

EAST AFR. PROT

43039

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1919

POWELL PROCESS.

12th July.

Welcomes investigation, but thinks
certainty of resulting anything
his opponents pushing forward.

at previous Paper

MO

5/325

Major Houston

Mr. Pritchard says before he is sent - I
know of no better opponents of his.

But it is a little unreasonable of him
to claim to be heard in his defence - if
the result of an enquiry is satisfactory
we can surely decline to do business
without giving reasons.

Very sincerely
yours

I wish to

July?

28/7/19

Put by NCP

29/7/19

W. H. ...

at subsequent Paper.

5882

July, 1919.

133 Fair View Road,

Bambray, Oxon

R. A. H. M. J. S.

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JUL 23 1919

Major Horton,

Your 59220/1919

Thank you for the above letter.
 I think my letter of the 15th inst. showed
 pretty well what I feared might be going on
 and I reminded you that you were al-
 ready aware of some part of the hostility
 with which the Powell Process has met
 during a period of over three years.
 It would be ridiculous of me to tickle
 my enquires the Colonial Office may
 be pleased to make: on the contrary, the
 more the whole matter is investigated,
 the better shall I be pleased: but I do
 want that, to hear the one side -
 I do. very possibly, of some of my
 fiercest opponents - and to give me
 opportunity of rebutting anything

that side may bring forward
Paragraph 2 of the above
communication) would be manifestly
unfair and it has always amazed
that Government Departments
should themselves to such methods.
I comfort myself with the reflection
that Lord Palmerston is not aware
of the facts.

Yours very truly,

C. Pritchard.

W. J. Connolly

15th August, 1919

Dear Mr. Connolly,

Wood Powellising Process

Very many thanks for your letter of the 13th. I am very sorry if I misunderstood what you said. I was under the impression that you told me that you would be very glad to see the Head of the Department of this Office concerned with the Wood Powellising process, in order to give him the benefit of some information which you had in your possession. By saying that the matter was mainly a departmental enquiry, I merely meant to convey ^{yes} that the papers on the subject had not been submitted to the Secretary of State, though, of course, it is always possible that they may be brought up to him at any time.

Yours sincerely,

H. C. I.

The Honourable

J. F. Connolly.

TELEGRAMS: KARRAKATTA, RAND, LONDON.
TELEPHONE: GERRARD NO. 3474 (3 LINES).

AGENT GENERAL



SAVOY HOUSE,
STRAND,
LONDON, W.C.2.

WESTERN AUSTRALIA

13th August, 1919.

Dear Major Thornton,

~~WESTERN AUSTRALIA~~

Referring to your letter of the 11th inst. and one from the Colonial Office of the 24th inst. I am afraid you do not appreciate the position - my only object in mentioning it to you recently was, that I inferred Lord Milner was taking a special interest in the subject, and I desired to assist him with information I possessed concerning the Process. I gathered from you (and your letter confirms) that it was a purely Departmental enquiry, and I regarded the matter as sufficiently answered by the official reply which was addressed to the Under-Secretary for State on the 2nd July last.

Yours sincerely,

Major H.C. Thornton,
Principal Private Secretary,
Colonial Office, S.W.1.

Major Parkinson

11th August, 1919

Dear Mr. Connolly,

You will remember speaking to me the other day with reference to the Russell Ross process. I promised to put you into touch with the Head of the Department who had been dealing with this matter. I find it was our East African Department. I think, therefore, your best bet would be to see Major Parkinson, who is the Acting Head of the East African Department in this Office. I have informed Major Parkinson that he may expect a letter from you.

Yours sincerely,

H.C.I.

Yours truly

J. F. Connolly.

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C. O.
12375
Recd
Reg: 27

Messrs Rendel & Robertson to Crown Agents

13 Dartmouth Street S. W.

20th April 1910.

Gentlemen,

In reply to your letter of the 19th April we have to report as follows:-

1st. as to the cost of 50 miles of 50-lb. Rails and corresponding fastenings with 53,000 steel sleepers with keys, all to the Uganda Railway pattern.

In the early part of last month clients of ours purchased 50-lb. Rails from the Barrow Co. at 25. 10. 0. a ton delivered in Barrow with fishplates at 48. 0. 0. also in Barrow and Bolts and Nuts at 14. 10. 0. delivered in Hull.

In January last they also purchased from the Workington Steel & Iron Co. steel sleepers to suit the 50-lb. rails including keys at 16. 0. 0. a ton delivered in Maryport. These prices are equal to 4s. per sleeper with its two keys and we do not think prices have risen since.

Adding 3s. a ton for delivery in Liverpool the total cost of 50 miles of 50-lb. Rails Fishplates and Bolts and Nuts according to these prices would be £23,600 delivered ~~at the same port.~~ that The cost of 53,000 sleepers delivered at the same port with their keys would be £11,200.

2nd. as to steel sleepers. The number required for 50 miles of 50-lb. Rails would be little short of 100,000 and we are asked to send only 53,000. It may be that the rest have been found in the stores of the Uganda Railway or in sidings which may be taken up and that

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PUBLIC RECORD OFFICE, LONDON

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it is considered better to use them than to let them
perish of rust, or that it is found that the country can
be relied upon for about 50,000 sleepers but not
more. The character of the soil, we should suppose has
been found to be no more unfavourable to steel than it is
on the Uganda line.

Srd. as to the weight of the Rails. We presume
that the Governor will be able to give a good reason such
as easier maintenance or he may have discovered that the
lighter engines he expected to find on the Uganda Railway
are not fit for further use and may desire to use the
heavier engines. In which case there is something to be
said in favour of the heavier rail. But as at present
advised we should prefer the lighter rail and the lighter
engine. The letter which is following the telegram will
doubtless deal with the subject.

The effect of the telegram will not be serious
so far as the sleepers are concerned, the greater cost of
steel being at least partly compensated by their smaller
number, and the saving effected by the use of the old
engines will go far towards paying the extra cost on the
rails but it would be well to postpone a final decision
in the matter until the letter which will follow the
telegram and actual tenders for the material have both been
received and considered,

We are &c.

(Sgd) Rendel & Robertson.