





413

21677  
324

Governor's office JAN 07

Salvador,

May 25th 1907

Mr. [Name]

[Address]

[City]

Dear Sir,

I have the honor to acknowledge the receipt of your letter of the 14th inst.

in relation to the proposed change in the rate of service on the

San Francisco and Los Angeles Railway. I have also the honor to acknowledge the receipt of your letter of the 17th inst.

in relation to the same.

Your letter of the 17th inst. is hereby acknowledged. It is observed that Mr. Currie

reports that of the officers of the same and that recently one or more of the same

expressed their opinion that the rate of service on the same

was not sufficiently low.

I have the honor to acknowledge the receipt of your letter of the 17th inst.

in relation to the proposed change in the rate of service on the San Francisco and Los Angeles Railway.

Very respectfully,  
Governor

[Signature]

Carrie's r  
1901 only should be enclosed, as follows

I have the inc.  
of the list  
your own list's part.

W. J. ...

2-1-05

C. O. 21574 26  
18 11 07

No. 57/176

Secretary's Office  
WASHINGTON, D.C. May 18, 1907

Your Excellency,

One of our officers of the 2nd Military Academy has  
not been here for our studies have explained that the  
satisfactory and post the nature of the so distant was not  
sufficiently explained to them by the Colonel Office  
and they are expressed dissatisfaction with the results  
of the studies. In order that in future the  
studies be fully supplied with details I  
have ordered a series of full periods  
of the principal officials and of course the  
of the studies. At present, the  
of the studies is very important  
and the studies should be revised and this  
one of our recently appointed officials  
very dissatisfied because he finds the studies  
has several years his junior in a...

Very respectfully,  
Your obedient servant,  
The Adjutant General

W. A. F. GUNN

Adjutant General  
Washington, D.C.

The Adjutant General  
The Secretary  
The Adjutant General  
The Secretary  
The Adjutant General  
The Secretary

~~181~~

No. 48  
1677  
18 1907

NIAGARA RAILWAY STEAMERS.

MAY 1907.

The fleet consists of three twin screw passenger steamers as follows:-

	G. T.	Registered.
S.S. "CROMWELL HILL"	600	600
"WINIFRED"	600	600
"ETHEL"	600	600

and one cargo boat under erection

S.S. "NIAGARA"

All are fitted with electric lights.

STAFF.

The sanctioned staff for each steamer consists of

	Salary	
Commander	\$700	plus to \$500.
Quartermaster	\$500	
Mid Officer	\$400	

MESSING.

This is not free. A charge is made of from \$2 to \$5 per week for it.

QUARTERS.

If for any reason officers are temporarily landed on shore they are provided with free quarters.

KIT.

Officers have to provide their own kit. The Administration provides badges, shoulder straps etc. The elevation of the lake is 5,700 feet above sea level and on this account although situated close on the

equator

equator the climate is moderate. Ordinary white is worn through the day but the mornings and evenings being cold blue serge is also required.

A warm pea-jacket is essential and a warm long coat desirable. A serviceable Mackintosh or water-proof coat of some sort is necessary.

If an officer has a thick coat he should bring it but it is not essential and need not be purchased specially.

As regards ordinary clothes boots etc. officers should come out fully equipped. There are no parts on the lake where these can be got ~~and~~ at reasonable prices although there are good shops at Mombasa and Nairobi.

A helmet is essential as a protection from the sun and if he has not already got one an officer should purchase one on arrival at Mombasa.

Bedding etc. is provided on board I.C.S. some pile of rugs are necessary for the train journey from Mombasa to Port Moresby.

**MEDICAL ATTENDANCE.**

There are doctors at most of the ports of call on the lake and medicines and medical attendance is provided free.

**MAIL.**

The crew consists of Africans, there are no European Quartermasters etc. These and when properly handled are very efficient but it is entirely a matter of handling.

A13

**ENGINE ROOM STAFF.**

The Chief Engineers are generally Europeans and supervise the 2nd Engineers. The rest are either Europeans or Indians with African stokers.

**MAINTENANCE OF WORK.**

2nd officers have to look after the cargo. This is the most important item of their work. The labour being African requires a great deal of supervision and 2nd Officers must be prepared to exert themselves and show the men what has to be done. It must be remembered that the Victoria Lake has only recently been opened up and consequently most of our labour consists of the natives. Officers who are disinclined to put their backs into their work are no use in a new country.

