

2401  
A. B. Taylor

arnor  
87  
1913  
January  
Last previous Paper  
40528  
-12

LIGHTING OF VICTORIA NYANZA

Sends copy of letter from General Manager. Agrees that scheme may be deferred for the present and that in meantime preliminary investigations should proceed. Experiments will be made with regard to the use of search lights on the steamers. Promises further communication as to lighting of Kisumu wharves.

Mr. B. Taylor by ~~Letter~~ in J. Fielder

In our dup and H.L. on 32663 we approved of the Govt proposals for lighting the lake subject to the views of Mr. H. B. Taylor. Mr. Taylor has been interviewed, and it is now considered advisable to defer the lighting scheme. The night service would be too trying for officers and crew in the equatorial climate.

Search lights on the steamers are suggested, as used successfully on the Ganges and Brahmaputra rivers in India.

Mr. Taylor holds that the objection of the Passenger Service Authority is a new paddle steamer capable of 20 knots. He is consulting <sup>Mr.</sup> Tritton and Rudolph.

But he is certain that the night service will eventually be found necessary, and investigations set on foot, and means are in progress.

A further communication to the lighting of the river is promised.

W. 30 097 26  
1112 A. B. W.

Next subsequent Paper

14316

W. O. H. A.

We must, except the view of the Gov.  
of N. Y. to, but <sup>my</sup> running does not  
necessarily mean double running. It  
now a question of keeping to railway timing.

The idea of a 20 knot passenger boat is  
attractive, but I'm afraid the cost would  
be heavy, if it can be managed at all  
before the oil fuel <sup>boiler</sup> is started.

His meaning that to <sup>run</sup> to me a  
good prospect of dealing with the cotton  
trade.

Oct 25/11

H. J. R.

24/11

Put by at once

(P. 2)

GOVERNMENT HOUSE  
NAIROBI.

BRITISH EAST AFRICA

EAST AFRICA PROTECTORATE.

No. 37.

January 22nd, 1913.

C. J.  
6351  
22 FEB 1913

Sir,

In reply to your despatch No. 701 of October 25th respecting the lighting of the Victoria Nyanza I have the honour to report that I have been in consultation with the General Manager and enclose herewith a copy of a letter which he has addressed to me on the subject.

2. I took the opportunity of my recent visit to Uganda to discuss the matter with the Governor and we are agreed that for the reasons advanced by Mr. Taylor the inception of the scheme for lake lights may be deferred for the present, all preliminary investigations being made in the meanwhile to enable it to be proceeded with at any time when considered advisable.

3. The proposed alternative of installing search-lights on the steamers commends itself to

THE RIGHT HONOURABLE  
LEWIS HARCOURT, P.C., M.P.,  
SECRETARY OF STATE FOR THE COLONIES,  
DOWNING STREET, LONDON, S.W.

Mr. Taylor  
173/1 of 3-1-13

4/2/2013

to us, and that in all  
will sufficiently satisfy our present require-  
ments. As it can be carried out at a comparatively  
small cost I am requesting the General  
Manager to make the experiment.

4. I am also asking you to report on the  
expenditure necessary to establish LIGHTS on the  
Kisumu wharves, to which I will address you, &  
a further communication when details of the scheme  
have been supplied to me.

I have the honour to be,

SIR,

Your humble, obedient servant,

*Henry B. Boyd*

GOVERNOR.

6351

NO 3  
173//

2nd January 1913

LIGHTING ON LAKE VICTORIA

Sir,

As directed in your NO. 4010 of December 15th and in continuation of my NO. 440/173 of 10th December 1912 I have the honour to report further on the question of Lighting Lake Victoria.

2. The Lighting is suggested to improve the working of the steamer services but in making out the time tables it is not found of any advantage.

It means the S/S "CLEMENT HILL" will be working 6 days out of 7 and Captain and Officers getting no rest and with this strenuous work the ship and crew would require to be laid up after a few months. Certainly with the Lake surface at an elevation of something like 4000 ft and the run being right in the Equator the climate is decidedly trying to the nerves and it would be

TO  
THE HON'BLE

THE CHIEF SECRETARY

TO THE GOVERNMENT, NAIROBI.

- 8 -

unwise in my opinion to ask too much of the Commander and Officers of the ship.

3. There is too not much advantage in night running unless we work cargo also at night at Ports, but this will be very difficult with the class of labour employed. It might though be tried at Kisumu.

4. It would of course be possible to do three double trips across the Lake in two weeks but this would mean irregular sailings which would not be so advantageous to the trader as the regular weekly service.

5. But when the first cargo boat is in commission I propose the "S. Hill" take up a weekly running across the Lake similar to the "Clement Hill". The "Clement Hill" to leave as at present on the Sunday and the "S. Hill" on the Wednesday, and the latter to run to Jinja direct and then on to Kampala and Entebbe whilst the "Clement Hill" runs as at present. This will supply an excellent service for Uganda. It will also be advisable to run the "Nyansa" as a direct service on alternate weeks to Jinja and Kampala to clear the cotton.

6. The boats that first came out were provided with Search Lights and Captain Gray affirms that a good Search Light will be of greater service to him than Fixed Lights on the islands. The original Search Lights are poor, but one is

now to be set up for experiment and in 1906  
approved a more up to date pattern will be sent  
ed from home. The River Steamers run at night  
on the Ganges and Brahmaputra Rivers and their  
Search Lights give all the assistance they can  
and the navigation is certainly very difficult  
in flood times the river banks are many miles  
apart and often completely out of sight. With  
Search Light Captain Gray says he can make the  
run across during the day starting at 8-30 a.m.  
from Uganda side. Our try in bindings do not at  
present permit of this early start from Kisumu.

7. The solution of the Passenger service is  
a fast Paddle steamer of 20 knot or thereabouts  
carrying 70 1st Class and 30 2nd Class. Such a  
steamer could get across during the day and make  
the double journey twice a week. It is 155  
nautical miles Kisumu to Entebbe and 75 miles to  
Kampala or 180 miles in all so that at 10 knots  
with departure from Kisumu at 8 a.m. passengers  
could be landed at Entebbe at 4 p.m. and at Kampala  
at 3 p.m.

This fast steamer would take practically no cargo  
only perishable goods and parcels. I am writing  
to the Consulting Engineers Messrs Harwal & Tritton  
for particulars as to cost etc of such a vessel.

8. Notwithstanding all I have said before  
I feel sure the necessity of the service will at  
some future period necessitate night working and  
I am arranging for a committee to investigate the

