2 Date of repair 30-7-92
3. Initials of Reference

M.R.O. 1—22,400—22-11-80.

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cons. 25-8-57.

G.O. No. 1618 Press Mis.

25-26

Dated 21—8—18 57

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 25th August 1857.

No. 25. Read the following letter from G. W. BOOTHBY, Esq., Managing Partner of the Aska concern; to E. MALTBY, Esq., Acting Chief Secretary to the Government, dated 11th July 1857.

SIR,

1. I have the honor to acknowledge the receipt of an Extract from Minutes of Consultation under date June 18th 1857, together with 4 enclosures, ordered to be forwarded to me for any remarks I may wish to offer, which enclosures I now, as requested, herewith return.

2. Feeling confident that there is nothing in these papers at all invalidating either the justness of the complaints I originally made to the Collector of the District, or my refutation of Major Birdwood's subsequent statements on the subject, I should have been well content to have left the case, without any further observations on it, for the decision of the Right Honorable the Governor in Council but as some few explanatory remarks may seem called for I will now proceed to offer them.

3. And first, without immediate replication to the points in dispute, I beg to state that I am in possession of a letter from the late Chief Engineer Colonel A. Cotton dated January 5th 1854, informing me that on my letter of April 10th 1852, to the Public Work Commissioners being submitted to the Court of Directors a bridged Road from hence to the coast had been ordered to be constructed *immediately*, and here let me call attention to the special plea urged in the following paragraph of my letter that the road should be bridged throughout, and thus rendered available for traffic *during the rainy season.*

4. "It must therefore be apparent that at the best of times the difficulty and delay in getting our large quantities of produce to the coast are very great. A road even without bridges would of course remedy this evil during the seven months mentioned, but unless every river and nullah is bridged, a road will be utterly ineffectual in removing *the great* obstacle of which we have to complain, namely, our valuable produce being shut up for five months of the year. When our sugar works are at full work the value of the property on the spot thus locked up would reach four lacs of Rupees, and considering the great and direct aid which our operations afford in the collection of the Revenue of the District, in proof of which I will only mention that at the commencement of last month our advances on the cane crop of the present year amounted to Rupees 3,50,000 for which no return had been received, the whole amount having been advanced from time to time since October last to enable the Ryots to pay their kists as they became due, considering this, I say, it is surely not expecting too much to seek for the removal of this serious obstacle to the commercial prosperity of the District under which it has so long laboured."

The boon thus sought for was readily granted by the Court of Directors and yet on the first occasion of our endeavouring to take advantage of its benefits the Engineers Department in this District look upon the attempt as deserving of severe censure.

5. It is specially during the rainy season that benefit to the commerce of the District from roads and bridges must be looked for. At other seasons these, then necessities, are mere conveniences and of comparatively trifling value. This very year from the middle of February to the middle of May we despatched to the Coast close upon 1000 tons of Sugar and 3 @ 400 Hhds. of Rum without one single cart having gone upon the road between this and Injelly. Precisely at the only time the road and bridges are really indispensable a great grievance is made of my attempting to use them.

6. It is stated that the road could not have been expected to be sufficiently consolidated at the time we began to subject it to heavy traffic. But is this correct? The road was commenced in the end of 1853. Towards the close of 1854 portions of it were opened for traffic, but early in 1855 the entire road was closed and remained so until December of that year. Surely then by July 1856, it *ought* to have been fit for *any* traffic, but no sooner did we begin to use the road at that time than it gave unmistakable evidence of being inefficiently constructed, very shortly afterwards becoming quite impassable, the carts having to seek a passage on the Paddy fields. When this road was first commenced Captain Rundall; aware of the necessity of giving great stability to it over the low ground between this and Injelly; told me that he purposed extra me-

talling it along this portion and using less metal where it passed over higher lands. Had this been done, and had piles of metal been placed all along the road ready for use in the monsoon; without being driven to the necessity of carting it at that season; I venture to assert that the road *would* have answered the purpose it was made for, and Government would have been saved the expense of entirely re-making a road that had not been used a twelve month. As regards my statement that even the stipulated quantity of metal and gravel were not put on this road. I repeat it having been an eye witness of the fact, which was so notorious as to become a common topic of remark.

7. Major Birdwood indignantly observes, "Mr. Boothby surely does not attempt to deny "that the road was severely cut up by the traffic from the factory during the monsoon."

8. Of course I do not deny it, why should I? The road was there to be used and I used it, nor am I aware of any magical process by which it is possible to prevent laden carts from cutting up a road, though from the remarks on this subject in the papers under reply it would appear to be considered that I ought to possess such a power. It would have been something more to the purpose, rather than to display such undue solicitude about an unavoidable evil, had metal been provided, and used at a fitting time for the road's repairs.

9. Major Birdwood, again makes an assertion regarding some warning having been given me by Colonel F. Cotton, I therefore beg leave to record a most emphatic denial of any warning against using the road either with country carts or Factory waggons, or of any expression that could be construed into such a warning having been uttered to me by that Officer. What Colonel Cotton did say is this. On my asking him if he did not think the road much too slightly constructed he replied "yes and I have told them so." Thus the warning was *not* to me not to use the road, but to the Engineers that there was more than ordinary necessity for foresight regarding repairs. Moreover, immediately after Colonel Cotton's return from this District to Madras I received a letter from Mr. J. B. Key, late senior partner of the Firm of Messrs. Binny and Co., informing me that having heard from Colonel Cotton of the road being quite ready for traffic, and the Injelly bridge nearly so, they were on the look out to engage a vessel to send up for a cargo. It would indeed have been wholly inexplicable had Colonel Cotton warned me against taking advantage of that which he had so strenuously advocated being granted, namely, the means of communication with the coast during the rainy season, and every word he said to me on the subject evinced his gratification at the prospect of that object being attained.

10. As to the attempt, of which Major Birdwood so strongly disapproves, to use our large Factory waggons on the road. I must presume entirely to differ from his opinion on this point. I maintain that, could such an arrangement have been made, the road would have been infinitely benefited by the whole of our sugar being carried to the coast on these said waggons instead of on the country carts. The inference to be drawn from Major Birdwood's comments on the construction of these waggons is that he considers largeness of diameter and width of tire of wheels to be objectionable and specially injurious to a road! A greater error, as I need scarcely remark, could not be made, and the very action he attributes to such wheels as our waggons have is precisely that action which they are specially calculated *not* to exercise! If the remark as to a tendency to plough up a road had been applied to narrow wheels of small diameter, or even to the wheels of the country carts it might have been appropriate. If the wheels of the Factory waggons were 14 feet diameter instead of 7 and the width of tire also increased, they would be so much the less injurious to a road! In England just such waggons as ours pay a very small toll because wheels of that kind are known to do so little injury to a road, and waggons with wheels still broader (some of them 18 inches) and of still larger diameter pay no toll at all because they are considered to act as rollers on the roads. I may also remark that the load on our waggon was not a large one as stated but only 3 tons whereas we brought up from the coast on the very same waggon, without ever going on the road, one piece of machinery weighing 7½ tons. I submit therefore that I have conclusively shown the attempt in question to have been a proper and justifiable one in every view of it, instead of meriting the reprobation passed upon it.

