	...	...	159	84
Ekwera ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kachung ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
Namasali ...	...	24	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27	2
Rompango ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kigingi ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aputi ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Buko ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nabieso ...	...	...	...	...	...	...	...	...	...	...	...	...	...	47	...	...	...	...	47	73
Bugoi ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80
<b>TOTAL</b> ...	<b>2</b>	<b>472</b>	<b>26</b>	<b>41</b>	<b>50</b>	<b>235</b>	<b>1</b>	...	<b>64</b>	...	<b>60</b>	...	<b>35</b>	<b>85</b>	<b>8</b>	...	<b>1</b>	...	<b>1,080</b>	<b>1,337</b>

## LAKE ALBERT.—Summary of cargo in tons carried between Lake Ports during 1928 compared with 1927.

PORTS TO		Mahagi.	Kasenyi.	Ntoroko.	Panyamur.	Packwach.	Mutir.	Rhino Camp.	Ogужebbe.	Laropi.	Nimule.	Liri.	Year ended 31-12-28	Year ended 31-12-27.
PORTS FROM														
Kibero	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mahagi	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kasenyi	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ntoroko	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Panyamur	...	...	...	...	...	1	...	...	...	...	...	...	1	...
Packwach	...	...	...	...	...	...	...	...	1	...	...	...	1	...
Mutir	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rhino Camp	...	...	...	...	...	...	...	...	14	4	1	...	19	36
Ogужebbe	...	...	...	...	...	...	...	79	...	...	...	...	79	44
Laropi	...	...	...	...	...	...	...	128	...	...	...	...	128	77
Nimule	...	...	...	...	...	...	...	...	...	...	...	...	...	10
<b>TOTAL</b>		...	...	...	...	1	...	207	15	4	1	...	228	173

## Statement of Flotilla Stock, Lake Victoria, for the year ended 31st December, 1928.

Date of Launching and Serial No.	Name or distinguishing number of vessel.	1 Indicated horse power.	2 Displacement tonnage.	3 Draft fully loaded.	4 Breadth.	5 Length over all.	6 PASSENGER ACCOMMODATION.		7 Cargo accommodation.	8 Number of days running.	9 Number of days not in commission.	10 Fuel capacity.	11 Speed in knots.	12-16 STAFF OF					REMARKS.
							1st class.	2nd class.						Officers.	Engineers.	Steamer clerks.	Men.	Masters.	
February 1903	1 S. S. "Winifred," twin screw	550	700	6 10	29	175	14	8	250	337	29	40 Oil.	10	3	3	2	46	...	Taken out of commission.
December 1906	2 S. S. "Clement Hill" do. ...	635	1,100	7 0	32	225	30	20	450	343	23	29 do.	10	3	3	2	49	...	Annual docking & painting. Forward awning renewed.
December 1897	3 Tug "Percy Anderson," single screw.	120	100	7 6	14	68	...	...	...	348	18	20 do.	8	...	2	1	9	1	Increased fuel capacity.
December 1907	4 S. S. "Nyanza," twin screw	550	1,146	7 0	34	220	...	...	525	366	...	38 do.	9	3	3	2	41	...	
September 1913	5 S. S. "Usoga," single screw	400	1,200	7 0	35	220	12	8	750	345	21	44 do.	8	3	3	2	47	...	
November 1913	6 Tug "Kavirondo," single screw	400	200	7 0	21	100	...	...	...	214	152	25 do.	9	...	3	1	24	1	Annual docking. Came into dock for structural alterations, dry docking and painting.
Purchased October 1913	7 S. S. "Husseni," do. ...	50	50	4 0	12	60	...	...	40	259	107	25 Wood	6	...	2	1	9	1	Annual Docking. New accommodation and new awnings fitted.
September 1914	8 S. S. "Rusinga," do. ...	400	1,200	7 0	35	220	34	10	730	75	291	44 Oil.	8	3	3	2	47	...	Burnt at Musoma on 30-9-27 and brought in dock on 13-10-27 for dismantling and reconditioning. Reconditioned and increased accommodation provided and recommissioned.
1900	9 S. S. "William Mackinnon," single screw.	90	70	5 6	16	104	4	...	68	366	...	4½ Wood	7	...	2	1	14	1	
November 1925	10 Tug "Buganda" single screw.	400	200	7 0	21	105	...	...	...	341	25	45 Oil.	9	...	3	1	24	1	
September 1926	11 Tug "Buvuma" do. ...	400	200	7 0	21	105	...	...	...	356	10	45 do.	9	...	3	1	24	1	Annual Docking.



## Statement of Flotilla Stock, Lake Victoria, for 1928.—(concl'd.).

				CARRIAGE OF TROOPS.					
		Flats and Barges.		REMARKS.		Horses.	Men.	Baggage.	
		Steel Barges Nos. 1 to 14 and 16 to 35	{ 24 7 2 1	120 tons 70 " 30 " 50 "	Painted and repaired.				
S.S. "Winifred"	...	"Sybil" ... 3 Steel Cutters ... 1 Teak Gig ...	...	350 " ... ...	do.	S.S. "Winifred" ...	186	713	100 tons.
S.S. "Clement Hill"	...	2 Steel Life Boats ... 1 " Cutter ... 1 Teak Gig ...	...	...	do.	S.S. "Clement Hill" ...	252	1,176	120 "
S.S. "Nyanza"	...	1 Steel Life Boat ... 1 " Cutter ... 1 Teak Gig ... 1 Mvuli Dinghy...	...	...	do.	S.S. "Nyanza" ...	292	800	120 "
S.S. "Usoga"	...	1 Steel Life Boat ... 2 " Cutters ... 1 Teak Gig ...	...	...	do.	S.S. "Usoga" ...	300	1,500	500 "
S.S. "Rusinga"	...	1 Steel Life Boat ... 2 " Cutters ... 1 Teak Gig ...	...	...	Reconstructed.	Tug "Percy Anderson" ...	Nil.	50	Nil.
Tug "Kavirondo"	...	2 Steel Life Boats ...	...	...	Painted and repaired.	S.S. "Rusinga" ...	200	1,500	500 tons.
S.S. "Husseni"	...	1 Wood Dinghy...	...	...	do.	Tug "Kavirondo" ...	18	100	60 "
S.S. "Wm. Mackinnon"	...	1 Mvuli Dinghy...	...	...	do.	S.S. "Husseni" ...	Nil.	50	20 "
Tug "Percy Anderson"	...	1 Wood Dinghy...	...	...	do.	S.S. "Wm. Mackinnon" ...	.	70	20 "
Tug "Bugunda"	...	2 Steel Life Boats ...	...	...	do.	Tug "Buganda" ...	18	100	60 "
Tug "Buvuma"	...	2 Steel Life Boats ...	...	...	do.	Tug "Buvuma" ...	18	100	60 "
Marine Workshop	...	1 Pine Whale Boat ... 1 Teak Gig "Lady Florence" 1 Steel Motor Launch ... 1 Steel Cutter ... 1 Teak Gig "Nyanza"	...	...	do.	24 Lighters ...	36 each.	150 each.	80 tons each.
Kisumu Pier	...	1 Steel Cutter ...	...	...	do.	7 " ...	30 "	75 "	70 "
						2 " ...	12 "	30 "	30 "
						1 Lighter ...	18 "	50 "	50 "
						"Sybil" ...	200	700	350 tons.

Statement of Flotilla Stock, Lake Kioga, for the year ended 31st December, 1928.

Date of launching and serial No.	Name or distinguishing number of vessel.	1	2	3	4	5	6		7	8	9	10	11	12	13	14	15	16
		Indicated horse power.	Displacement tonnage.	Draft fully loaded.	Breadth.	Length over all.	PASSENGER ACCOMMODATION.		Cargo accommodation.	Number of days running.	Number of days in dock.	Fuel capacity.	Speed in knots.	STAFF.				
							1st Class.	2nd Class.						Officers.	Engineers.	Stewards.	Clerks.	Men.
March 1910	1 S. W. S. "Speke" ...	175	90	3 6	20	100	7	Nil.	20	353	13	1,000	10	...	1	1	32	1
April 1913	2 S. W. S. "Stanley" ...	200	150	3 8	24	143	13	8	20	354	12	3,000	10	...	1	2	43	1
July 1925	3 S. W. S. "Grant" ...	350	228	3 0	26	134	16	6	10	356	10	3,000	10	...	1	2	43	1
May 1926	4 Motor Launch "Kelvin" ...	14	3	1 6	8	28	Nil.	Nil.	...	...	...	Gallons 6	...	...	...	...	2	...

Date	Serial No.	Lighters, Nos.	Tons.	REMARKS.	CARRIAGE OF TROOPS.			
					Horses only.	Men.	Baggage.	
April 1909	5	Lighter Reg. No. 1 ...	10	Steel, wooden hatches.				
April 1913	6	" " No. 4 ...	50	" " decks.				
" 1912	7, 8 & 9	" " Nos. 5, 6 & 7 ...	100	" " "				
March 1913	10	" " No. 8 ...	100	Steel deck	S. W. S. "Speke" ...	35	180	20 tons.
May 1915	11	" " " 9 ...	100	" " "	S. W. S. "Stanley" ...	43	244	65 "
June 1915	12	" " " 10 ...	100	" " "	S. W. S. "Grant" ...	12	244	65 "
July 1915	13	" " " 11 ...	100	" " "	Lighter No. 1 ...	...	75	5 "
September 1915	14	" " " 12 ...	100	" " "	" " 4 ...	72	200	25 "
November 1915	15	" " " 13 ...	100	" " "	" Nos. 5 & 6 ...	70	750	50 "
January 1916	16	" " " 14 ...	100	" " "	" " 7 & 8 ...	80	750	50 "
November 1922	17	" " " 15 ...	100	" " "	" " 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 & 20	100	850	60 "
December 1922	18	" " " 16 ...	100	" " "				
February 1925	19	" " " 17 ...	100	" " "	Dredger Punt No. 1 ...	8	20	2 "
April 1925	20	" " " 18 ...	100	" " "	" " " 2 ...	8	20	2 "
March 1926	21	" " " 19 ...	100	" " "	" " " 4 ...	8	20	2 "
April 1926	22	" " " 20 ...	100	" " "				
May 1912	23	Dredger Punt No. 1 ...	5	" " "				
" "	24	" " " 2 ...	5	" " "				
October "	25	" " " 4 ...	5	" " "				

