M.R.O. 1—77,006—8-6-37.

(1) Number of pages 6

(2) Date of repair 2-5-38

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No.	Press Mis.
Dated	18 .

Not to be folded or roughly handled

No. 109. Read the following letter from Colonel C. E. FABER, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 24th March 1859, No. 6947.

SIR,

I have the honor to forward for the consideration of Government, as requested by Lieutenant Colonel Lawford, Superintending Engineer, Southern Circle, the accompanying copy of a letter he has addressed to me in vindication of his proceedings in connection with the failure of the Pennair Annicut, and respectfully remonstrating against what he considers the harsh and unmerited censure of him conveyed in Extract Minutes of Consultation No. 514, dated 7th March 1859.

Letter from Lieutenant-Colonel E. LAWFORD, Superintending Engineer, Southern Circle; to Colonel C. E. FABER, Chief Engineer, dated Ootacamund, 15th March 1859.

SIR,

Although the order of Government contained in Extract Minutes of Consultation No. 514, dated 7th March 1859, has not been communicated to me, I feel myself compelled to request you will submit this my respectful remonstrance against the harsh and unmerited censure on myself conveyed therein.

2. The Government have certainly been mistaken in supposing that I failed to enquire into the means of obtaining labor and materials for the repair of the Pennair Annicut, and in para. 3 of the order above quoted, the facility of procuring stone, is stated to have been one of the reasons for determining originally the site of the work.

3. My mission to Nellore was for the purpose of deciding on the section to be adopted, and it was not because large laterite blocks could not be obtained, but that Captain Mullins supposed I did not require them, that such material was not employed.

4. Captain Mullins knew the resources of his District and it was his duty to have informed me of them, but his want of forethought is sufficiently shewn by the extraordinary delay in constructing a railway of about 1½ mile in length, which occupied eight months instead of three, as he anticipated.

5. In my report, I declared my opinion of the dangerous site of the Annicut.

6. I made every enquiry in my power into the facilities for its restoration, and it is most painful to find myself unreservedly condemned for its failure without apparently any real knowledge of the circumstances of the case being in the possession of Government.

7. I trust I may be permitted to see the report of Colonel Cotton, and I beg that in the mean time you will lay before Government all the correspondence that took place between myself and the District Engineer.

No. 110. ORDER THEREON, No. 983; dated 28th April 1859.

March 30th 1859 in letter of March 31st No. 140 in Consultation 29th April para 8 and third Item of para. 22.

Having now had the advantage of perusing Colonel Cotton's Report on the Pennair Annicut and its failure, the Government are confirmed in the opinion expressed in paras. 4 and 7 of their order of the 7th March No. 514, that the second breach of that work was much more attributable to Engineering faults in the section and style of construction adopted on Colonel Lawford's recommendation, than to delays in the management of the executive. But they are sensible on a review of that order that the expressions used at the close of para. 4 are too severe, and they regret that they should have been employed.

2. The Government have pleasure also in remarking that Colonel Lawford's opinion as to the bad position of the Sarvapilly Channel head, and his views as to the proper mode of treating both that Channel and Jaffer Saib's Channel,* are confirmed by Colonel Cotton's judgment. (Report paras. 14 and 15.)

*Order of March 7, para. 6.

(Signed) J. D. BOURDILLON,
Secretary to Government.

P.W.D.

No. 983

Resolution of the Government of Madras

~~Extract from the Minutes of Consultation~~

Under date the 28th April 1859

Read the following

letter from the Chief Engineer

(Here) enter 24 March/59 No. 894)

Having now had

the advantage of perusing

Colonel Cotton's report on

the Pennair anicut and

its failure, the Government

are convinced in the opinion

expressed in Para 4 of

of their order of the

March No. 386, that the

recent breach of that work

was much more attributable to engineering

faults in the pecular style

of construction adopted

in Colonel Lawford's

recommendation

March 30/59 in Letter of
March 31 No 440 in
Com.
Para 8 third sheet of Para 22.

recommendation, than
to delay in the manage-
ment of the executive -
But they are sensible on
a review of that order
that the expressions used
at the close of Para 4 are
too severe, and they regret
that they should have
been employed -

2 ..... The Government
have pleasure also in re-
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Lowe forebore opinion as to
the best position of the
Fairway silly Channel and,
and this views as to the
proper mode of treating
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and Jaffer Lanki Chan
nels are confirmed by
Colonel Cotton's Report
Paras 14 and 15)

James 7,
order Para 6.

In Copy to Chief Engr Offr

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In Copy to Chief Engr Offr

Public Works 1859 Dispatch
Dft to Cons 29th April

No. 983.

Extract Minutes of Cons:
Dft 28th April 59.

Passing observations on Col. Colton's report on the Penrain Animent and its failure.

Copy sent in a letter to C
Dft 23rd Nov. 1859. No. 68.

No 109 & 110.