11. It appears from the survey of the Neeraloo channel sent to me that I was wrong in stating it to be not a Nullah draining into the river but an irrigating channel from the river though as Mr. Moberly points out, the channel is used for irrigation. It would also be seen that for a short distance this channel takes a direction downwards with the river and it was this, when looking at it, that deceived me. However, this mistake does not in the remotest degree affect the merits of the case as stated by me. There was just as much occasion for a sluice gate to protect the breach in the embankment at this channel's junction with the river *whether the channel was a drainage or an irrigating one*, and it equally remains a fact that through this breach rushed the great body of water which submerged a large portion of the Factory compound and was only prevented from doing us serious injury by the breach of the embankments below us, and further, the fact remains the same that the sluice gate might have been constructed during the time I mentioned. In the month of June though it rained nearly every day; as shewn by the register of rain guage annexed; only 16 inches fell and in the following month only 5 inches proving the correctness of my statement that though we had heavy showers there was no continued heavy rain until September when the flood occured, but the principal point to which my statement had reference was, not the mere fall of rain, but the fact that the river continued quite low until September and here I may just remark, as showing what could and should, under any circumstances, have been done earlier, that the moment Lieutenant Harington arrived in the end of September he completely closed up the breach in question by a mud embankment.

12. Much is made of the so called discrepancy in my statement as to the actual width of the breach made by the flood in the embankments. But how does this even touch the actual merit of my statement? which still remains intact, namely that the rush of water, not in the river, but outside the embankment was so powerful as to make a sufficient breach to free itself, and whether this breach was 30 or 100 yards, is very immaterial, but I may just mention that my letter to the Collector was written when first the breach was made and when it was probably not so wide as it became afterwards from a continuous rush of water.

13. I was quite aware of the sluice gate of 3 vents of which Major Birdwood speaks, but in his remarks upon it he quite mis-states and mis-applies the drift of my argument. I stated that the flood and breach in the embankment, arose from want of a single sluice gate, not to let water escape into the river, below our works, as Major Birdwood argues, but to prevent the water rushing out of the river from a point above us.

14. In paragraph 7 of his letter Major Birdwood has thought proper to meet the positive statement of an occurrence, of which I and scores of other people were eye witnesses, by a flat denial of its possibility, basing his denial on the faith of some levels taken by Lieutenant Harington. If the correctness of those levels necessitates he Factory compound (to a considerable extent) not having been flooded (the depth in some places reaching more than 4 feet) then, though every Engineer in the District had assisted in taking the levels, I pronounce them erroneous, for a fact exists that would prove them to be so; but it does not appear to me that those levels prove any thing to the point, as all depends on the height the water had reached. In the river, inside the embankment, it may only have risen to 4 feet, but, outside the embankment the water rose far higher; as stated in my former letter; how high it did rise, at that portion of the embankment, no one knows, for before the Overseer could reach the spot the breach had been made, and the very fact of such an occurrence would indicate a *very* far greater pressure being exerted than could be effected by a rise of only 4 feet on an embankment 11 feet high! however it is needless to say more regarding a *fact* that is indisputable. I must however briefly notice one very peculiar style of argument brought forward to disprove that fact. Major Birdwood thinks it difficult to divine where the water to flood the Factory could come from *because* a certain other compound was not under water. According, then, to this argument because one spot is not under water therefore another spot, in the same vicinity cannot be! not one word being said as to the compound of the Bungalow spoken of being, as it is, on high ground as compared with that portion of the Factory compound that was submerged. In the worst floods I have witnessed here the greatest portion of the Factory has always escaped being flooded and according to Major Birdwood's style of arguing this is a proof that no other part of the Factory could have been under water.

15. The statement is again repeated, the erroneous nature of which I formerly pointed out, that I could have obtained assistance from Overseers. The Overseer at Aska, a *most* energetic and attentive person, would, indeed, readily have afforded me any assistance as far as his own charge was concerned, but when I applied to him he distinctly told me that he had nothing to do with the Road. The person in charge of it and Injelly bridge was nearly always away from his post and when there, could never be seen. Twice I sent out specially to seek assistance from him but to no purpose. And even when Lieutenant Harington on his way up here in the end of September appointed a special meeting with him in forenoon at the bridge, though the Overseer was in his house, he could not be seen. According to Mr. Moberly's theory he was "*bewildered*"! The fact however as stated by me, I again remark, remains the same to whatever cause the neglect of supervisor is to be attributed. Directly Lieutenant Harington arrived here on the occasion just alluded to he sent a message to me to say he wished to see me and nothing could be stronger than the terms of condemnation in which he then spoke of Overseer Hopkins, nothing had been done and every order disobeyed. For instance Lieutenant Harington declared that his express and repeated order, given just before going south, that the newly thrown up approaches to the bridge should have stability given them for immediate traffic by the use of fascines, had been *wholly neglected*, and regarding the Road, along which he had just come, his very remark to me was that it never could have got into such a state had *any thing* been done to it in the way of repairs. The then unmeasured censure presents a strange contrast to the present landation of that Overseer, with reference to whose statements I have only to observe that as he was notoriously, constantly in Berhampore away from his post, and when there seldem to be seen he could know very little of what was occurring. So far from the person I sent to Injelly having gone in charge of Sugar Bandies he went there only when a *great* number had collected, some of them having been waiting for 7 or 8 days to cross the river, and the special purpose of his mission was to make the bridge passable, which object he very soon effected by laying brushwood down. It is true that many of the men after being thus set to work by the person I sent were paid by the road Goomashta, who doubtless, may have subsequently caused more brushwood to be laid down.

16. Referring to Major Birdwood's declaration that no one could more sincerely than himself regret any damage sustained by the Aska Factory. I most fully believe this and cheerfully bear witness to the invariable readiness with which he attended to such applications as I had occasion to make to him, but in a case of emergency, no Officer of the Engineer's department being at hand, I considered it advisable, in seeking for *immediate* assistance, to apply to the Collector my application necessarily took the form of a complaint and when this came before Major Birdwood, instead of allowing the justness of it, he threw over on me the whole blame of what I complained of, my just complaints being met by statements without even the shadow of a foundation, the approaches to a Bridge being deliberately declared to have been destroyed by Waggons that were never within eight miles of the place, and when such a course of procedure on the part of Major Birdwood obliged me to make a full statement of all that occurred, as well as of the motive causes, he accuses me of exaggeration and a desire to make the most and worst of every thing. The utter groundlessness of such a charge renders it very pointless, and the web which Major Birdwood finds so difficult to disentangle derives its origin and strength from his own statements. Things were indeed so bad that a bare receital of them was enough without any embellishments, every thing failed to answer the purpose for which it was intended. Embankments, road, and Bridge, and for nearly four months they were all left without any responsible person to be appealed to regarding them. Had any such person been on the spot a few words would probably have saved all this correspondence. People whose maintenance depends on the successful result of their own labours cannot afford to sit still unconcernedly under failures, and the case in question threatened very seriously to affect those interests for which I have had a hard struggle here for the last ten years.

17. There is one more point only in the papers before me remaining to be noticed and that is the following remark by Lieutenant Harington, "Probably had an Officer been here he would "have been obliged to apply the remedy of not allowing the Factory traffic on the road at all "in the last rains." This remark surely evidences an entire want of a just appreciation of the subject, and a view limited to the mere consideration of the road in the abstract to the exclusion

of the object for which the road was made, another Officer who was in charge of this road informed me in an official letter that the Factory Bandies were only allowed on the road "by sufferance" the wheels not being of a proper description, at the same time threatening to turn our Bandies off altogether. If such views as the foregoing should ever be acted upon the commercial traffic of the District would be in a far better position without any road at all, as was the case for so many years. We should then know what we had to depend upon, and should not attempt undertakings on the faith of that which might fail us at any moment.

Register of Rain guage for the month of June 1856 kept at Aska Sugar Works.