## Statement of Flotilla Stock, Lake Albert, for the year ended 31st December, 1928.

Date of Launching and Serial No.	Name or distinguishing number of vessel.	1	2	3	4	5	6		7	8	9	10	11	12	13	14	15	16	
		Indicated horse power.	Displacement tonnage.	Draft fully loaded.	Breadth.	Length over all.	PASSENGER ACCOMMODATION.		Cargo accommodation.	Number of days running.	Number of days in dock.	Fuel capacity.	Speed in knots.	STAFF.					
							1st Class.	2nd Class.						Officers.	Engineers.	Steamer Clerks.	Men.	Engineers Asian.	
				Feet.	Feet.	Fcet.			Tons.			Tons	per hr.						
1908 ...	1	P. S. "Samuel Baker"	175	150	3½	24	124	8	Nil.	50	350	16	32	8	...	1	1	39	1
1922 ...	2	S. L. "Livingstone" ...	100	60	3	12	60	4	Nil.	Nil.	247	Repairs 78 Laid up 41	8	8	...	...	...	15	...
1927 ...	3	S. W. "Lugard" ...	250	186	2	29	145	16	10	10	352	14	1,200 c.ft.	10	...	1	1	41	1
Re-erected in		Lighters, etc.	Tonnage.	REMARKS.					CARRIAGE OF TROOPS.										
1925.	4	Lighter No. 2 ...	...	30	Steel, wooden decks.								Horses only.	Men.	Baggage.				
August, 1926.	5	" " 3 ...	...	50	" " "														
October, 1926.	6	" " 4 ...	...	50	" " "														
July, 1926 ...	7	Steel boat ...	...	4	Steel whaler.					P. S. "Samuel Baker" ...	...	150	300	50 tons.					
September, 1926 ...	8	" " ...	...	4	" "					S. L. "Livingstone" ...	...	Nil.	25	5 "					
Transferred from Lake Victoria and re-erected August, 1928.	9	Lighter No. 5 ...	...	50	Steel, wooden decks.					S. W. "Lugard" ...	...	10	200	60 "					
P. S. "Samuel Baker" ...	...	2 Dinghys ...	...	...	Steel.					Lighter No. 2 ...	...	45	225	15 "					
S. L. "Livingstone" ...	...	1 Dinghy ...	...	...	Aluminium.					" " 3 ...	...	72	272	25 "					
S. W. "Lugard" ...	...	1 Dinghy ...	...	...	Steel.					" " 4 ...	...	72	272	25 "					
										" " 5 ...	...	18	50	50 "					
										Steel Boat ...	...	Nil.	15	2 "					
										Steel Boat ...	...	Nil.	15	2 "					



## SUMMARY OF ACCIDENTS, 1928.

CLASS "A."—Accidents resulting in loss of life or grievous hurt to persons.

CLASSIFICATION.	EUROPEANS.		ASIANS.		NATIVES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<b>Passengers :—</b>						
Railway and Motor Service ...	...	...	...	...	2	2
Port ...	...	...	...	...	...	...
Lake Marine ...	...	...	...	...	1	...
<b>Employees :—</b>						
Railway and Motor Service ...	...	...	...	3	4	13
Port ...	...	...	...	...	2	2
Lake Marine ...	...	...	...	...	5	2
Workshops ...	...	...	...	7	...	12
Persons on business on Railway premises ...	...	...	...	...	1	...
Persons " " " Port " "	...	...	...	...	2	9
Persons crossing at Level Crossings ...	...	...	...	...	...	...
Trespassers ...	1	1	...	1	3	3
<b>TOTAL</b> ...	<b>1</b>	<b>1</b>	<b>...</b>	<b>11</b>	<b>20</b>	<b>43</b>

CLASS "B."—Accidents resulting in serious delays to traffic or damage to property, but not in loss of life or serious injury to persons :—

**Railway :—**

Collisions between trains ...	...	...	...	...	3
"    between trains and trolleys ...	...	...	...	...	7
"    between construction train and open line stationary stock on open line premises ...	...	...	...	...	1
Derailments due to regrading & line sinking due to heavy rains ...	...	...	...	...	21
"    "    mechanical defects in vehicles ...	...	...	...	...	16
"    "    other causes ...	...	...	...	...	32
Washaways ...	...	...	...	...	10
Runaways ...	...	...	...	...	1

**Port :—**

Derailments due to causes other than regrading, line sinking due to heavy rains, or mechanical defects in vehicles ...	...	...	...	...	83
------------------------------------------------------------------------------------------------------------------------	-----	-----	-----	-----	----

**Lake Marine :—**

Collision between ships ...	...	...	...	...	1
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**STAFF.**  
Railways and Harbours (excluding Construction).

**1928.    1927.**

Designation.	Total staff employed on 31-12-1928.	Total staff employed on 31-12-1927.	Increase.	Decrease.
<b>Europeans.—</b>				
Senior Officers ... ..	80	87	...	7
Clerical staff ... ..	202	182	20	...
Running „ ... ..	117	115	2	...
Workshops staff ... ..	63	54	9	...
Apprentices ... ..	35	42	...	7
Inspectors of Works, Permanent Way Inspectors, Second Engineers, etc., etc.	84	76	8	...
Total ...	<b>581</b>	556	25	...
<b>Asians.—</b>				
Permanent Way Staff ... ..	30	29	1	...
Overseers and Sub-Overseers ... ..	19	16	3	...
Office Clerical Staff ... ..	510	470	40	...
Station Masters and Assistant Station Masters ... ..	146	133	13	...
Other station staff ... ..	407	342	65	...
Guards ... ..	96	78	18	...
Drivers ... ..	51	50	1	...
Firemen ... ..	87	78	9	...
Artizan classes ... ..	1,218	954	264	...
Cooks and Stewards ... ..	86	63	23	...
Marine Pier and Steamer Clerks ... ..	67	82	...	15
Tug Masters, Mates, III Engineers, etc. ...	19	23	...	4
Apprentices, Chowkidars, Sweepers, Jema- dars and Khalasis ... ..	62	66	...	4
Total ...	<b>2,798</b>	2,384	414	...
<b>Africans.—</b>				
Office Clerical Staff ... ..	104	89	15	...
Station (Signallers, Tally Clerks, etc.) ...	211	205	6	...
Artizan classes ... ..	1,202	1,283	...	81
Running staff ... ..	390	377	13	...
Apprentices ... ..	164	162	2	...
Unskilled labourers, Porters, etc. ...	14,154	12,424	1,730	...
Total ...	<b>16,225</b>	14,540	1,685	...
<b>GRAND TOTAL</b> ...	<b>19,604</b>	17,480	2,124	...

