M.R.O. 1—77,006—8-6-37.

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1512-13 Press Mis.

172-75
Dated 9-8- 1861.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 9th August 1861.

Read the following letters :—

No. 172. From Lieutenant-Colonel W. H. HORSLEY, Chief Engineer, to J. D. SIM, Esq., Secretary to Government, dated Chepauk, 3rd May 1861, No. 107 :—

SIR,

No. 181, dated 28th January 1861.
2 Letters from District Engineer, Nos. 1,265 and 1,437, dated 7th March and 13th April 1861, with 1 enclosure.

* 9th February 1861.

1. With reference to Proceedings of Madras Government marginally noted, I have the honor to forward the accompanying Proceedings of a Committee of Survey assembled on board the steam Dredge at Paumben on the 4th March last, agreeably to a Telegram* from this Office to the Acting District Engineer to report on the condition in which the Dredge was received back from Ceylon.

2. As regards the new Stores provided and charged for by the Ceylon Government, Captain Paxton reports as follows :—

(1.) "A new Cheese-plate."—"The old one was in good order when sent from here, and appears "to have been broken by carelessly coupling the Dredge without slackening the speed."

(2.) "Twelve new buckets."—"The workmanship of these is very inferior, especially with regard "to the rivets, many of which are loose, and one or two have come out though the buckets "have not been used."

(3.) "New shackles and bolts to the bucket Chain."—"The eyes in the shackles are roughly punched, and the bolts so badly wrought, that the former will have to be cut off at the ends "and fresh pieces welded to them and re-punched or drilled, and the latter entirely "re-wrought before they can be used, the value of these can only be considered as that of "an equal weight of metal."

(4.) Seven (7) plates of iron received new.

(5.) Two (2) plates of zinc received new.

	RS.	A.	P.
The approximate value of work performed, Captain Paxton gives as 2 Candies and 17 tolams of iron, at 45 Rupees per Candy... ...	115	8	0
2 Sheets of zinc, at 2 Rupees each.....	4	0	0
7 Sheets of iron, at 15 Rupees each.....	105	0	0
12 Buckets, at 60 Rupees each.....	720	0	0
Brass Cheese-plate.....	200	0	0
	1,144	8	0

3. The Steam Dredge was sent from Paumben to Ceylon in working order, though much in need of repair.

4. Before the Dredge can be again worked, the following repairs are stated to be absolutely necessary :—

(1.) An entirely new funnel.

(2.) The chain on which the buckets are fixed to be re-made.

(3.) Roller-wheels on the ladder to have new rims.
New axles to the roller-wheels.

Slight alterations in the bearings of the Engine and repairing exhausting pump.

The cost of these repairs, &c., the District Engineer does not state, but he has been called upon to furnish an estimate for the same.

5. Captain Paxton adds that it is difficult to adjust the value of the buckets and cheese-plate, owing to the difference of rates for labor prevailing in Paumben and Ceylon ; the prices given are estimated at the rates obtaining at Paumben, those at Ceylon the Acting District Engineer believes would be higher, this will account for the difference between the above valuation and the sum charged by that Government, which latter it will be remembered was £130, or say Rupees 1,300.

No. 173. From Lieutenant-Colonel W. H. HORSLEY, Chief Engineer, to J. D. SIM, Esq., Secretary to Government, dated Chepauk, 18th May 1861, No. 644:—

SIR,

No. 107, 3rd May 1861.

* No. 1,481, 27th April 1861.

1 Letter as above.

1. In continuation of my letter marginally noted, and with reference to Proceedings Madras Government, No. 181, 28th January 1861, I have the honor to forward the accompanying letter* from the District Engineer of Madura, stating that the Paumben Dredge has been returned from Ceylon in far worse order than she was in when she was sent to Jaffna, and that in consequence of her damaged state she has not been worked since her return from Jaffna, and that the whole of the working season will have been lost.

£130.

2. Government therefore will have suffered considerably by the loan, what with the deterioration meanwhile of the Paumben Pass, and the expenditure on the Dredge while at Jaffna, and that now required to put it in working order, an estimate for which has been called for.

No. 174. ORDER THEREON, 9th August 1861, No. 1,512.

Ordered that these letters be forwarded to the Government of Ceylon, in reply to the Colonial Secretary's letter of the 22nd December 1860, No. 114, and that a representation of the circumstances connected with the loan of the Paumben Dredge be made to that Government, in view to its being determined whether this Government are called upon or not to reimburse the £130 incurred in Ceylon for repairing the Dredge.

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

Ordered that the following letter be despatched.

No. 175. From J. D. SIM, Esq., Secretary to the Government of Fort Saint George, to the Colonial Secretary at Colombo, dated 9th August 1861, No. 1,513.