	Inches.
1st	0·850
2nd	2·480
4th	0·588
5th	2·500
6th	0·318
7th	0·218
8th	0·480
10th	0·088
14th	0·033
15th	1·262
16th	0·100
20th	0·654
23rd	3·000
24th	1·936
25th	0·022
29th	1·653
30th	0·087

No 26. ORDER THEREON, No. 1618; dated 21st August 1857.

1. The foregoing letter contains Mr. Boothby's rejoinder to the reply* made by Major Birdwood and the Engineer Officers of the Ganjam District, to his allegations regarding the state of the Aska road and the approaches to the Injelly bridge, as well as respecting the embankments of the Mahanuddy river.

* Submitted by the Chief Engineer with his Proceedings of the 20rd May 1857, No. 620.

2. The Right Honorable the Governor in Council considers that the discussion on the points at issue between Mr. Boothby and the Engineer Officers, has been carried on sufficiently long, and that no useful purpose will be served by further references to either party.

3. From the correspondence that has passed on the subject, it appears to His Lordship in Council that unnecessary delay was allowed to take place in the completion of the road to the Coast, and that there was also some negligence evinced in not repairing the road, and constructing a head sluice to the Neeraloo drainage Nullah, before the setting in of the monsoon.

4. The Governor in Council is not prepared to admit, without qualification, the correctness of Mr. Boothby's argument in para. 10, that the action of the broad wheels of the Factory Waggon is to consolidate rather than destroy a road. Broad wheels certainly do not cut into a road to the same depth as narrow wheels, but this supposes that the weight on each is the same. It was to the great weight which the waggon carried that objection was made; and had it been used oftener, instead of, as it appears, an attempt only having been once made, the probability is that it would have caused comparatively greater damage than the country carts† such even as Lieutenant Harington describes them, to the use of which the destruction of the road is now attributed.

† Lieutenant Harington's Memo, 15th April 1857, para. 2. Lieutenant Moberly's letter, 27th April 1857, para. 6.

5. On the whole, however, it appears to the Governor in Council that Mr. Boothby's representations as to the neglect to repair the road, and the omission to build a head sluice to the Neeraloo Nullah, are substantially correct. At the same time, considering the nature‡ of the soil, the state of the season, and the difficulty experienced in procuring metal for the road, His Lordship in Council is of opinion that some allowance is due to the Officers who had to encounter obstructions which were to some extent beyond their control.

‡ Lieut. Moberly's letter, paras. 11-12.

6. Ordered that a copy of these Proceedings be forwarded to Mr. Boothby, with reference to his letter of the 11th Ultimo; and that a transcript of the same be furnished to the Chief Engineer for communication to Major Birdwood, and the Engineer Officers of the Ganjam District.

(Signed) H. FORBES,
Acting Secretary to Government.

No 5 of 1857/58. Southern Circle

From

Major W. J. Birdwood
District Engineer of
Tanjore.

To

Colonel C. E. Haber
Chief Engineer D. P. W.

Public Sir,

I have the honor to acknowledge the receipt of Extract, from Minutes of Consultation, under date the 26th March 1857.

2 With reference to Mr Boothby's statement, in para 4, of his letter, "That once and only once was any waggon from the factory over or on any part of the Aska and Singelly Road," I reply from

from the extraordinary sort of Waggon used (on wheels 7. ft. in diameter and 5 Inch Tires, heavily laden, and exercising a destructive, and ploughing action) once was enough to destroy any newly constructed road. Mr. Boothby then adds, that this Waggon, did not pass over the Angelly Bridge, I believe it did not, in fact could not for the attempt was certainly made, as Mr. Boothby remarks, they only succeeded in dragging it 4½ miles along the Road, over which it ought never to have been taken one yard in the face of the warning, from Col. H. C. Cotton, that the Road could not stand an ordinary Moonsoon Traffic. Mr. Boothby surely does not attempt, to deny that the Road was severely cut

up,

up, by the Traffic from the factory during the Moonsoon.

3. With reference to Para 5, Mr. Boothby is quite aware, I never asserted, he had had a warning in allusion to that particular Waggon, it would surely have been superfluous, after the warning Col. H. C. Cotton had given him, in regard to the common Bandies of the Country.

4. In para 6 with reference to the Neeraloo Nullah, Mr. Boothby says I am able confidently to assert that the statements of Major Birdwood on this point are quite as erroneous &c. I would venture to remark that Mr. Boothby is perhaps a little too confident in his assertions, on questions of Civil Engineering a subject on which he scarcely can

be

be supposed to be quite a competent Judge, and the accompanying set of Levels will prove my statements to have been correct.

5. As regards Mr. Boothby's assertions Neeraloo Sluice might have been built, and that he never knew a season so extremely favourable, I believe, no Engineer would have taken upon himself, the responsibility of the reconstruction of a new work, already destroyed by the Rains during the Monsoon; on the chance of fair weather, the season might be fine, but one burst of heavy rain would have damaged the work again, and I could not be expected to divine, that the season would be favourable; in deciding that the sluice, should not be commenced again, I acted up to the best of my judgment, and experience. While

on

on this subject, and with reference to Para 2 of Mr. Boothby's letter to Mr. Knox, I must here beg to state that Col. F. C. Cotton never visited the Neeraloo Nullah, his remarks having reference to the description of Works required in the embankments generally.

6. With reference to the Breach "all for the want of a single sluice gate" I beg to state that the flood water was not completely dammed up, Mr. Boothby appears to ignore the existence of a surplus sluice, No 1, in the survey, of 3 vents of 4 feet span each, on Piers 6 feet high, with a versed line of 2 feet, in the embankment, at the bottom of the Disposure Nullah, passing close under the Factory Walls, and carrying off the drainage water that accumulates near Aska, during the Mon-

soon

soon, and quite large enough on ordinary occasions; this stream, however overflowed its banks, spread over the small space of ground, between it, and the Koosh-kooba River, and was the cause of the Breach at the junction of the two Rivers 15 yards in breadth. Mr. Boothby in his letter to Mr. Knox of the 17th September last describes it breached about 30 feet of the embankment, in that of the 25th February last, to Mr. Pycroft "about 100 yards" a strange descrepancy, but let the facts of the case speak for themselves.

7. From Levels, since taken by Lieut.t Harrington at the site of the Breach, where the embankment is 9f. 11- 6" high, and when the water rose 4 feet only the level of the water dammed up was 2f. 5. 8 below!!! the level of the Factory compound

compound, and therefore could not have submerged the Factory, where the water, which continued to rise with such alarming rapidity come from it is difficult to divine, as no water stood in the compound, of the House lately occupied, by Lieut.t Macquoid and now by Lieut.t Harrington, just outside the Factory Walls.

8. With reference to the distribution of the Officers, in the District, in my former letter, I stated their employment, agreeably to the orders of Government, and also that having visited the embankments personally, a short time before their completion, and after the commencement of the Monsoon, found them in excellent order, and having left two Overseers in charge, with money and instructions how to act, in cases, of emergency

emergency, I did not consider it necessary to take the responsibility of removing any one of the officers from their respective charges (which they had held previous to my appointment to the District) to place them in charge of the embankments. From these Overseers Mr. Boothby could have obtained any assistance, he required, I fully explained this, in my former letter, but as I find my arrangements were not satisfactory to Government, it only remains, for me, sincerely to regret, any error in judgment, that I may have made. In para 13 on what grounds Mr. Boothby can possibly found the assertion, that the cause of the Road remaining impassable, was partly from the stipulated quantity of metalling and Gravel not

not having been used, when the Road was made, I cannot well imagine. The construction of the Road was under the Superintendence of Lieutenant Macquoid, and while in progress, was personally inspected by Captain Randall and myself, Lieutenant Macquoid's reports, were duly made, and received by me, and though he was not as efficient an officer as could have been wished. I have no reason whatever for doubting the veracity of his statements, it would be as well in making such a grave charge, that a little more care was taken in distinguishing supposations, from facts.