DIAGRAMS

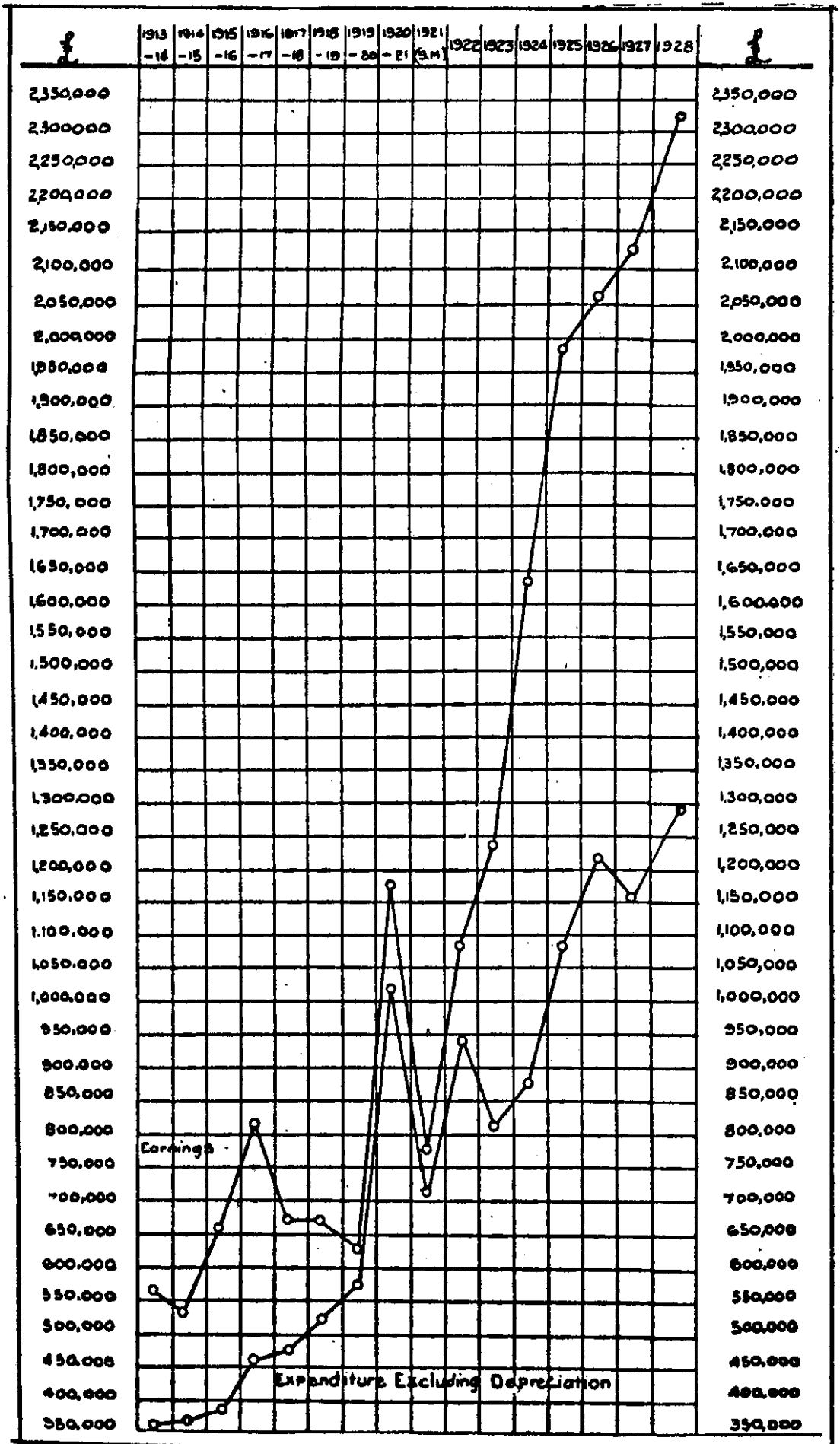
LONGITUDINAL SECTIONS

PHOTOGRAPHS

PLANS, MAP

# RAILWAYS.

## EARNINGS AND EXPENDITURE.

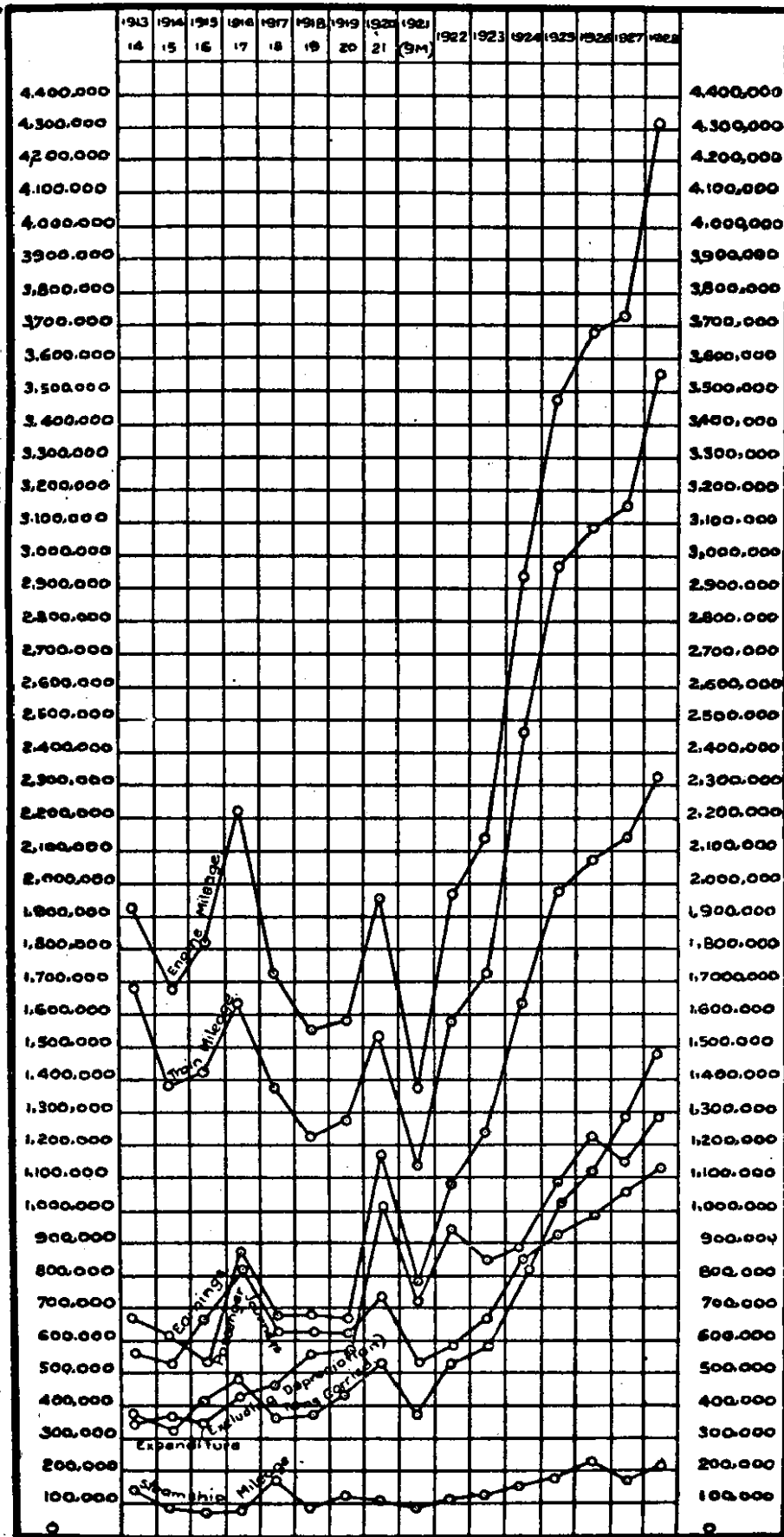


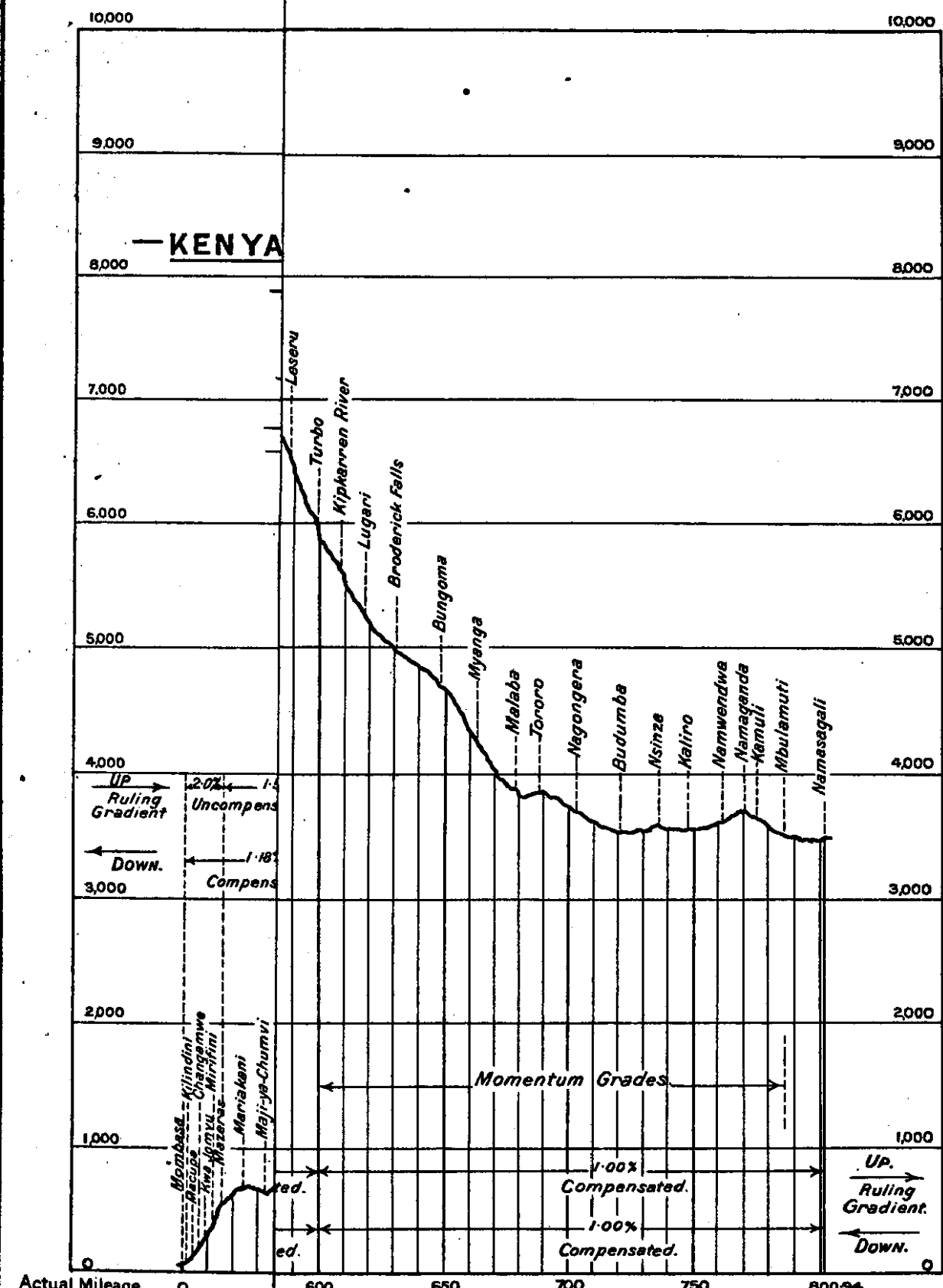




# RAILWAYS.

## TRAFFIC DIAGRAM.





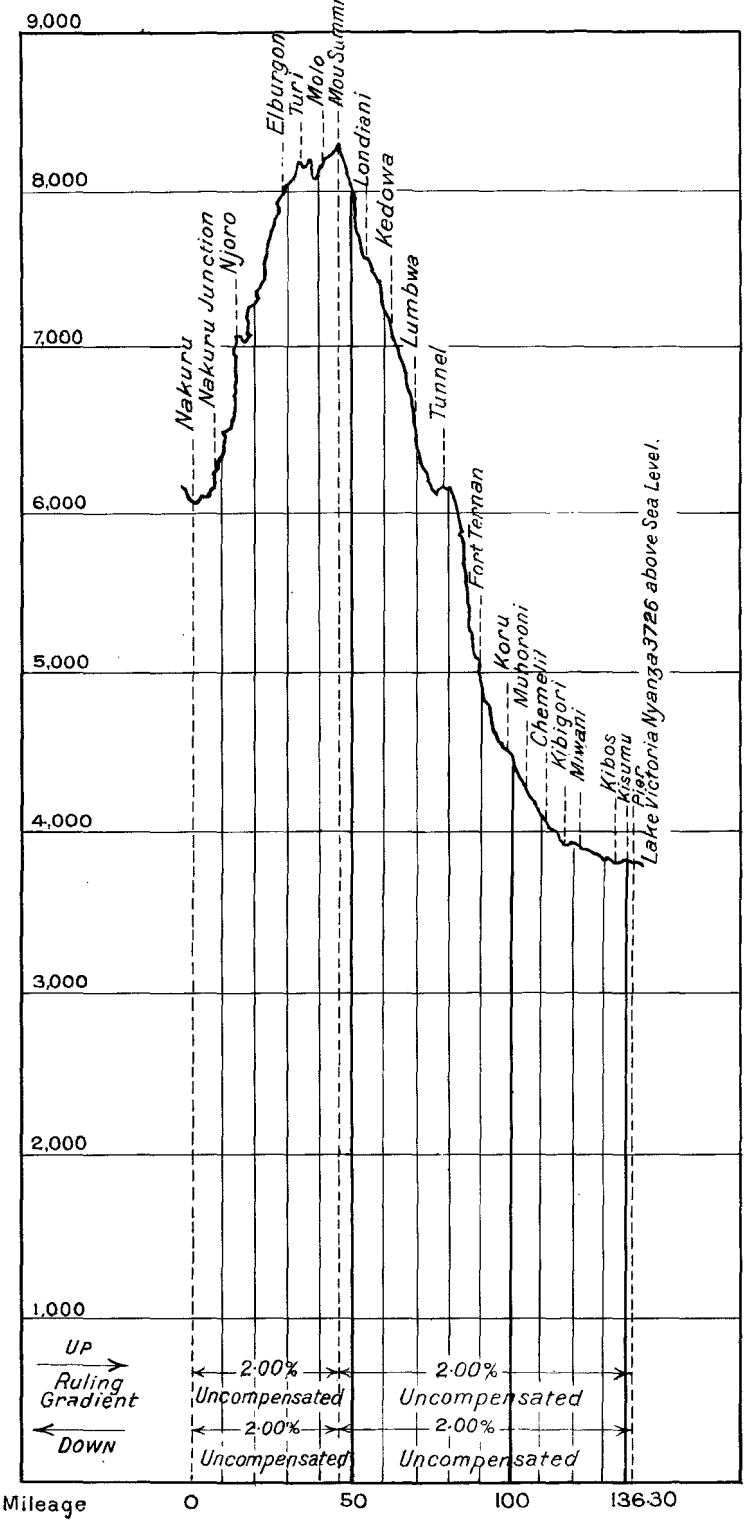
Telegraph Post  
Mileage of  
Principal Stations

