

Sub Police Station
at Kibindini for
the building of a
Police Gymnasium

EAST AFR. PROT
UGANDA

9574

C. O.
9574

22 MAR 13

TREASURY

KAMPALA - PORT BELL RAILWAY

1913

20th March

Asks from what source the additional exdpe (£2000) involved by allowing eleven sleepers per 30 foot rail instead of ten will be provided.

Last previous Paper.

4/10
1913

Mr Read
Mr Bostwick

Before the Treasury that the additional expenditure will be met by reallocation from the work expenditure for communication in the Eastern Province? (vide 7724)

10/1
29.3.13

I suppose the Treasury think they ought to have been consulted beforehand as they were when the estimate was increased from £25000 to £30000 (Total 38809)
Mr Bostwick for WAD

28

Next subsequent Paper

4/10
1913
WAD

at 11/11
H. J. R.
29/13

TREASURY CHAMBERS.

In the reply to this Letter the following
Number should be quoted.

20th March 1913.

5279

13

C. O.
9574

22 MAR 13

Sir,

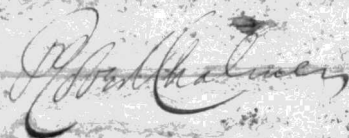
I am directed by the Lords Commissioners of His Majesty's Treasury to acknowledge the receipt of Mr Read's letter of the 10th instant (7724/1913), stating that Mr Secretary Harcourt has sanctioned the increase of the cost of the Kampala-Port Bell Railway from £30,000 to £32,000 in order to allow of the provision of eleven sleepers per 30 foot rail instead of ten.

My Lords would be glad to be informed from what source the additional expenditure thus involved will be provided.

I am,

Sir,

Your obedient Servant,



The Under Secretary of State,
Colonial Office.

L.P.

101
R. S. MAR
D. 31

Jd

Tramway / 4574 / EN
Lynsda

DRAFT.

Undersecretary to the
Treasury.

31 March 1913

MINUTE.

Mr. Keirsey 29. 2. 13

Mr. Bottomley 31/13

Sir G. Fiddes.

Sir H. Just.

Sir J. Anderson.

Lord Emmott.

Mr. Harcourt.

Sir,

I am directed by Undersecretary
Harcourt to acknowledge the receipt
of your letter 5277/13 of March
20th 1913, and in reply to inform
you that the increase in the cost of
the Kensington Post Office Railway
from £30,000 to £32,000 consequent
on the provision of eleven sleepers
per 30 feet rail instead of ten,
will be met by re-allocations from
the loan expenditure for construction
in the Kensington Division of the Metropolitan
District Railway.