9. No one can more sincerely regret than myself, any damages sustained by the Askai Factory (either owing

owing to circumstances beyond my control, or to any error in judgment on my part) at the same time, the strain of exaggeration, and determination, to make the most, and worst, of it, that pervades the complaints, and remarks of the Factory, must be apparent to all, who have any knowledge of the circumstances which combined with, the want of professional knowledge, of the subject on which he writes, makes Mr. Boothby's Statement a difficult net to disentangle, I trust however my reply will be sufficiently satisfactory to Government, to Mr. Boothby's & to consider myself answerable.

With this I beg to submit copy of Overseer Hopkins's reply to Lieutenant Phillips's enquiries & plain statement

statement of facts from an honest and truthful man, and a good Overseer in the main, though he did fall into temporary misconduct, to which we are all liable at times.

District Engineer's Office ... Tranquebar 6th May 1857

I have the honor to be &c.
(Signed) W. J. Birdwood.
District Engineer Tanjore

Memo: of Rain that fell at Aska between March and October 1856.

1856 March	3'22 inches	
April	3'83	
May	7'91	
June	16'30	
July	5'64	I wall these months, we should dread floods occasioned by heavy falls of rain above the Ghats, however favourable the weather at Aska.
August	7'51	
September	7'84	
October	9'88.	

To

Lieutenant C. G. Phillips

Executive Engineer

7th Division

Sir,

In reply to the questions put to me in regard to the Aska and Russelcondah Road, and the approaches to the Ingilly Bridge, in particular, I beg respectfully to give the following answers.

Ingilly Bridge

It was not until June that the arches were turned, and the approaches were thrown up in that month, and they were finished off, turfed, &c., in July. The soil was black cotton, and to put metal on it before the Monsoon then

begun

was over, would only have been to lose it all, as great sinking must take place, especially in black soil, when an embankment is thrown up, that height. I therefore purchased 150 Cart loads of brushwood, which at different times, as the layers sunk, was placed on the approaches by myself, and in my occasional absence, by Mistry Jenardanum, who lived at Ingilly for that purpose. I have heard it stated that the Factory people declare they only placed brushwood there, which is simply false.

An East Indian Writer of the name of Brown did, I believe come to see the approaches one day in my absence, and brought with him a string of bandies containing Sugar, to cross, which

over, was a difficult matter. Reached Ingilly next morning and then heard of their having put on more of our — Brushwood, but beyond this they did nothing that I ever saw or heard of my Maistry paid the Coolies employed on this work, but not only them, but on many occasions, the road Coolies and I assisted in spoking the Aska Factory bandies through this mud or "Bog" as it had now became from hundreds of heavily laden bandies crossing with Sugar for the Coast.

To shew my anxiety to assist them as much as possible, I beg to assure you, that before the Arches were even covered with gravel. I placed brushwood over them, to allow the Sugar bandies to

cross

cross the Bridge, without injuring the crown, and as to the Bridge being of no use to the Factory, this is also wrong, for I never once saw a bandy go through the water, but some hundreds over the Bridge.

I don't understand what — "repairs" could have been done to these approaches, seeing the road way was never made for the reasons above given.

The Coolies employed as I said before, were paid from the Road Funds, and not by the Factory unless they chose to pay double Coolie hire to the men, which I do not believe to be the case.

I only left Ingilly in August, and in September I was there for about 8 or 10 days during the month, the rest of my time was employed in looking after the Trunk Road, also in my charge, —

During

During these intervals Maistry Jenar-
-dannu remained at Ingilly.

Road.

As to the road itself - I beg to
state that it was quite beyond my power,
or that of any other man to repair it
effectually in the height of the Monsoon
when even I wished it. I could not have
got a Dozen carts, to do the work, for which
hundreds were requisite. To have attemp-
-ted to cart metalling indeed over the
road, in its then state, would have been
only to render it still less passable for
the Factory bandies, who had done all,
or very nearly all, the mischief in
August, and September their carts
had cut through the metalling turning
the black cotton soil, upper most, and

"no"

no "repairs" would have availed at that
time, even if bandies had been obtainable.
Moreover any quantity of metalling
then laid on would have disappeared
in the soft mud, and I should only have
been blamed for attempting such a thing.
You may recollect the state of the Ap-
-proaches to Tunnels between Ingilly and
Cookooracundy, in October when you
came up. These were nearly impassable
being thrown up in June and July, and
I repeatedly metalled them in August
and September, but with no good —
result as the heavy traffic, and the wet
weather, caused the stone to sink into
the black mud. I tried this, as the cost was
small compared with the Ingilly Approa
-ches, and had the experiment been suc-
-cessful, I should have applied for leave

to

to go on with the larger work.

To take metalling into the paddy flat from the Pugilly Hill, (where it alone was procurable for a distance of many miles) would have rendered it, necessary to cross the Pugilly Bridge, and those new approaches. This could not have been done under some enormous cost, and it is very certain that it would have been so much money thrown away, as shewn in the case of the Tunnel approaches above mentioned.

I also repaired the road in the jungle between Cookooracundy and Berkumpare, wherein was much cut up, but the greater part of the stone was rendered useless by being sunk into the mud by the cart which during heavy rains.

I

I have now been upwards of 6 years employed in Road making, and road repairing, in different parts of the Presidency, and with this experience I declare my full conviction that the Aska Road was ruined by the Factory sending over it, in the height of the Monsoon, an enormous number of bandies heavily laden, before the Road was fully "settled," and I am quite positive, that when once the black soil was turned up over a distance of some 10 miles of Road, all attempts at repair, out of the "annual allowance," would have been money lost. For the carts of the Factory, and those bringing the metal would have forced the broken stone through the unresisting surface, and still we should have had

mud

mud appearnat.

I am Sir

Your Obedient Servant

Camp Atchapore
13th April 1857 ...

(Signed) J. E. Hopkins

Assistant Superviser

D. P. W.)

(A true Copy)

(Signed) E. H. Harrington Smith

Executive Engr Ganjam

District.

(True Copies)

D Gordon

Actg Secretary to Govt

P. W. No 1457/57

Lt

Leonard Smith

"

Statement shewing certain points connected with Mr Boothby's letter to Government dated 25th February 1857.

1 Mr Boothby is correct in stating that the bad state of the Aska Road, cannot be attributed to the Factory Waggon, which, as he says never croped the Lujelly Bridge and only once last Monsoon, attempted to make use of the road, but could not proceed further than 1½ Miles.

I think Major Birdwood must have been mistaken in his Reading of a remark made in Lieutenant Phillipps General Observations for October 1856 as follows.

"Great complaints have been made of the bad state of this road by the owners of the "Aska

"asha Sugar Factory, and I deem it
"right to bring to notice the little
"regard they had for the proper
"maintenance of it, when in their
"anxiety to get their Sugar to the
"Coast they loaded an Engine Wag-
"gon with 42 Bags of Sugar and
"sent it over this newly constructed
"and therefore, not thoroughly settled
"road until it sunk up to its axles
"in the raised portion in this side of
"Injilly and there broken down."