146	196	233	282	315	330
7	7	18	11	0	0

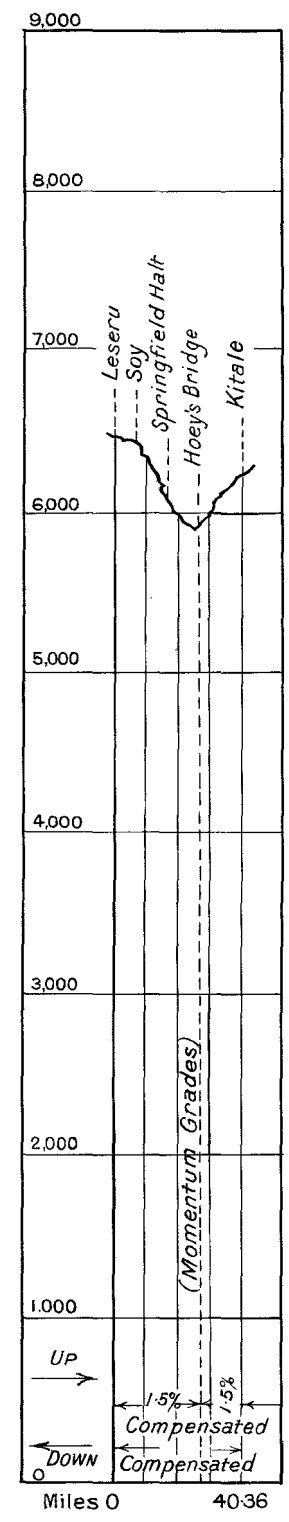
— KENYA AND UGANDA RAILWAYS AND HARBOURS — BRANCH LINES. — LONGITUDINAL SECTION —

SCALE:— HORIZONTAL 1" = 60 MILES  
 VERTICAL 1" = 1200 FEET

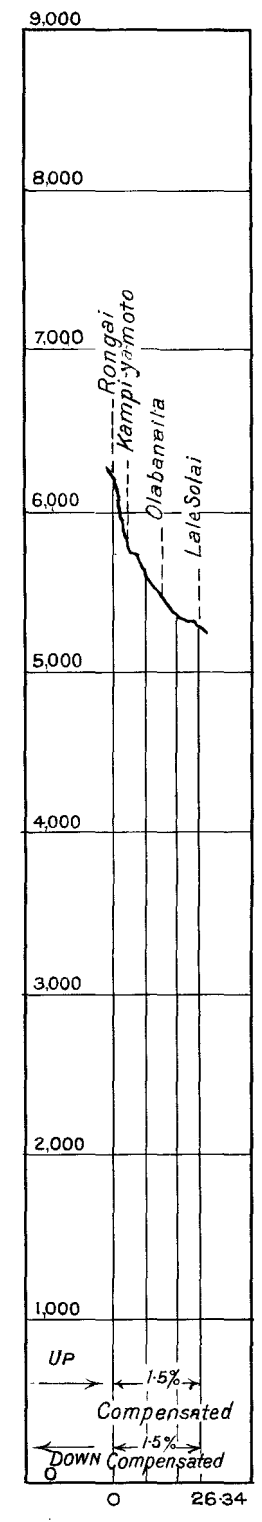
— KISUMU BRANCH —



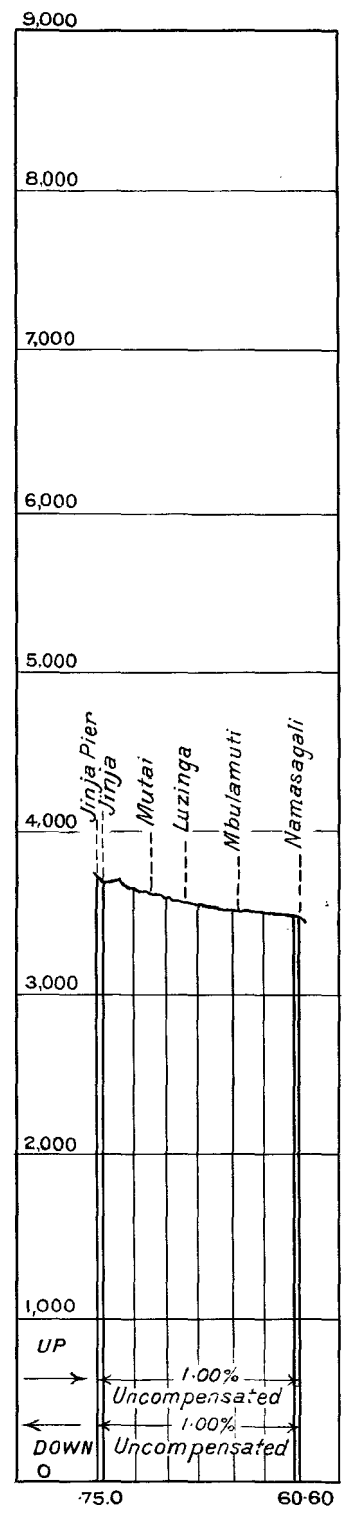
— KITALE BRANCH —



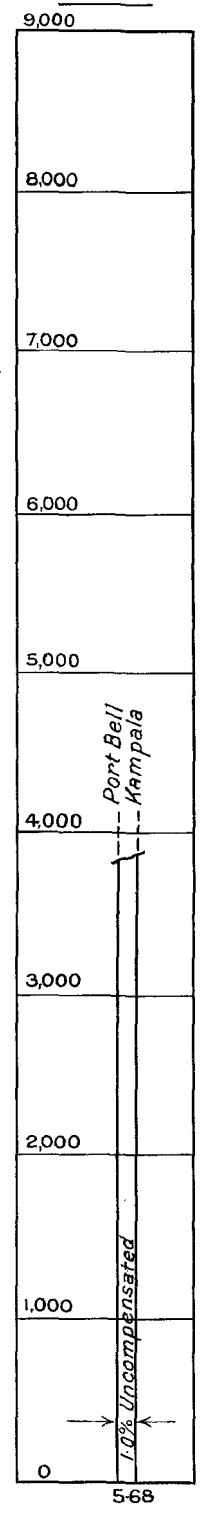
— SOLAI BRANCH —



— BUSOGA BRANCH —



KAMPALA  
 PORT BELL  
 BRANCH



Telegraph Post  
 Mileage of  
 Principal Stations.

