

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No.

Press
Mis.

Dated

18

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 26th January 1858.

No. 85. Read the following Extract from the Proceedings of the Chief Engineer, dated 21st December 1857, No. 6112.

Read the following letter from Captain F. H. RUNDALL, District Engineer, Godavery Division; to Colonel C. E. FABER, Chief Engineer, dated Camp at Bobbenbunka, 12th December 1857, No. 784.

SIR,

With reference to the Acting Superintending Engineer's letter of the 7th Instant, I have the honor to state that I forwarded you a report on the 5th Instant. I beg now to inform you that the portion of the river remaining yet to be closed is 25 yards.

2nd. This is all lined with stone, when last I wrote the stone was below the surface of the water from 6 to 9 feet the whole way across and I had every hope of completing the whole width to the requisite height within a very short time, but meanwhile the pressure arising from the increased head of water swept away the stones in the centre, and laid them at a much longer slope. This has delayed the closing of the breach for a few more days.

3rd. The spot selected by me for bunding the river is about 400 yards above the line of the Annicut, where I found the shallowest water extending obliquely across the river and measuring about 600 yards.

4th. The means pursued by me were the erection of horses as far as the strength of the current would admit on the one side; and constructing a stone Dam from the Muddoor Lunka side where run the deepest water. On the Rallee side of 300 yards the water was very shallow and the embankment soon completed.

5th. The stone Dam also progressed rapidly till the space was narrowed to about 50 yards.

6th. This portion had meanwhile been lined thoroughly with Rough stone to prevent any great deepening of the bed. The under sluices which were opened at the commencement of the operations, I again closed for the purpose of affording a small supply of water down the Canals.

7th. As soon as the last few yards only remained to be completed the under sluices were again opened in order to carry off the water and reduce the level as much as possible.

8th. The means adopted by me for closing these last few yards are the construction of large strong cradles of wicker work, which are filled with stone and measure when filled about 4 cubic yards and weigh 5 Tons each. These are tilted over the ends of the boats placed in position, and I have found them answer admirably. I have little doubt but that the whole will be finished during the ensuing week.

9th. The accompanying sketch shews the relative position of the annicut, breach, and bund.

Resolved that the foregoing despatch in original No. 784 of the 12th December 1857, with explanatory sketch (to be obligingly returned) from the District Engineer of Rajahmundry reporting the progress made in closing the breach of the Muddoor section of the Godavery Annicut be immediately forwarded for the information of the Right Honorable the Governor in Council with an expression of the Chief Engineer's confident expectation that the measures now adopted will shortly be crowned with complete success.

(Signed) C. E. FABER, Colonel,
Chief Engineer.

No. 86. ORDER THEREON, No. 143; dated 26th January 1858.

Ordered that the foregoing Extract be recorded.

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

Section of Rallee as far as me

102784

District Engineer's Office
Camp at Honolulu
12 December 1857

From

Captain - F. R. Randall
District Engineer's Division

To

Colonel - C. E. Faxon
Chief Engineer D. I. Parks.
Fort at George

"Public"

Sir, With reference to the Acting Superintendent Engineer's letter of the 7th Instant I have the honor to state that I forwarded you a report on the 5th Instant. I beg now to inform you that the portion of the River remaining yet to be closed is 25 yards -

2^d This is all lined with stone. When last I wrote the stone was below the surface of the water from 6 to 9 feet the whole way across and I had every hope of completing the whole within to the requisite height within a very short time - but meanwhile the pressure arising from the increased head of water swept away the stones in the Centre and laid them at a much longer slope. This has delayed the closing of the breach for a few more days.

3^d The spot selected by me for bunding the River is about 400 yards above the end of the current. when I found the shallowest water extending obliquely across the River and measuring about 600 yards.

4th The means pursued by me were the erection of horses as far as the strength of the

The current would admit on the one side, and
Constructing a stone dam from the Hudson side
side where from the deepest water. On the Puller
side for 300 yards the water was very shallow,
and the Embankment soon completed.

5th The stone dam also progressed rapidly till
the space was narrowed to about 50 yards.

6th This portion had meanwhile been lined
thoroughly with rough stone to prevent any great
deepening of the bed. The lower sluices which
were opened at the commencement of the
operations I again closed for the purpose of
affording a small supply of water down the
canals.

7th As soon as the last few yards ^{only} remained to
be completed the lower sluices were again opened
in order to carry off the water and reduce the
level as much as possible.

8th The means adopted by me for closing
these last few yards are the construction of
large stone Caissons of wicker work, which are
filled with stone and measure when filled
about 4 Cubic yards and weigh 5 tons each.
These are tilted over the ends of the Boats, placed
in position, and I have found them answer
admirably. I have little doubt but that the
whole will be finished during the ensuing
week.

9th The accompanying sketch shows the
relative position of the current, breach, and
bund.

I have the honor to be
Sir

Your Most Obedt Servant

J. W. Fendall Capt.

District Engineer for the Canal

District Engineer's Office
Camp at Bokerly Creek
10th December 1857.

No 111022
District Engineer Sept 60

Tru Captain St Albans
District Eng 24/85

To General C. S. Tucker
Chief Engineer 1874
12 1/2 1/2 1/2 1/2 1/2
dated 12 December 1857
Recd 19. 85

18784
Enclosed are
No

Referring on the 11th
of July the Board in
the account and forward
a letter during the winter
visions of the account
have & had -

W. H. M. 11/12
21/12/84 84
187

N. H. 11/12

Received that the foregoing deposited
in original No 784 of the 12 December 1857 with
explanatory attached to be obliging by returned
from the District Engineer of Longstanding
referring the progress made in closing the
breach of the Hudson section of the Federal
Amend be immediately forwarded for the
information of the Right Honorable the
Governor in Council with an explanation
of the Chief Engineer's confidence expected
from that the measures now adopted
will shortly be carried with complete

Received
District Office of 11/12
21/12/84 84
to the Secretary to Government
1878
W. H. M. 11/12
Chief Engineer

2. 12. 1886

No. 85486.

Notarizing the property
made in showing the book
of the Mauder's edition of the
Notarizing Division.

John W. George
26. January 1888

Public Notice 1888
Com: 26. January
No. 59.

From the Ch. Longie
Dated 2. 1. 1888
Respectfully 1888