"This waggon (with wheels
"7 feet in diameter) could not weigh
"less than one and a quarter Tons,
"and 42 bags of Sugar are equal
"to 3 Tons more which is, I con-
"ceive a weight sufficient to destroy any
"newly constructed road in most wea-
"ther. It is probable that Major Boldero,

when

when he wrote his report on 14th No-
vember 1856, was under the impression
that Lieutenant Phillipps had complain-
ed of the waggon having often cr-
ossed the road, whereas the disre-
gard for the road shewn by the
attempt to put so heavy a vehicle
on it in its then state was the c
point to which notice was called.

2 The road was undoubtedly
cut through and ruined by the
Country Carts with either iron c
tires sharp as Knives, or with wooden
and misshapen wheels on which the
Asha Factory sent their Sugar to the
Coast in the height of the Monsoon.
Their traffic at such a season, did
prove too much for a road imper-
fectly made, and in that description
of vehicle, would be a very unfair

trial

trial for any Road however perfect.

Mr Boothby may not have been warned against using waggons on the road, but I believe he was told by Colonel Cotton that the road would not stand heavy monsoon traffic. When I inspected the road in December 1855 at the application of the Factory, I asked Major Bridwood for permission to open it. Major Bridwood who knew that it had been lately made and required time to consolidate was, if I recollect right reluctant to open it, but did so for their convenience, and from december 1855 till June 1856, it was in full use, did not fail at all, and must have been of the greatest value and benefit. This should not be overlooked when complaints

complaints are made. For miles the road runs through swamps and Paddy field of black soil a raised road of this kind is not consolidated so soon as Mr Boothby seems to think.

3 Mr Boothby asserts that from July till October the road was never once touched in the way of repair except by his own people at the approaches to the Lujelly Bridge &c. In sect. 3 I think he has been quite misinformed in as regards most of the statement made in this Para Major Bridwood in the beginning of June left Assistant Overseer Hopkins in charge of the Lujelly Bridge and Road. The 7 Arches of this bridge had been under great difficulties and with great

great energy, bunds by the Overseer during April May and June. Not a bricks was ready when he arrived at Lugilly. There was rain in April and for days together in May. I am sure he was sincerely anxious for the efficiency of the work. Pelias been so long known in the Department as an able trustworthy and experienced Overseer, that when I read the Para under consideration I thought it fair to refer the charges to Lieutenant Pilkington under whom he is. I annex a copy of his reply, and I beg to state that full weight, and consideration should be given, to his assertions, which, from the known character of the man are entitled to belief.

When I saw the road and Lugilly Bridge in September last, I was much annoyed at their condition, and I was then obliged to bring Overseer Hoop Ring to Major Bridwood notice for disregarding my orders. He did not behave then as he should have done, and as I reported, and I was at first led to think that the bad state of the road was in a great measure attributable to his carelessness. but on consideration of the many difficulties under which he laboured, and which he has fairly stated in his report and with my knowledge of his character, I am induced very much to modify my opinion. Probably had an Officer been here, he would have been obliged to have applied the remedy of not allowing the Factory traffic on

on the road at all, in the last rains.

4 As regards the Embankments. The Neralas Nullah is a drainage channel leading into the river However when the river is full the water in the river is at a higher level than the immediately adjacent country and on the 11th September 1856, the flood did find an outlet on the land through that opening. We are now building a large Sluice there. Assistant Surveyor Colquhoun died till Major Birdwood. and he also assured me that he had taken the embankments back to high ground. In this, he was not correct and may have been mistaken in his levels. It is true the Nullah requires a Sluice. But it would have been very unsafe to have attempted it in

in the commencement of the monsoon and it could not have been constructed so quickly as the Overseer there through. And that was attempted was entirely carried away by the land drainage after heavy rain. I cannot agree with Mr Boothby regarding the favorableness of the weather. On the contrary there was unusual rain in april. constant heavy rain in May which should otherwise have been a good safe working month. and very heavy rain in June. However it is very easy to remark that a season was favorable after it has past.

5 I should be very sorry to have large Masonry works under construction in June in this District. Overseer Lever had nothing like the materials ready

ready for a proper Sluice.

b I now beg to assert that the inundation such as it was did no harm whatever either to the Factory or the Country. On the contrary I think the water improved the crops. for they were remarked by all in December as exceedingly luxuriant and rich. It seems strange to lay such stress on what might have happened to the Factory when it is expressly owned by Mr Boothby that an Overseer "with praiseworthy promptitude and decision" was ready on the spot to act. Had there been no one, there might have been ground for complaint: The breach was 15 not 100 yards wide and in other respects the description of the flood and its effects is much overdrawn.

The

level of the dammed up water at the junction must have been at least 6 feet below the Factory yard.

j The embankments were not commenced till 1st April 1856. The work was carried on with great energy. 13 miles were completed and turfed in about 3 months with 12 Sluices, drainage and irrigation under great disadvantage of weather one of the best of our European Overseers, and an intelligent Native overseer, were put by Major Birdwood in express charge of the works and have proved themselves equal to the responsibility, as the present condition of the banks shews. The embankments have kept out a flood reaching to above a yard

on

on them. At Koperanonga a very dangerous place where Major Birdwood laid out a groin, there was on 11th September 1856, 2 yards depth of water against the Embankments, and had they not been there, or had they not stood, the inundation would have been infinitely more serious, and certainly would have been destructive. From that the Factory (and country) have been saved, though perhaps from not Knowing the localities, they are not aware of it.

8 I have now stated at the requisition of the Chief Engineer, the facts to which I can speak from personal observations, local Knowledge or enquiries on the spot.

Road — The road which was of full use to the Factory during the preceding 6 or 7 months of dry weather gave way before their heavy traffic in carts which ought not to be allowed on a road at all. The Lujilly Bridge was built while Major Birdwood and myself were up here in a way very creditable to Overseer Hopkins. That overseer, on whom full and well earned reliance was placed was left in charge of the Bridge and Road. His reasons for the subsequent bad state of both are herewith forwarded and deserve consideration.

Embankments — The embankments were constructed by Assistant Surveyor Colquhoun with great activity and energy. They

they have done good. It cannot be expected that so extensive a work could be perfect in all details. When completed they were left in charge of the best sub-ordinates that could be spared.

As regards the employment of Officers in the Ganjam District between June and September, I cannot add anything to the information which Major Birdwood will supply. I would only remark that Mr Boothby knows nothing of the position in which our Department then was the Officers and Overseers being almost all employed on Special Projects from the Estimates of which they drew their pay. He knows nothing of the difficulties attending the transfer of the Executive from the Collectors to the Engineer Department then under consideration, nor of the various deliberations and arrangements which were then made and which have led to the present division of the District into executive Ranges.

Executive Engrs Office.
Ganjam District
Camp Aska
15th April 1857

Lieut E.H. Harington
Executive Engineer
3rd Clap

/ True Copy /
/ Signed / F. J. Moberly Lieutt.
District Engineer in charge
Ganjam

Camp at Chatterpore
27th April 1857

To

To

Lieut.t Col.o G. Phillipps

Executive Engineer

9th Division

Sir

In reply to the questions put to me in regard to the Arbra and Rupelcondah Road and the approaches to the Lugilly Bridge in particular. I beg respectfully to give the following answers.