4.46	4.81	5.15	5.47	5.80
12	16	15	2	17

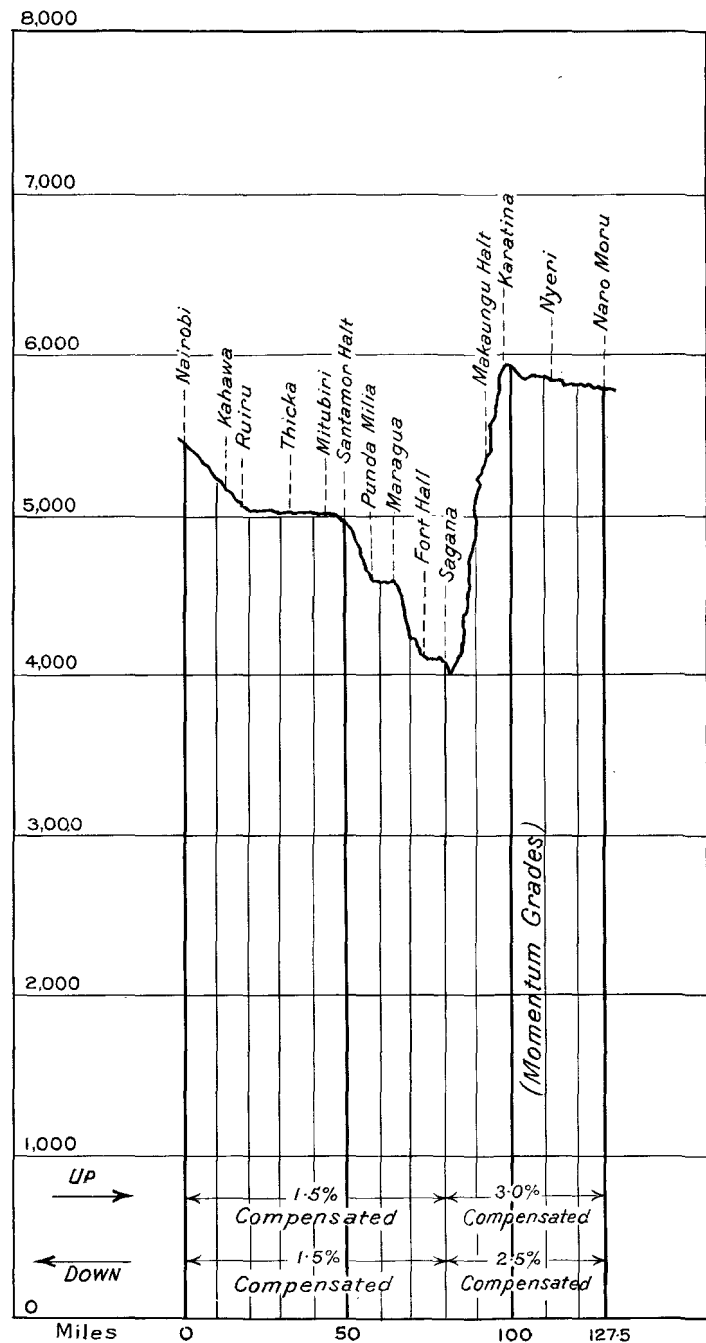
0	26	40
	7	9

0	16	26
	3	8 1/2

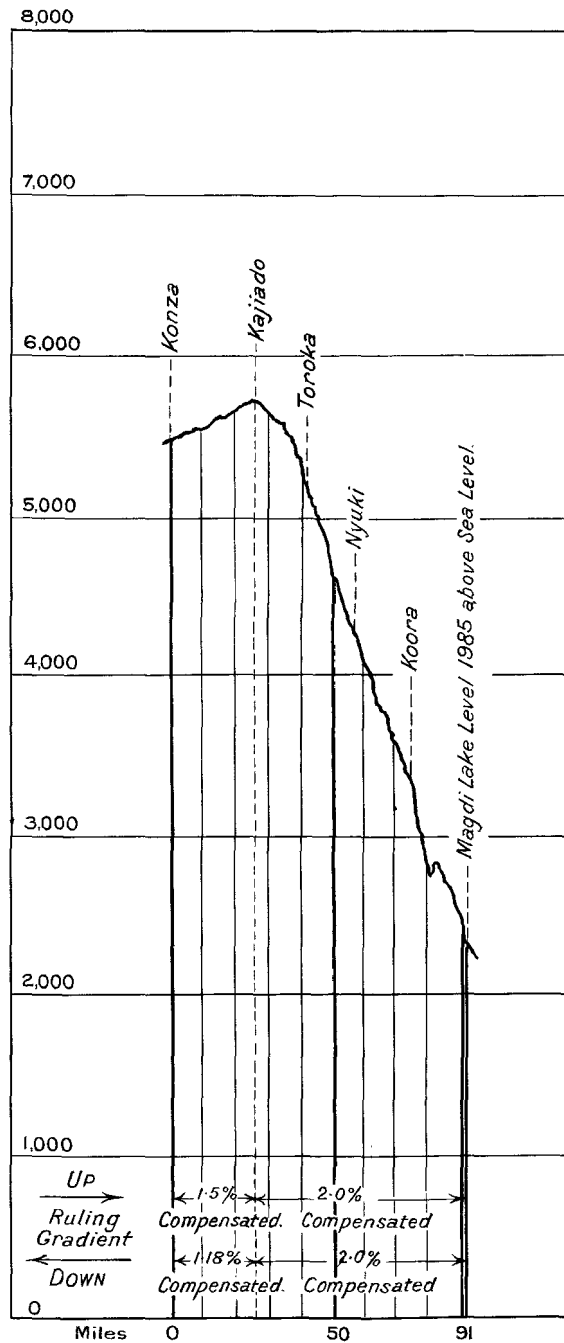
— KENYA AND UGANDA RAILWAYS AND HARBOURS — BRANCH LINES. — LONGITUDINAL SECTION. —

SCALE:— HORIZONTAL 1" = 60 MILES  
 VERTICAL 1" = 1200 FEET

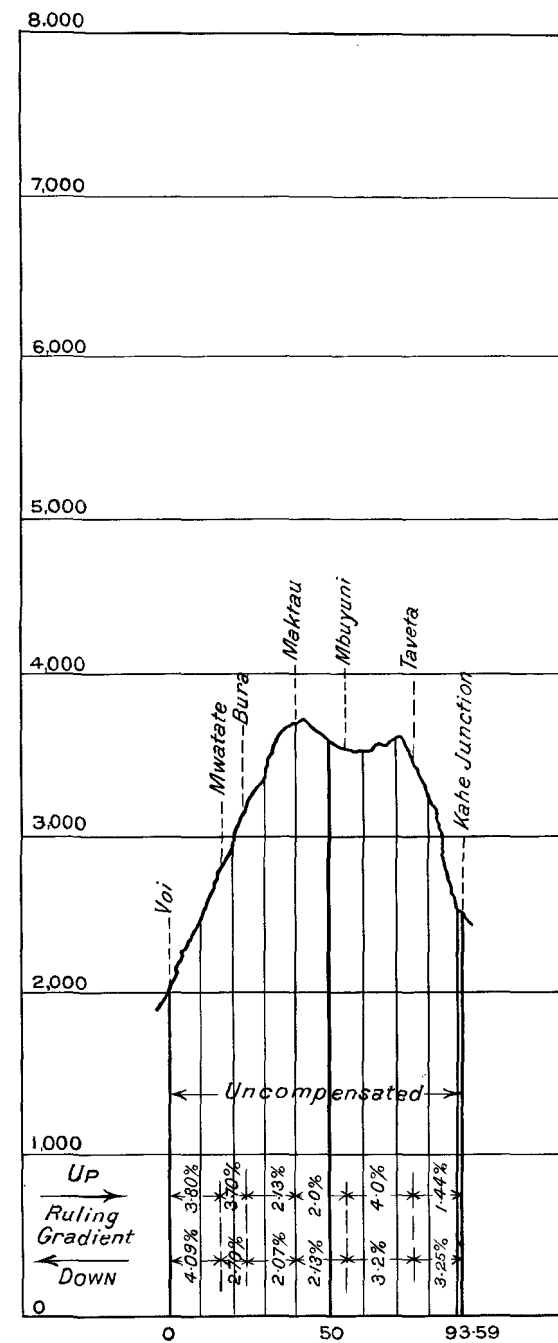
— NYERI BRANCH —



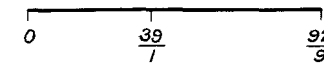
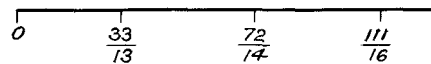
— MAGADI BRANCH —