SIR,

From Chief Engineer, 3rd May 1861, No. 107, with enclosures.
From do. 18th May 1861, No. 644, with enclosure.

1. In reply to your letter of the 22nd December last, No. 114, transmitting a bill of £130 for repairs executed to the Paumben Steam Dredge, while in the service of the Ceylon Government in deepening the Mandativoe Channel at Jaffna, I am directed by His Excellency in Council to forward the accompanying correspondence from the Officers of this Government, reporting on the condition of the Dredge on its arrival at Paumben.

2. In their letter of the 22nd November 1860, the Government certainly promised to re-imburse the Colonial Government the expenses incurred by them in repairing the Dredge; but it appears proper to review the circumstances of the loan, in order to determine whether this Government ought to be called upon, or not, to meet the claim advanced by the Ceylon Government.

3. The loan of the Paumben Dredge and crew was applied for in September 1859, to deepen the bar to the Small Pox Island Channel off Jaffna; and the Chief Engineer having been instructed to despatch the Dredge to Ceylon, your Government were informed that the vessel, with its Engineer and crew, would be at their disposal from the 25th November 1859 to the 1st January 1860, when operations were to be resumed at Paumben. In January 1860, however, your Government expressed their desire to detain the Dredge for work in the Mandativoe Channel; and in August last transmitted certain correspondence with their Engineers regarding the state of the ladder gear of the Dredge, owing as it was said to the "rotten crystallized state of the iron," and stated that they had authorized the re-placement of the iron work at an expense of £130, which they hoped the Madras Government would not, under the circumstances, object to re-imburse.

4. This letter was communicated to the Chief Engineer to this Government, and he was requested to report as to the unserviceable state of the Dredge, the amount of work it had been doing at Paumben, and whether the complaints of its impaired condition had reached his Office. His reply was to the effect that the District Engineer of Madura admitted that the iron ladder hoist did give way twice during the period (two years) he had charge of her, and the iron buckets

were old, but that he had always spare ones ready to re-place any that might be damaged; that some parts of the machinery had been repaired from time to time, and some of the cross beams of the uprights were in a bad state, but were to be re-placed by others when he could procure good timber. It was added that there was no reason whatever why the Dredge should not have done the same work in a *sand and mud bottom* at Ceylon, as she did at Paumben; but that if she had been worked in *coral and boulders of rock*, the machinery was liable to be damaged. Before being lent to the Ceylon Government she had lifted 3,04,603 cubic feet of mud and sand from May to October 1859, during which period no complaints of inefficiency had ever reached the Chief Engineer's Office.

5. It was on the occasion of forwarding this report to the Colonial Government, that this Government offered to re-imburse the £130; but they called attention to Colonel Horsley's remarks, especially as to the nature of the bottom in which alone the Dredge was fitted to work, viz., sand and mud, and not coral and rock. With your letter of the 22nd December last, No. 114, however, a bill of £130 was simply received, without any allusion to the particulars that had been submitted by this Government; but from a letter written by the Civil Engineer and Commissioner of Roads at Ceylon, which accompanied your communication last referred to, it is observed that the following admission was made, viz., that the "soil in which the Dredge "had been employed, was of a *very stiff nature, and caused the necessity for the constant repair of "the tackle,*" which he reported and considered "*as an incidental charge upon the operation of "dredging the Mandativoe Channel.*"

6. From the reports of the Madras Engineers which now accompany this letter, your Government will learn that the Paumben Dredge left Madras in a working condition though much in need of repair, but that she was returned from Ceylon actually in a far worse state than she was in when she was sent to Jaffna, and that in consequence of her damaged state, she has not been worked since her return to Paumben, so that the whole working season will have been lost. It will be observed that Colonel Horsley remarks that this Government will have suffered considerably by the loan, considering the deterioration meanwhile of the Paumben Pass, and the outlay necessary to restore the vessel to a working condition. It may be added that this Government have just sanctioned an estimate of 2,400 Rupees for that purpose.

7. In determining the question herein submitted, it occurs to this Government that the following points must be taken into consideration:—

(1.) That it was a service rendered by this to the Colonial Government to lend the Paumben Dredge.

(2.) That the Dredge was detained at Ceylon until the 14th January 1861, whereas it had only been originally placed at the disposal of that Government for a month and five days, or from 25th November 1859 to 1st January 1860.

(3.) That this detention was at the expense of the Paumben works, inasmuch as they were deprived of the services of the Dredge during all the period of its detention.

(4.) That it is admitted the Dredge was strained by its employment in "*very stiff "ground.*"

(5.) That the Ceylon Officers themselves consider the repairs "*an incidental charge on "the operations of dredging the Mandativoe Channel.*" *See* Civil Engineer J. F. Churchill's letter, 11th December 1860, No. 1,373.