Lugilly Bridge

It was not until June that the Arches were turned, and the approaches were thrown up in that month, and they were finished off, turfed, etc. in July. The soil was black cotton, and to put metal on it before the Monsoon then began, was over, would only

Lt

leave

leave been to lose it as all as great sinking must take place especially in black soil, when an embankment is thrown up that height. I therefore purchased 150 Cart loads of brushwood which at different times, as the layers sunk was placed on the approaches by myself, and in my occasional absence by Mistry Janardnum, who lived at Lugilly for that purpose. I have heard it stated that the Factory people declare they only placed brushwood there, which is simply false.

An East Indian Writer of the name of Brown did, I believe, come to see the approaches one day in my absence, and brought with him a String of bandies containing

Sugar,

Sugar to cross which over, was a difficult matter. I reached Sujilly next morning and then heard of their having put on more of our brushwood but beyond this they did nothing that I ever saw or heard of, my maistry paid the coolies employed on this work, but not only so then, but on many occasions, the road coolies and I assisted in spotting the Aska Factory bandies through this mud or "Bog" as it had now become from hundreds of heavily laden bandies crossing with sugar for the coast.

To shew my anxiety to assist them as much as possible, I beg to assure you, that before the arches were even covered with gravil, I placed brushwood, over them, to allow the Sugar bandies to cross the Bridge, without injuring the Crown, and as to the Bridge being of no use to the Factory, this is also wrong, for I never once saw a bandy go through the water, but some hundreds over the Bridge.

I dont understand what "repairs" could have been done to these approaches, seeing the roadway was never made, for the reason above given.

The coolies employed as I said before were paid from the Road Fund and not by the Factory unless they chose to pay double coolly hire to the men, which I do not believe to be the case.

I only left Sujilly in August, and in September I was there for about 8 or

or 10 days during the month. the rest of my time was employed in looking after the Tunnel Road also in my charge. During these intervals Maintaining Janardanum remonied at Injilly.

Roads.

As to the Road itself I beg to state that it was quite beyond my power or that of any other man to repair it effectually in the height of the monsoon, when even if I wished it I could not have got a Dozen Coorks, to do the work, for which hundreds were requisite. To have attempted to Cart metalling indeed over the Road in its then state, would have been only to render it still less passable for the Factory bandies who had done, all or very nearly

all,

all, the mischief in August and September then Carts had cut through the metalling, turning the black Cotton soil uppermost and no 'repairs' would have availed at that time, even if bandies had been obtainable. Moreover any quantity of metalling then laid on would have disappeared in the softened and I should only have been blamed for attempting such a thing. You may recollect the state of the approaches to Tunnels between Injilly and Coottoorachemdy, in October when you came up. They were nearly impassable being thrown up in June and July and I repeatedly metalled them in August and September, but with no good result, as the heavy

traffic

traffic and the wet weather caused the stone to sink into the black mud I tried this as the cost was small compared with the Ingilly approaches, and had the experiment been successful. I should have applied for leave to go on with the larger work.

To take Metalling into the paddy flat from the Ingilly Hill (where it alone was procurable for a distance of many miles) would have rendered it necessary to cross the Ingilly Bridge and those new approaches. This could not have been done under some enormous cost, and it is very certain that it would have been so much money thrown away as shewn in the case of the Tunnel approaches abovementioned.

I also repaired the Road in the jungle between Coorkoracundy and Berhampore, when it was much cut up, but the greater part of the stone was rendered useless by being sunk into the mud by the heavy carts.

I have now been upwards of 6 years employed in Roadmaking, and Road repairing, in different parts of the Presidency, and with this experience, I declare on my full conviction that the Ashta Road was ruined by the Factory sending over it, in the height of the monsoon an enormous number of bandies, heavily laden before the Road was fully "settled," and

and am quite positive, that when once the black soil was turned up over a distance of some 10 miles of Road, all attempts at repair, out of the "annual allowance" would have been money lost; for the boats of the Factory, and the cost bringing the Metal would have passed the broken stone through the, unresisting surface, and still we should have had mud upperment.

Ithchapore
18th April 1857 } (Signed) J. C. Hopkins
Asst. Supervisor L.P.W.

(A true Copy)
(Signed) C. H. Harrington Lieut.
Executive Engr Ganjam Divn.
(True Copy)
Camp at Chatterpore (Signed) J. J. Moberly
27th April 1857. } District Engr in charge
Ganjam

No 488

From

The Acting District Engineer
Ganjam

To

The Chief Engineer L.P.W.
Fort Saint George

Sir,

1 I have the honor to acknowledge the receipt of Extract Minutes of Consultation No 551, 26th March 1857, forwarded with Memo No 11406, 31st March 1857; and in reply beg to enclose copies of Lieutenant Harrington and Assistant Supervisor Hopkins Statements, which I think it better to send in full.

Public

2 Lieutenant Harrington has remarked on the mistake, which we must acknowledge, was

51

was made by Major Birdwood, when he wrote of "heavy waggons". the mistake is one merely of words and I think will be easily excused, when the following facts are known. I have heard them married more than once before Mr. Boothby himself related them to me.

3 It appears that by some misunderstanding on the part of Messrs Binny & Co.s of Madras of something said by Lieutenant Colonel J. Cottan a ship the British Empire, was despatched on the 21st August to Munsaarcottah, with only very short notice to Mr Boothby, who acknowledges that if he had known of it in time, he would have stopped her in Madras.

4 But as she was allready on

on her way, and he had only a small portion of her cargo on the coast, he was obliged to seek for carriage over the whole Country. bandies were brought from great distances, and at rates in many cases double those usually paid. and in the height of the wet weather from 600 to 700 tons of sugar, were thus pushed over a new road.

5 Such a traffic at this time of the year, was wholly unlooked for by Mr Boothby himself I cannot understand why the Engineer Department, should expect or guard against it. as Lieutenant Harington observes had an Officer been present, he should probably have closed the road entirely, on the plea that it was too new.

6 I think it will be allowed that Major Birdwood's mistake was an immaterial one. The 2 one waggon which he mentioned did not reach Ingilly, but the attempt made by the Factory authorities to send it, at that season of the year, along a new and bad road will I think show how little heed was paid by them to the maintenance of it. At any rate some considerable number of bandies with very bad polygonal wheels, were sent along it and the ship was loaded.

7 From all I hear of Assistant Superviser Hopkins, I think his statement is to be believed. I do not know who the Superintendent mentioned by Mr Boothby is, or how long he remained at Ingilly. Mr Hopkins' road change was of some length, and

aind he may not have been there on the 2 occasions alluded to but still no blame could be attached to him.

8 From what I have seen of the road even now I must uphold Mr Hopkins, in his view as to the waste of money that it would have been, had he attempted to repair them, the bog made by the bandies and I believe that he should be even exonerated from the charge of carelessness, made by Major Birdwood.

He misbehaved when on

9 Lieutenant Harington came up, but I believe the anxiety he had suffered from his fruitless endeavours at repairing the road, had bewildered him.

10 As to the absence of Officers, I think it will be well to repeat that

Major

Major Birdwood and Lieutenants Harington, were the only Officers attached to the district. The other Officers being only Executives paid from Estimates. Major Birdwood left the works in the Neighbourhood of Asra, as he thought to secure and at that season, his only Assistante would probably be better employed in the open Country to the southward, where there was a considerable Amount of Irrigation.

11 I must however observe that the road is still a very poor one. From Sujilly to Asra, it runs nearly the whole distance over the worst black Cotton soil, raised about 3 Yard above the surrounding Country it has very little side slopes, and in many places no berm.

berm - while the trenches have deepened from the softness of the soil.

13 There is no gravel procurable, and good Metalling only at considerable distance Lieutenant Philipps will this year only put enough small rubbish to enable the bullocks to tread on the stone but the weight of the latter is already causing very awkward slips in the road side.