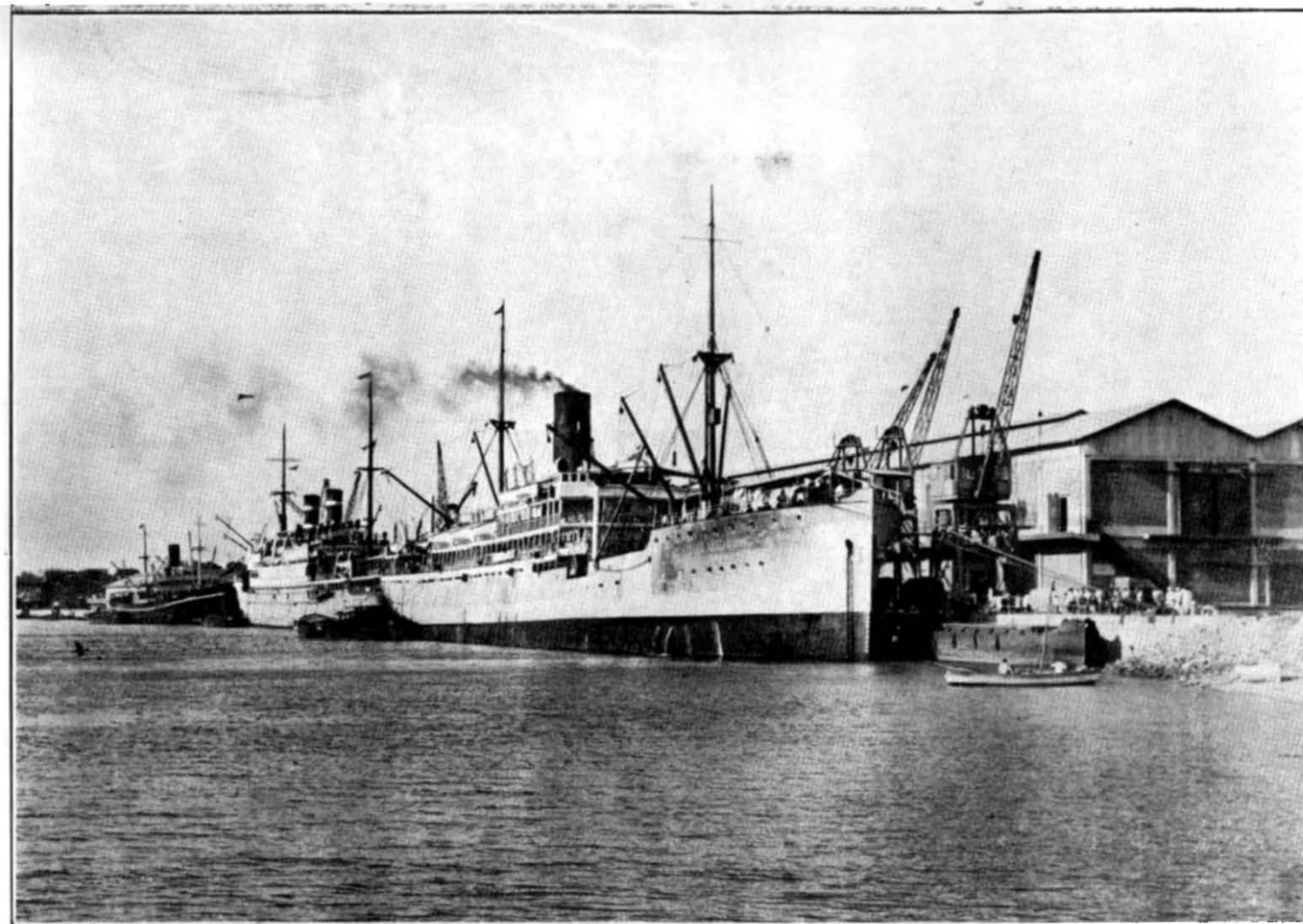


— VOI KAHE BRANCH —

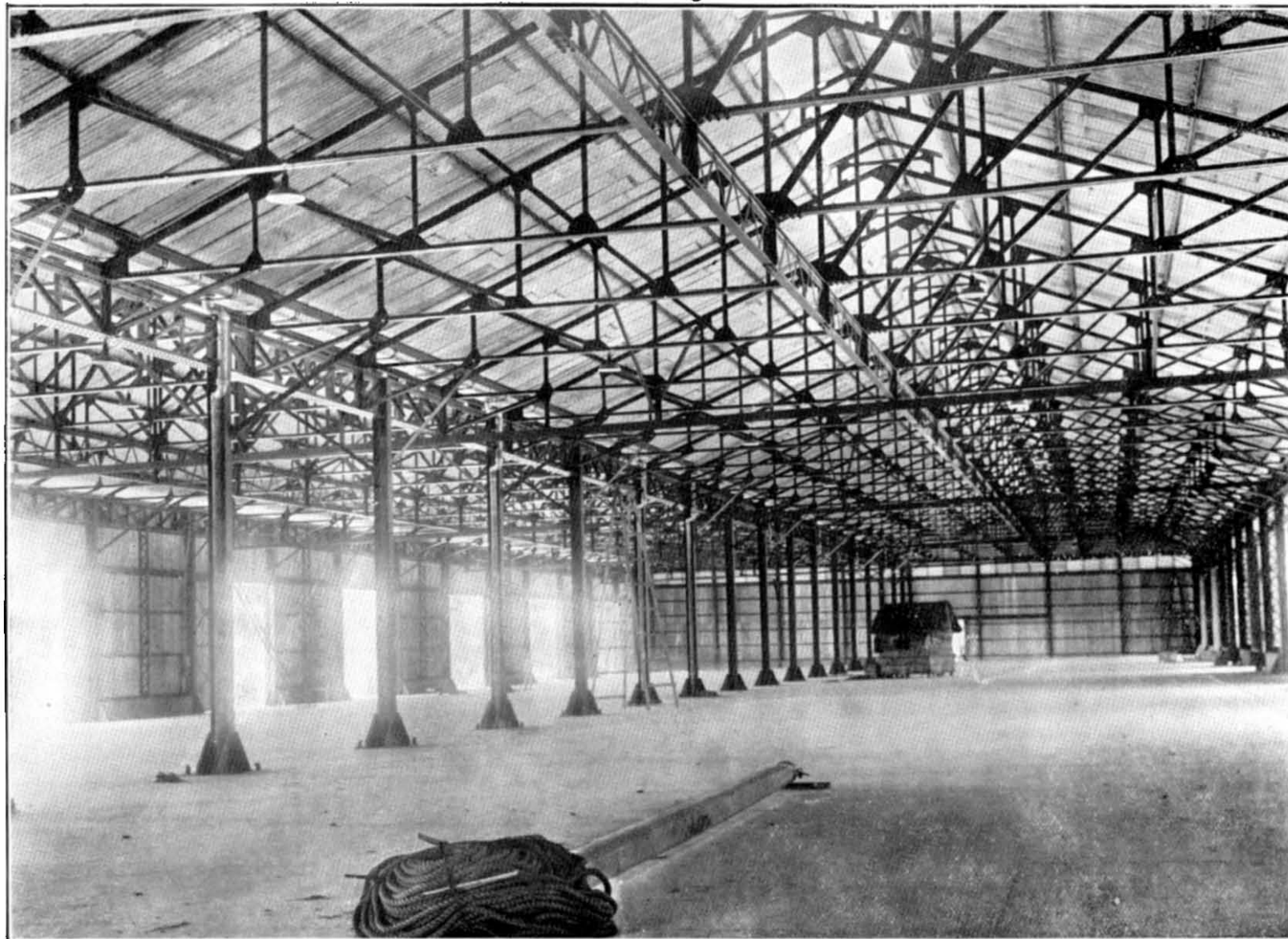


Telegraph Post  
 Mileage of  
 Principal Station





KILINDINI HARBOUR. THE DEEP-WATER QUAYS WITH S.S. "GUILDFORD CASTLE", S.S. "GUISEPPE MAZZINI", AND S.S. "ISLEWORTH" ALONGSIDE. No. 4 BERTH CAN BE SEEN NEARING COMPLETION IN THE BACKGROUND.

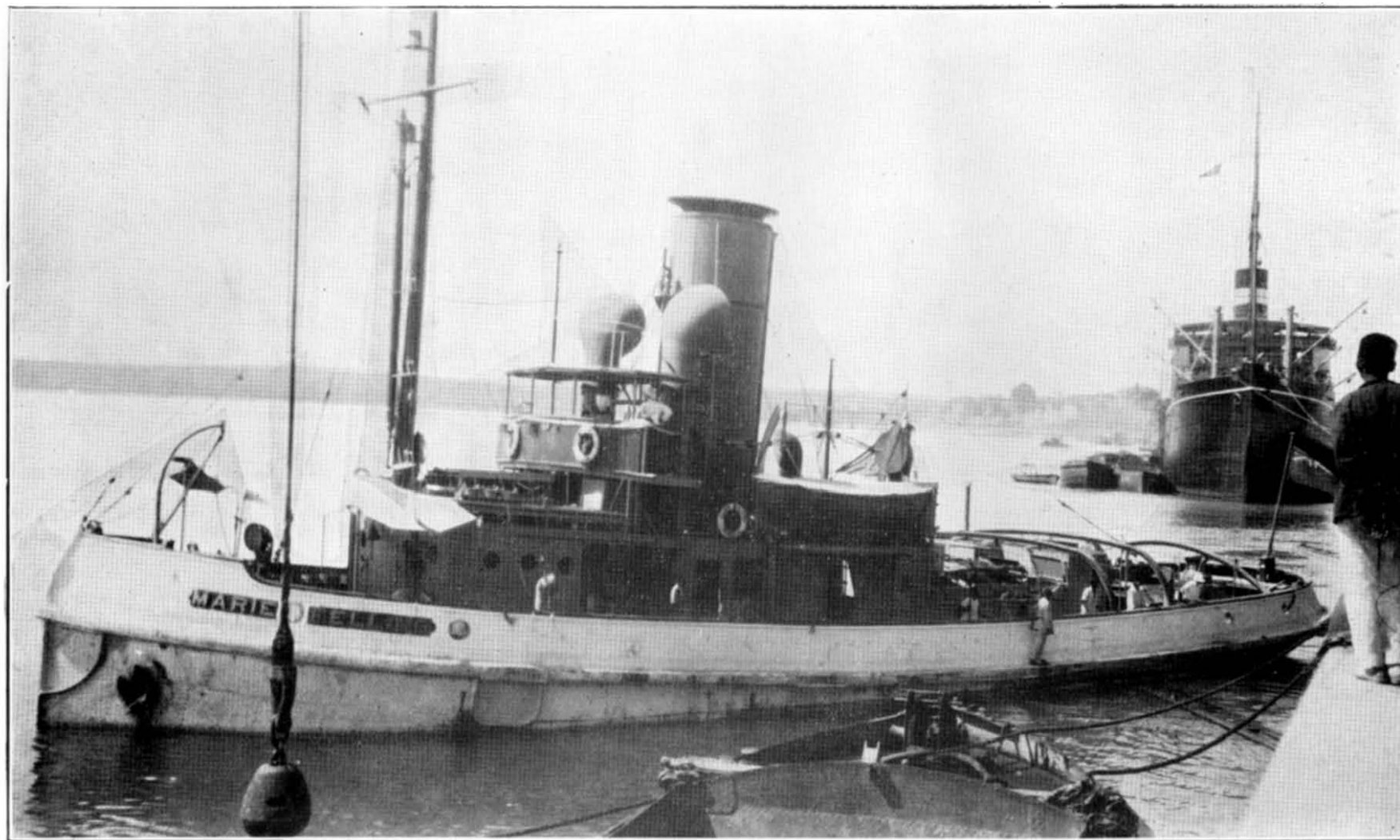


KILINDINI HARBOUR. INTERIOR OF NEW SINGLE-STOREY SHED AT BERTH No. 3, DEEP-WATER QUAYS.  
(Floor space 400 feet by 120 feet. Area 48,000 square feet.)



KILINDINI HARBOUR WORKS. GENERAL VIEW OF SHEDS ON BERTHS Nos. 3 AND 4 UNDER CONSTRUCTION.





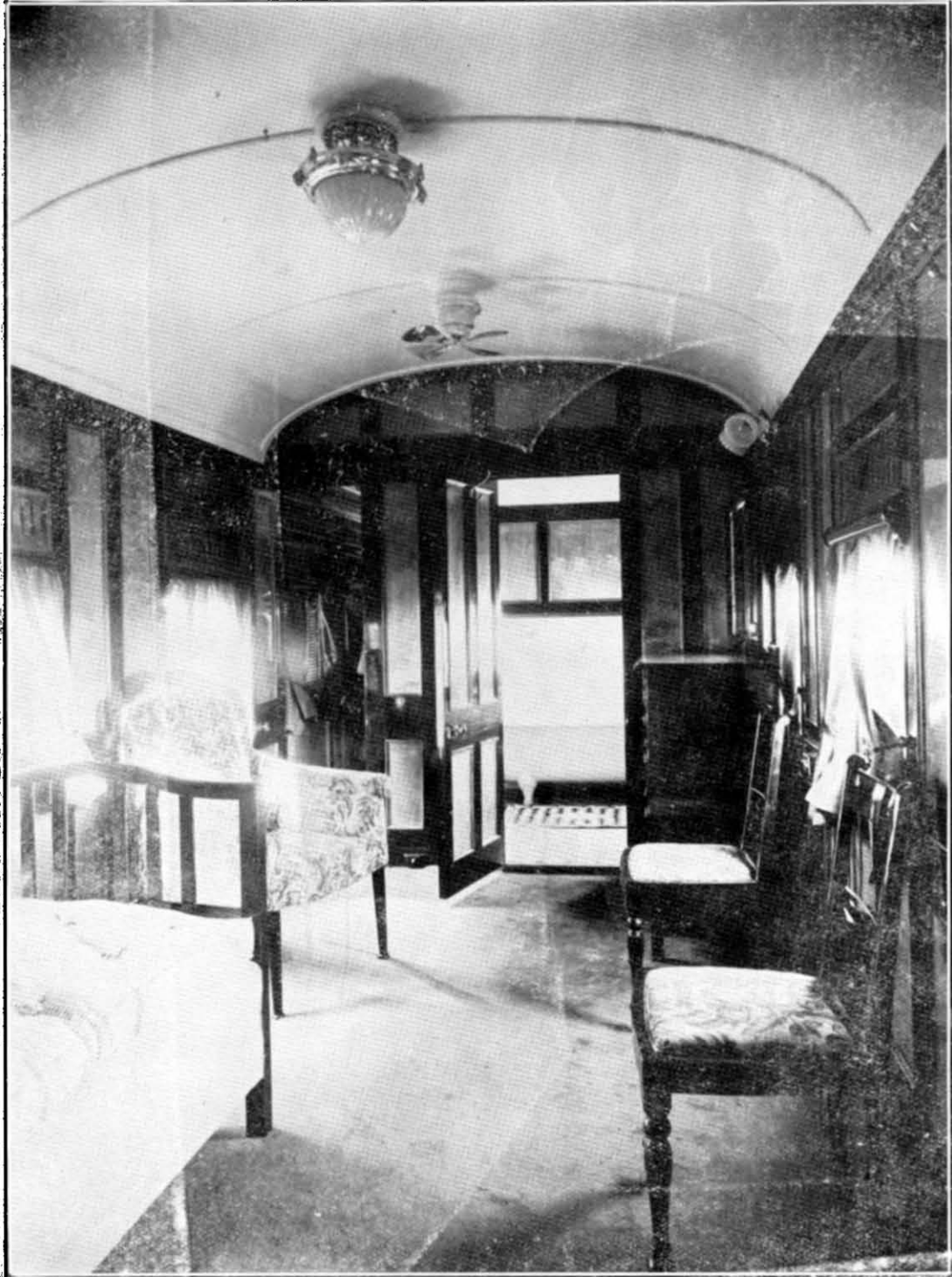
TWIN SCREW, 1,200 H.P. STEAM TUG "MARIE FELLING", BUILT FOR THE ADMINISTRATION BY  
MESSRS. EARLE'S SHIPBUILDING AND ENGINEERING CO., LTD.