In addition 2nd Officers have of course to do whatever work is required in connection with the ship and as required of U.S.M. They act as Chief Officers whenever a senior officer is absent.

The lake is not yet lit so there is very little night running. All vessels anchor for the night except on certain occasions when they run for a few hours under a good moon.

**LAND PORTS.**

Entebbe, Masaka and Fort Florence are the largest ports but these are still only small places and few things beyond the necessities of life can be procured.

**CRUISE.**

All officers joining the fleet are placed



Comm. East  
21677

22  
24

4/8  
371

25 June 1971

DRAFT

E. A. Post no. 353

for

Dr. G. J. Hayes letter 2/11

MINUTE.

Mr. Post 2/11  
Mr. Hayes 2/11  
Mr. News 2/11

Mr. Jost

Mr. Andrews

Mr. Cox

Mr. Lucas

Mr. F. Hayward

Mr. Churchill

The Earl of Alton

for comment

See the back the  
rest of your report on 200  
of the 15<sup>th</sup> of May 1971  
relating to circumstances to  
the conditions of passage on  
the Lake Steamer of  
the Uganda Railway.

2. With regard to the  
Cairns report that in  
facture only has been  
after 1961 should be  
treated as head office  
When the report found  
out that for climatic reasons  
it was not possible for him  
to take the responsibility of  
what was said (and) to have  
the report (and) that

Return pp. 6-15



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REC-30 OCT 09

RUANDA RAILWAY STEAMERS.

February, 1903.

The fleet consists of three twin screw passenger steamers as follows:-

	<u>H.P.</u>	<u>Beam Tonnage</u>
"Clement Hill"	600	600
"Winifred"	600	600
"Byall"	600	600

and one cargo boat under erection

S.S. "Nyanta"

All are fitted with electric light.

Staff.

	<u>Salary</u>
Commander	500 rising to 450
Chief Officer	300
2nd Officer	200

Provisions.

This is not free. A charge is made of from 25 to 25 per month for it.

Quarters.

If for any reason officers are temporarily employed on shore they are provided with free quarters. Free of charge

Uniform.

Officers have to provide their own kit. The Administration provides badges, shoulder straps etc.

The elevation of the lake is 3,700 feet above sea level.

and on this account although situated close to the equator the climate is moderate. Ordinary white shirts worn through the day but the mornings and evenings being cold blue serge trousers also required.

A warm pea jacket is essential and a warm long coat desirable. A serviceable overcoat of waterproof coat of some sort is also necessary.

If an officer has a fur coat he should bring it but it is not essential and need not be purchased specially.

As regards ordinary clothes, boots, etc., officers should come out fully equipped. There are no shops in the island where they can be purchased at reasonable prices although there are some shops in the island and Mainland.

It is essential as a protection from the sun that he has not already got an officer should have a sunburn cream at hand.

Bedding, etc., is provided on board and as the officers are necessary for the trip from Bombay to Port Clarence.

#### Medical Attendance:

There are doctors at least of the grade of captain on the island and medical attendance are provided free.

#### Crew:

The crew consists of 150 men, there are no Europeans on board. These men are generally well trained and efficient but it is not...

matter of handling.

Engine Room Staff.

The Chief Engineers are generally Europeans and sometimes the 2nd Engineers. The rest are either Eurasians or Indians with African stokers.

Work of 2nd Officers.

2nd Officers have to look after the cargo. This is the most important item of their work. The labour being African requires a great deal of supervision and 2nd Officers must be prepared to exert themselves and show the men what has to be done. It must be remembered that the Victoria Falls has only recently been opened up and consequently most of our labour consists of raw natives. Officers who are disinclined to put their backs into their work are of no use in a new country.

In addition, 2nd Officers are of course to do other work on board in connection with the ship, may be required of them. They act as Chief Officers whenever a senior officer is absent.

The lake is not yet lit so there is very little night running. All vessels anchor for the night except a certain section when they run for a few hours under a good moon.

Local Traffic.

There is a large amount of local traffic on the lake. The main ports are Mwanza and Tabora. The traffic is mostly goods and passengers.

and the latter being the reception of the same to  
the same.

Practice

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at the bottom of the page.

Practice

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from the top of the page and the name of P  
is given.

Practice

The following are the facts as stated  
from the top of the page and the name of P  
is given.