13 I have requested Lieutenant Philipps to prepare an Estimate for putting in the present trenches, and making new slopes to the road to the width of 1st Class Government road. The traffic is now nearly 600 bandies per day, and it is increasing fast, and will probably be doubled next year, when the factory will have more work, and the Rajpeloondah Road is opened.

I

11 I trust to this Estimate will meet with approval and early sanction.

15 As regards the Narakoo Channel, I beg to enclose a section and Survey of its mouth by which it will be seen that the bed has a fall of 8-½ in little more than a mile into the river, shewing how far Mr Boothby's observations are correct. This Channel drains a considerable surface of ground, it also intercepts and discharges into the Mahanuddy a considerable quantity of water, which, before the Embankments were made, overflowed the banks 2 or 3 miles higher up. but it is not an irrigation Channel though it may be at times dammed up, so as to be used as such.

L.S

16 It is not easy to calculate the amount of water that would be thrown on the Country by a stream running <u>up</u> a channel in this way. nor do I think it is very necessary - A glance at the Country as shown in the Map will, I think suffice to explain whence came the body of water represented by Mr Boothby.

17 The town and factory of Aska are situated nearly at the end of a tongue of land between 2 rivers the RookiRodee the highest and most rapid is embanked about 2 miles up from Aska the Mahanuddy to the nearest range of hills enclosing this triangle both rivers are inundations streams sloping from their banks to a hollow between, which at some bend or projected point again turns into the river

river this is repeated 6 or 8 times, e
between Rupeleondah and Askar.

15 By this hollow the drain-
age of the Country escapes into the
river, and the main of the Askar neigh-
bourhood formerly went out chiefly
by the Neeraloo channel, principally
by the hollow which enters the Irala
muddy close to its confluence with the
Roadskooles.

19 The mistake was in clos-
ing this as soon as it breached all
the water run off as Mr Boothby in
describes para 20. Being however dis-
satisfied as to the cause for such an
immense body of water, I took an
opportunity of inspecting the
new Embankment upon the Roads-
kooles immediately above where
it was terminated last year in a piece
of

of high ground with a mango tope and
beyond this again in a low stretch of paddy
field, over which I was informed by the
Gaomastah of the Askar Malabar Kolar,
and the Villagers of Jaggernatchpully,
the flood ran 3 feet deep.

21 I have every reason to
believe their assertion true, and
that instead of the Neeraloo sluice
being the inlet, it was this point
on the Roadskooles. Mr Colquhoun
however denies the correctness of my
surmise, on what I think insuffi-
cient grounds, and I will not delay
this report now, but will take
an early opportunity of personally
levelling over the ground.

23 I have pointed out to Mr
Boothby that this flood will probably
occur every year, through the Neeraloo sluice
it

is built but it cannot rise to the same height, because the breach above mentioned will be kept open.

23 I am not prepared to recommend the completion of the embankment across this low ground. I think it right to observe that all the land included by the present Embankment is private property belonging to the Zemindary Sarrasetta, and the Malabar-dar of Askia, and that the only claim on Government was for the protection of the Ryfelesandah road.

24 Finally as to the assertion that "the monsoon mentioned "by Major Birdwood was merely "a burst of rain for about 12 hours, "after which the weather quite "cleared up, I beg to append a statement of the rain-fall at Askia for last

Rain Fall at Askia in 1856 as shown by Pluviometer standing on Terrace of Asstt Surgeons Factory.

January	3-22 hunds
April	1-83
May	7-91
June	16-30
July	8-64
August	7-87
September	7-80
October	9-88
November	2-13
December	none

last year furnished by Mr Colquhoun but confirmed by Mr Minchin this of course was much greater in or nearer the Hills.

District Engr Office
Ganjam District
Camp at Chettipore
27th April 1857

Signed J. J. Moberly Lt.
Actg. District Engr Ganjam

/True Copies/

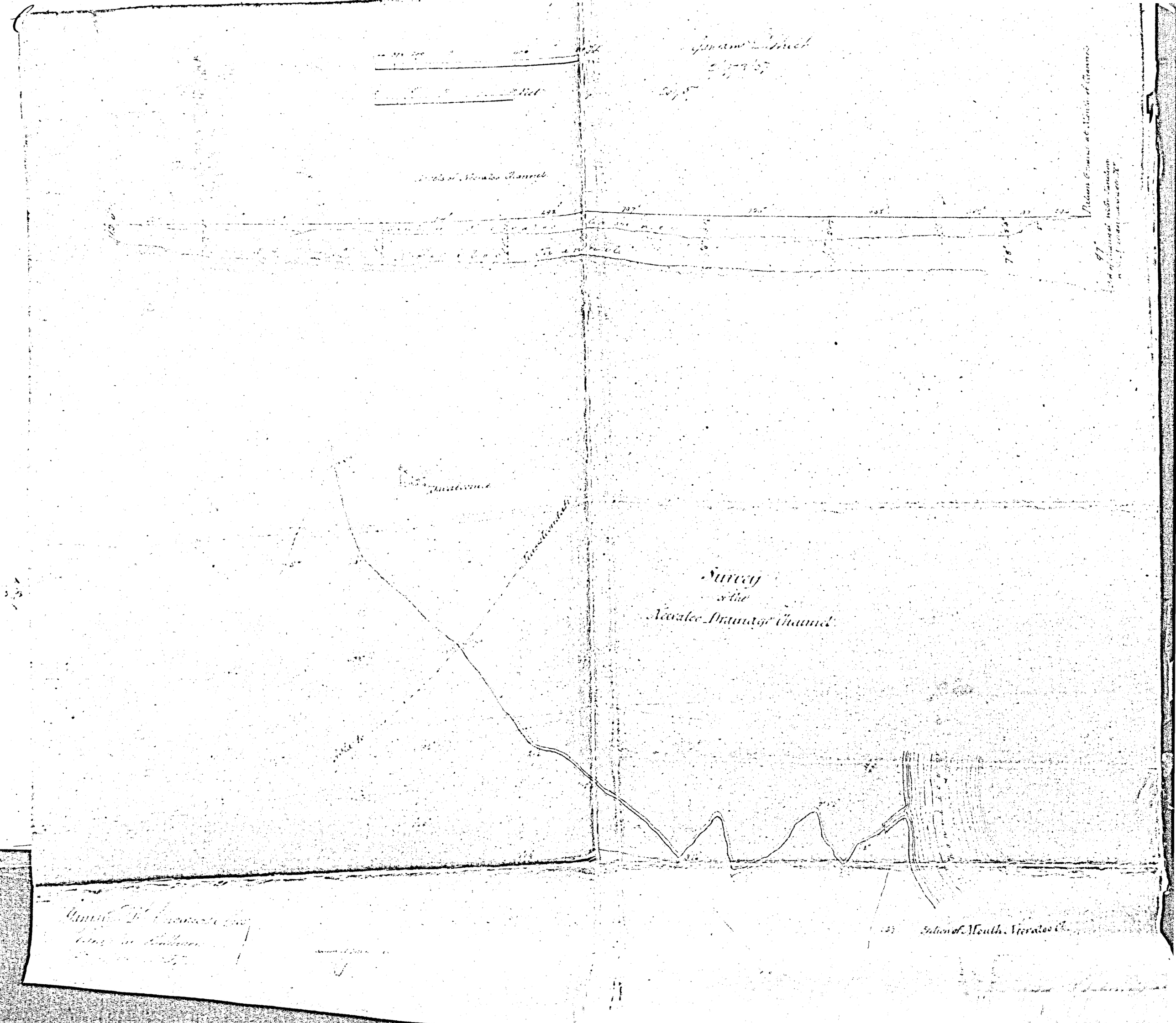
D Gordon
Actg Secy to Govt

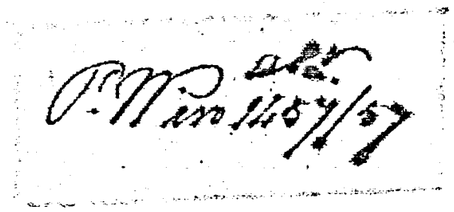
Lt
"
Asstt Surgeon
"

