

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.
En-2016/60

G.O. No. 776	Press Mis.
<i>602-103</i> Dated 17-4-1860.	

Not to be folded or roughly handled

12

*Proceedings of the Madras Government, Public Works Department,
for the month of April 1860.*

No. 102. Read the following letter from Colonel J. H. BELL, Chief Engineer, to J. D. BOURDILLON, Esq., Secretary to Government, dated Chepauk, 26th March 1860, No. 11,734:—

With reference to the Order of Government as per margin, I have the honor to forward
11th October 1859, No. 2,415. herewith two letters received from the Executive Engineer of
24th October 1859, No. 207. Jackatalla on the working of the Peat Presses, Peat and other
22nd February 1860, No. 317. fuel made at Jackatalla.

2. Captain Farewell states that one of the Presses was broken while being transported up the Ghâts, but that after it was repaired, he was able with nine men costing Rupees 1-15-6 per diem, to work both Presses together, thus obtaining 900 Peat bricks which when dried, weighed 1,000 lbs. and that after adding for carriage (viz., 12 Annas), the Peat cost delivered on the works 5 Annas per 100 lbs. He further states that the pressed Peat takes from five to six weeks to dry, while the common slane Peat is fit for use in about a month's time, that the pressed Peat has been tried in a Steam Engine furnace and found not to burn so well as the slane Peat in consequence of the greater quantity of earthy matter in it, while the Peat cut with the slane or Peat spade, burns much brighter and yields less ash. The slane Peat being dug from the first four or five layers of the Peat-moss is fibrous and on drying, yields a light brick of a pale brown color, but it is so elastic as to derive no benefit from the Press as it opens out to its original size on drying and costs much more when pressed, namely three Annas and six Pice the 100 lbs. including carriage. He attributes the chief cause of the failure of the pressed Peat so far as fuel is concerned to the total want of experience in its manufacture, as nobody practically acquainted with its necessary manipulations was employed.

3. In his second Report the Executive Engineer states that the Peat Presses are too expensive to use; that on trying as suggested in a printed pamphlet on the "transactions of the Civil Engineer's Institution" to press the Peat when dry, he has not derived any good result beyond reducing its size which is of no object at Jackatalla, and that Peat Presses appear to have been originally intended for reducing by compressment the bulk of the Peat, thereby enabling a larger supply to be carried. He is further of opinion that the Peat Presses are of no use whatever as regards fuel for the Jackatalla works as cheaper and better fuel can be obtained by manual labor. In an experiment tried at Jackatalla with three baskets of saw-dust to one of cow-dung mixed with water and well tamped, 1,500 cakes per diem, equal to 250 lbs. can be made, which when dried in the ordinary way, Captain Farewell reports, was found to answer most admirably, and that 100 lbs. of this description of fuel will raise enough steam in 25 minutes to work the saws, while it takes upwards of 35 minutes to produce the same result with a similar quantity of wood or Peat.

4. Upon a review of these Reports it appears probable that no advantage can be obtained from the Peat Presses at Jackatalla, but as Mr. Fraser, the District Engineer, must be well acquainted with the use of such machines in Ireland, I have thought it advisable to consult him on the subject.

No. 103. ORDER THEREON, 17th April 1860, No. 776.

Before passing an Order on these papers, Government desire to have before them the Report from Mr. Fraser mentioned in paragraph 4 of the above letter as having been called for.

(Signed) C. G. MASTER,

Dy. Secretary to Government.

N^o 11734

Central Office of the
Chepauk
26th March 1860

From
The Chief Engineer

To
The Secretary
to Government of the
Sir,

With reference to the Order of Government
as per margin I have the honor to forward herewith
2 letters received from the Executive Engineer of
Sackatallah on the working of the Peat Pipes,
Peat and other fuel made at Sackatallah.

2. Captain Farewell states that one
of the Pipes was broken while being transported up
the Raute, but that after it was repaired he was
able with nine men costing ^{R. 2.} 1. 15. 6 per diem
to

11th Oct 1859 N^o 2415

24th Oct 1859 N^o 204
22nd Feb 1860 N^o 317

Enclosed 2
2nd letter

supply to be carried. He is further of opinion that
the Peat Presses are of no use whatever as regards
fuel for the Jackatalla works as cheaper and better
fuel can be obtained by manual labor. In an
experiment tried at Jackatalla with three baskets
of Saw dust to one of Cow dung mixed with water
and well tamped, 1500 Cakes per diem equal to
250 lbs can be made, which when dried in the
ordinary way Captain Farewell reports was found
to answer most admirably and that 100 lbs of this
description of fuel will raise enough steam in 25 minutes
to work the saws while it takes upwards of 35 minutes
to produce the same result with a similar quantity of
wood or peat.

4. Upon a review of these reports it
appears probable that no advantage can be obtained
from the Peat presses at Jackatalla, but as

MS.

72
Mr. Fraser the District Engineer must be
well acquainted with the use of such machines
in Ireland I have thought it advisable to consult
him on the subject. -

Post Office of M.H.
Chapman
26th March 1860

Wm. Fraser
Capt. of the 1st Regt. of the 1st Div.

I have the honor to be,

Sir,
Your most obedient servant

Wm. Fraser
Chief Engineer

P.W. Pa. 21st Oct 7/59 n. 82-83

From Chief Engineer
15 June 1860 (M 1518)

10102 & 103.

Wm 1860
No. of Jan 20th 1860
(P. 774)

Chief Engineer

to the Secretary

to the Secretary

Wm 1860

Wm 1860

Wm 1860

Wm 1860

Wm 1860

Wm 1860

Wm 1860

Wm 1860

Wm 1860

Wm 1860

Wm 1860

Wm 1860

Wm 1860

Wm 1860

Wm 1860

Wm 1860

Wm 1860

Wm 1860

Wm 1860