THE ROYAL TRAIN. H.R.H. THE PRINCE OF WALES' DRAWING-ROOM.



THE ROYAL TRAIN CROSSING SALISBURY (MACUPA) BRIDGE  
ON THE 30TH SEPTEMBER, 1928.



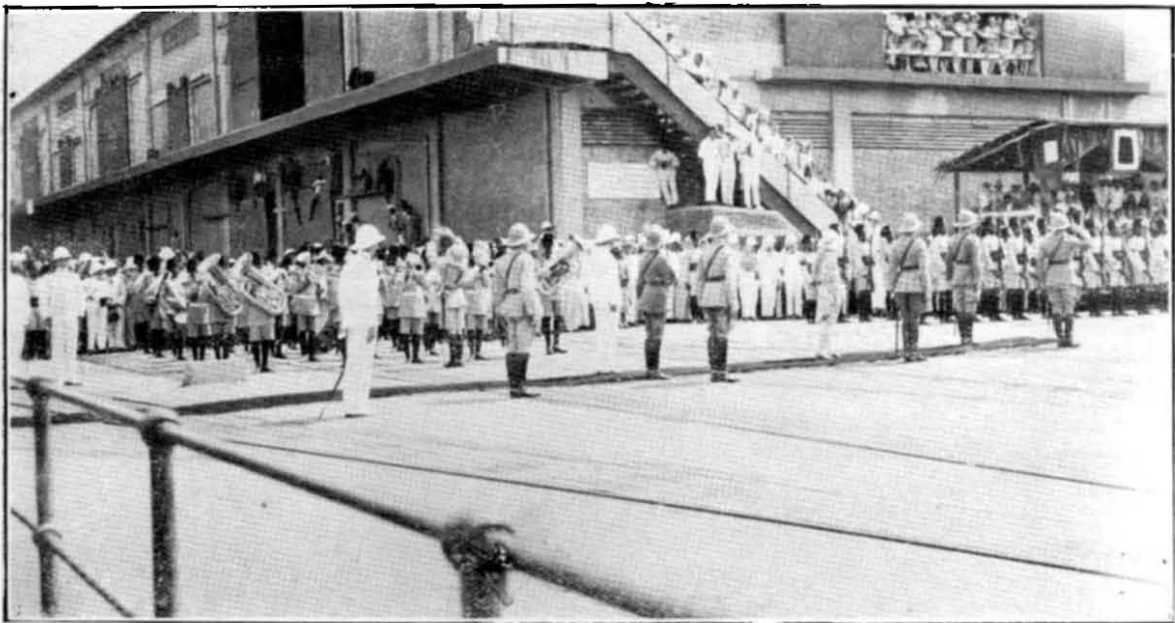
THE ROYAL TRAIN. H.R.H. THE PRINCE OF WALES' BEDROOM.



A FUEL CAMP ON THE RIVER NILE STEAMER SERVICE.

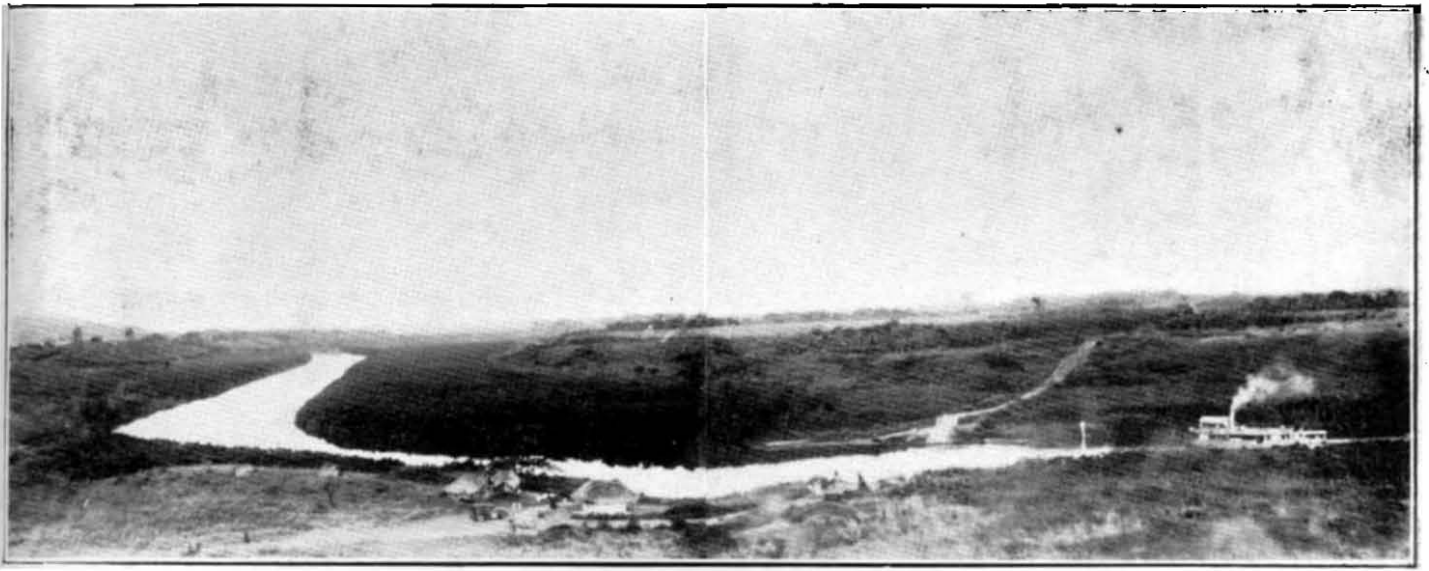


MBALE STATION (SOROTI BRANCH).

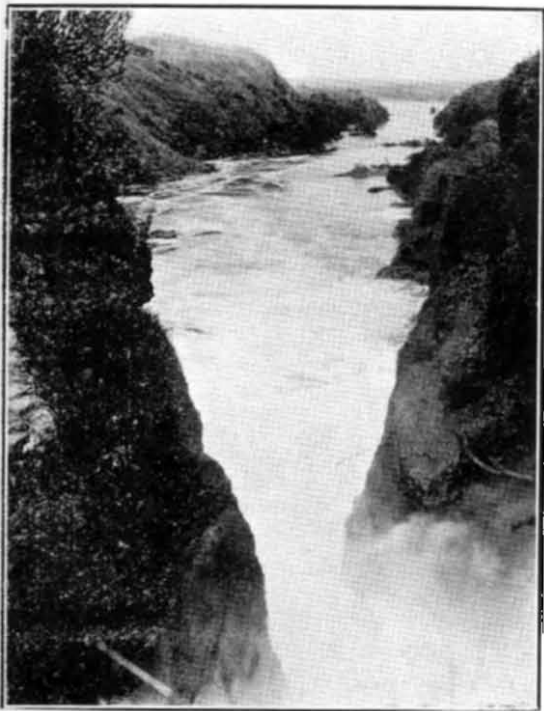


THE ROYAL VISIT. T.R.H. THE PRINCE OF WALES AND THE DUKE OF GLOUCESTER ON THE QUAY AT KILINDINI HARBOUR, 28TH SEPTEMBER, 1928.





SURVEYING THE KAGERA RIVER (REFERRED TO ON PAGE 17 OF THIS REPORT) AT KYAKA FERRY.



MURCHISON FALLS (VICTORIA NILE)—  
LOOKING DOWN FROM THE FALLS.

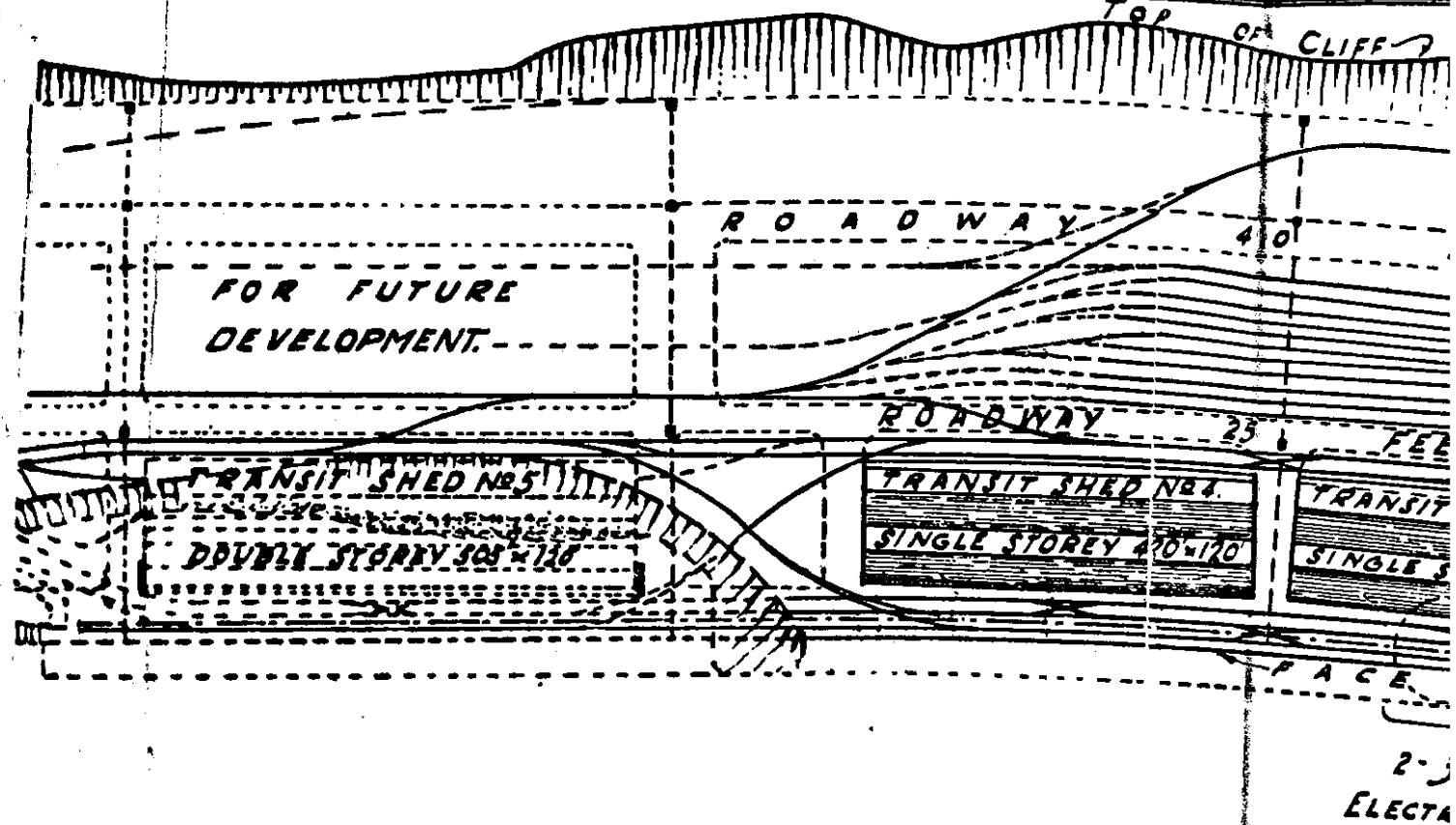


MURCHISON FALLS (VICTORIA NILE)—  
LOOKING TOWARDS THE FALLS.