Coffin a Letter to England
dd 17th July 1858 Nos 15

Library of the
Peabody Institute

P. M. Jun 14 5 7/57


Survey
of the
Navalee Drainage Channel


O. Min 1165/57

Surveyed Feb. 1844

2/442/57

Survey
of the
Kanalee Drainage Channel

Section at Barrilleaux

Section at Bridge at Junction with Bayou

Bayou Teche

Tidal division 5 feet — Fall 8.4 in Bed

Mississippi Mean Tide Mark

Tide do do &c

Bed of Channel at Junction of Bayou

Public Works 1857 Dep.t
Dr to Cons 25th August.

No 1657

From G. W. Boothby Esq.
Managing Partner of the
Aska Concern.

Dated 11th July 1857
Rec.d 20th

4. Encl.s
S.E. Rs 16 18 – 21st Aug.

Observing that there
is nothing in the order
of 18th June 1857 & enclosures
invalidating either the
justness of the Complaints
originally made to the
Collr of Ganjam or his pro-
ceedings on the Petition of Major Birdwood
subsequent Statements on
the subject & offering some
few explanatory remarks.

No 25.

Cons. 25th June 57 Nos 29-30
– 3rd Dec.r – 16-17
– 2nd January – 114-115.

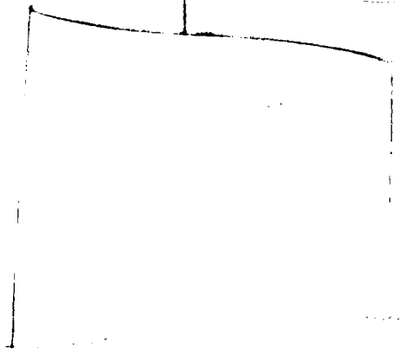
(Copy sent to Mr E.
d.d 17th July 1857 – No 16.

Cons. 3rd Aug.t 11th 14th 18th

Wo. D. No 1457.

Resolved the Court over
ruled the Def. dis-
cretion to receive evi-
dence in long enough
and that no good reason
has been given for
the refusal of
the written proof.

Mr Boothby finds
argument seems to
be that the word on
pile for sale, becomes
if coupled with those words
to - But place herein
Park seems obvious not
Section 2. Def. to



[illegible] if, and that a
sufficient inducement
that he can reject to use
it.

The copies to be taken
by such clerk certainly
do not entitle a
party to receive
back the original Check,
which being the right
in each to be the same,
and this keeps the Check
in the possession of the
Government.

The great weight stick to
upon which the
Million on which &
ultimate security rests
[illegible] name Check, by
which to trace counter-
feiting, that Bank
Bill-wood is perhaps
right in objecting that
keeping this record
would not [illegible] [illegible]
to amount inspiring
the [illegible]

Sd

0. 9 Nov 0

Cleared to say in Zanzibar
mail Rec'd Nov 21st
his letter thanked to
be booked of.

30-7-97

81

There appears some to
have been great
unnecessary delay
in the completion of
the road to the coast-
& there was also a
height of difficulties
with respect to the
load - to the Chief

ffate sustained.

Mr Bardsley's argument about the waggon which he is no doubt unfamiliar with the weight of the whole vehicle is taken into consideration - this a word made specially for the purpose of today.

big sugar - might to be able to see any weight- on it is taken the strap & indeed the [illegible] the [illegible] terms.

I think on the whole Mr Bardsley has had both of the controversy

P. W. D.

No. 1618.

Extract from the Minutes of Consultations
Under date the 21st August, 1857.

Read the following
Letter from G. H. Boothby Esqr.

Ahmednuggur 11th July 1857.

4

The foregoing Letter
contains Mr Boothby's rejoinder
to the reply made by Major
Birdwood and the Engineer
Officer of the Ganjam District,
to his allegations regarding the
state of the Ashtee road and
the approaches to the Nujilly
bridge, as well as respecting
the embankments of the
Nahurmully River.

2 The Right Honorable
the Governor in Council con-
siders that the discussion
on the points at issue

+ Submitted by the Chief Engineer with his Proceedings of the 23rd May 1857, Pt. 2 — 620.

I trust same gentleman
to trust appeal shall be made.
This paper - no one has
access placed on his Letter
date.

4

This is perhaps is the best
way of getting rid of the discussion
there appear to have been faults
on both sides Wf.

between Mr Boothby and the Engineer Officers, has been carried on sufficiently long, and that no useful purpose will be served by further reference to either party.

From the correspondence that has passed on the subject, it appears to His Lordship in Council that ~~[illegible]~~ unnecessary delay was allowed to take place in the completion of the road to the Coal, and that there was also some negligence which in not repairing the road, and conducting a road thro to the Nuzzles during Wallah, before the setting in of the Monsoon.

The Governor in Council is not prepared to admit, without qualification,

the correctness of Mr Boothby's argument in para 10, that the retention of the broad wheels of the Factory Waggon is to consolidate rather than destroy a road. Broad wheels certainly do not cut into a road to the same depth as narrow wheels, but they disprove that the weight on each is the same. It was to the great weight which the Waggon carried that objection was made, and had it been used of loose, instead of, as at present, on although only having been once made the public duty is that it made have caused compensation for damage done the country thro ~~[illegible]~~ such ways as Lieut Harrington

+ Lt Harrington's letter, 15th April 1837, para 2.
Lt Mahon's letter 27th April 1837, para 6.

describes them, to the use of which the Inhabitants of the road is now attributed.

On the whole, however, it appears to the Governor in Council that Mr Boothby's representations as to the right to repair the road, and the omission to build a bridge over the Nandaw Nullah are substantially correct. At the same time, considering the nature of the soil, the state of the season, and the difficulty experienced in procuring metal for the road, His Lordship in Council is of opinion that some allowance is due to the Officer who had to execute the directions which were given before him.

Ordered that a

Mr Boothby's letter, para 11 re.

copy of these Proceedings be forwarded to Mr Boothby, with reference to his letter of the 11th Ultimo; and that a transcript of the same be furnished to the Chief Engr for communication to Major Birdwood, and the Engineer Officers of the Ganjam District.

R. S.

Office
Have forwarded
Secretary to Government
Fort St George 4 Feb

11 Copies to the Chief Engr Office 22d
1 — to Mr Boothby

Copy in a Letter to Co-
dy 17th July 1857 - Ab 265 -

Public Works 1857 Dept. R
No 10 Cons: 25 Augt.

No 1618.

Extract Mins: of Cons:
of 21st Augt 1857.

From H. Bo. Hy Esqre
Ab 265 / C No 1802 dated 22d

No 25 & 26.

On the reply made by
Lieutenant to the letter of Major
Goode and those of the Engi-
neers of the Garrison & District
of the Marks of the Years
& the expenses to be in-
curred by Breakwaters & other works:
on the embankments of the
Kahmundy River.