KENYA AND UGANDA RAILWAY

KILINDINI HARBOUR

PLAN SHOWING WHARF AND TRANSIT SHED ACCOMMODATION



**LEADING PARTICULARS OF CRANES**

**OLD WHARF**

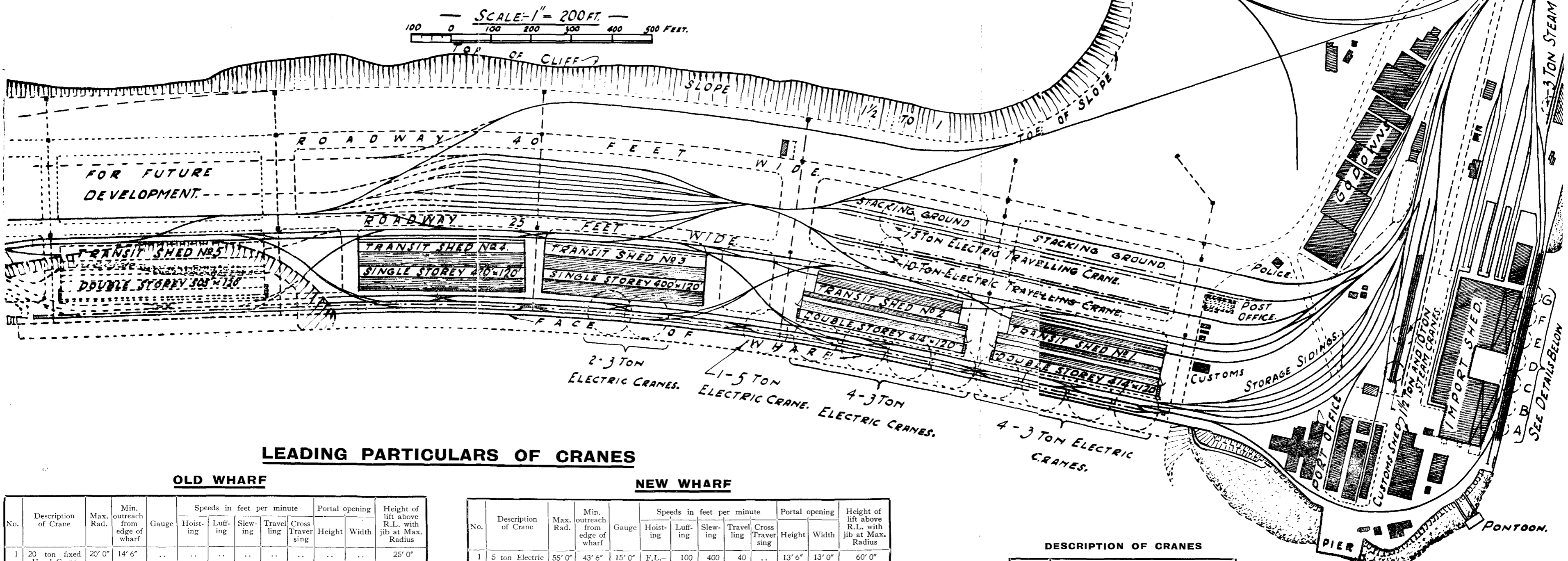
No.	Description of Crane	Max. Rad.	Min. outreach from edge of wharf	Gauge	Speeds in feet per minute					Portal opening		Height of lift above R.L. with jib at Max. Radius
					Hoisting	Luffing	Slewing	Traveling	Cross Traversing	Height	Width	
1	20 ton fixed Hand Crane	20' 0"	14' 6"	..	..	..	..	..	..	..	..	25' 0"
1	3 ton Gantry Steam Crane	24' 0"	15' 6"	14' 0"	..	..	..	..	..	13' 6"	13' 2 1/2"	29' 0"
2	5 ton Gantry Steam Cranes	24' 0"	15' 6"	14' 0"	..	..	..	..	..	13' 6"	13' 3 1/2"	28' 0"
2	2 ton Gantry Steam Cranes	24' 0"	15' 6"	14' 0"	..	..	..	..	..	13' 6"	13' 2 1/2"	..
1	10 ton Steam Crane	25' 0"	..	..	..	..	..	..	..	..	..	..
1	1 1/2 ton Steam Travelling crane	24' 0"	..	6' 0"	..	..	..	..	..	..	..	..
1	10 ton Steam Travelling crane	25' 0"	..	8' 0"	..	..	..	..	..	..	..	..
1	3 ton ditto	24' 0"	..	4' 8 1/2"	..	..	..	..	..	..	..	..

No.	Description of Crane	Max. Rad.	Min. outreach from edge of wharf
1	5 ton Electric Crane to Quays Nos. 1 to 4	55' 0"	43' 6"
8	3 ton Electric Cranes to Quays Nos. 1 & 2	53' 0"	41' 6"
2	3 ton Electric Cranes to Quays 3 & 4	55' 0"	43' 6"
10	1 ton Electric Bracket Warehouse Cranes, fixed in Sheds 1 & 2	10' 0"	Beyond door jamb 7' 0"
8	1 ton Electric Overhead Underhung Jib-crane Sheds 1 & 2	20' 0"	..
5	1 ton Electric Monorail Cranes in Sheds Nos. 3 & 4	25' 0"	Length of track 120' 9"
1	5 ton Electric Travelling crane on stacking ground	50' 0"	..
1	10 ton Electric Travelling crane on stacking ground	30' 0"	..

KENYA AND UGANDA RAILWAYS AND HARBOURS.

KILINDINI HARBOUR WORKS.

PLAN SHOWING WHARF AND TRANSIT SHED ACCOMODATION OPENED FOR TRAFFIC APRIL 30<sup>th</sup> 1929.



**LEADING PARTICULARS OF CRANES**

**OLD WHARF**

No.	Description of Crane	Max. Rad.	Min. outreach from edge of wharf	Gauge	Speeds in feet per minute					Portal opening		Height of lift above R.L. with jib at Max. Radius
					Hoisting	Luffing	Slewing	Traveling	Cross Traversing	Height	Width	
1	20 ton fixed Hand Crane	20' 0"	14' 6"	..	..	..	..	..	..	..	..	25' 0"
1	3 ton Gantry Steam Crane	24' 0"	15' 6"	14' 0"	..	..	..	..	..	13' 6"	13' 2 1/2"	29' 0"
2	5 ton Gantry Steam Cranes	24' 0"	15' 6"	14' 0"	..	..	..	..	..	13' 6"	13' 3 3/8"	28' 0"
2	2 ton Gantry Steam Cranes	24' 0"	15' 6"	14' 0"	..	..	..	..	..	13' 6"	13' 2 3/8"	..
1	10 ton Steam Crane	25' 0"	..	..	..	..	..	..	..	..	..	..
1	1 1/2 ton Steam Travelling crane	24' 0"	..	6' 0"	..	..	..	..	..	..	..	..
1	10 ton Steam Travelling crane	25' 0"	..	8' 0"	..	..	..	..	..	..	..	..
1	3 ton ditto	24' 0"	..	4' 8 1/2"	..	..	..	..	..	..	..	..

**NEW WHARF**

No.	Description of Crane	Max. Rad.	Min. outreach from edge of wharf	Gauge	Speeds in feet per minute					Portal opening		Height of lift above R.L. with jib at Max. Radius
					Hoisting	Luffing	Slewing	Traveling	Cross Traversing	Height	Width	
1	5 ton Electric Crane to Quays Nos. 1 to 4	55' 0"	43' 6"	15' 0"	F.L. - 120	100	400	40	..	13' 6"	13' 0"	60' 0"
8	3 ton Electric Cranes to Quays Nos. 1 & 2	53' 0"	41' 6"	15' 0"	F.L. 120 H.T. - 141 250	150	500	50-75	..	14' 0"	13' 0"	50' 0"
2	3 ton Electric Cranes to Quays 3 & 4	55' 0"	43' 6"	15' 0"	F.L. 200 H.T. - 141 300	150	500	50	..	13' 6"	13' 0"	60' 0"
10	1 ton Electric Bracket Warehouse Cranes, fixed in Sheds 1 & 2	10' 0"	Beyond door jamb 7' 0"	..	150	..	200	..	..	..	..	Height of lift above upper floor 12' 6"
8	1 ton Electric Overhead Under hung Jib-crane Sheds 1 & 2	20' 0"	..	Span 42' 6"	150	50	125	400	200	..	..	..
5	1 ton Electric Monorail Cranes in Sheds Nos. 3 & 4	25' 0"	Length of track 120' 9"	..	100	50	2	200	..	..	..	Min. lift 12' 0" Max. lift 21' 0" 50' 0"
1	5 ton Electric Travelling crane on stacking ground	50' 0"	..	13' 0"	F.L. 70 H.L. 140	100	400	100	..	14' 0"	13' 0"	..
1	10 ton Electric Travelling crane on stacking ground	30' 0"	..	15' 0"	F.L. 35 H.L. 70	50	200	80	..	14' 0"	13' 0"	30' 0"

**DESCRIPTION OF CRANES**

A	20-TON FIXED HAND CRANE
B	10-TON STEAM CRANE
C & E	2-TON GANTRY STEAM CRANES
D & G	5-TON GANTRY STEAM CRANES
F	3-TON GANTRY STEAM CRANE

RAS KILINDINI.