8. With these observations this Government leave it to the Ceylon Government to determine who should pay the £130 incurred at Ceylon in repairing the Paumben Dredge; but I am to add that, in the opinion of this Government, so far from being called upon to re-imburse the Colonial Government the above-mentioned sum of £130, they have an equitable claim on the Colonial Government for the 2,400 Rupees necessary to restore the Dredge for employment on the Paumben works.

5

Central Office of Public Works.
Chepauk. 18. May 1861.

N°. 644

From

Lieutenant Colonel W. H. Horsley.
Chief Engineer D. P. W.

To,

J. D. Sim Esq^re.
Secretary to Government P. W. D.
Fort Saint George.

Marine. Sir,

In continuation of my letter marginally
* noted and with reference to Procedings Madras Govern-
ment. N°. 181. 28th January 1861. I have the honor to
@ N°. 481. 27th April 1861. forward the accompanying letter@ from the District
Engineer of Madura, stating that the Paumbum
Enclosure One Dredge has been returned from Ceylon, in far worse
1. Letter as above. order, than she was in when she was sent to Jaffna,
and that in consequence of her damaged state she
has not been worked since her return from Jaffna,
and that the whole of the working season will have
been lost.-

2. Government therefore will have suffered
considerably by the loan, what with the deterioration
£130 meanwhile of the Paumbum Pafs. and the expenditure
on

on the Dredge while at Jaffna, and that now re-
quired to put it in working order, an Estimate for
which has been called for. —

Central Office of D.P.W.
Chepauk.
18. May 1861

I have the honor to be,
Sir,
Your most obedient servt.

W. B
Lieut.t Colonel.
Dy Chief Engineer S.C.

D. T. Ronalley Lieut.t Colonel.
Chief Engineer D. P. W.

True C.

To,

J. D. Sim Esqre.
Secretary to Government P.W.D.
Fort Saint George.

Comp'd 09 D

Central Office of P. Works.
Chepauk 3rd May 1861.

9

No 107

Marine.

From,
Lieutenant Colonel W. H. Horsley,
Chief Engineer D. P. W.

To, J. D. Sim Esqre
Secretary to Government P. W. D.
Fort St. George.

Sir,

With Reference to Proceedings of Madras Government marginally noted, I have the honor to forward the accompanying Proceedings of a Committee of Survey assembled on board the Steam Dredge at Paumbum on the 1st March last, agreeably to a Telegram* from this Office to the Acting District Engineer to Report on the condition in which the Dredge was received back from Ceylon.

2. As Regards the new Stores provided and charged for by the Ceylon Government, Captain Paxton Reports as follows.-

1st

No 181 dated 28th January 1861.

*9th February 1861.

P. W. No 1861. Lieutenant Colonel Horsley Chief Engineer. 8-5-61.

From Lieutenant Colonel W. H. Horsley Chief Engineer.

To J. D. Sim Esqre Secretary to Govt P. W. D. Fort St. George.

Dated 1861
Rec'd 20th May 1861.

Answered 23rd July 1861 to Lieut Col Horsley Chief Engineer.

No 1519. P. W. Office. Lieut Col Horsley Chief Engineer.

I am directed by the Government to acknowledge the receipt of a letter from the Executive Engineer Madura reporting for information the condition of the Steamer Steam Dredge.

Fort St George 23rd July 1861.

[illegible]

No 1873.

Encl. No 126

C3: Copy: to 126

Encl.

1st "A new Cheese-plate" — "the old one was in good order when sent from here, and appears to have been broken by carelessly coupling the Dredge without slackening the speed."

2d "12 New Buckets" — "the workmanship of these is very inferior, especially with regard to the rivets, many of which are loose, and one or two have come out though the Buckets have not been used."

3d New Shackles and Bolts to the Bucket Chain — "the eyes in the Shackles are roughly punched, and the Bolts so badly wrought, that the former will have to be cut off at the ends and fresh pieces welded to them and repunched, or drilled, and the latter entirely reworght before they can be used, the value of these can only be considered, as that of an equal weight of metal."

4th Seven (7) Plates of Iron received new.

5th Two (2) Plates of Zinc ... Do

The approximate value of work performed?

Captain Payton gives as 2 Candies and

17 Tolams of Iron at 45 Rupees per Candy	115-8--
2 Sheets of Zinc at 2 Rupees each	4---
7 Sheets of Iron at 15 Rupees each	105---
12 Buckets at 60 Rupees each	720---
Brass Cheese Plate	200---
	1144-8--

3. The Steam Dredge was sent from Paumben to Ceylon in working order, though much in need of repair.

4. Before the Dredge can be again worked, the following Repairs are stated to be absolutely necessary.

1st An entirely new Funnel.
2d The Chain on which the Buckets are fixed to be re-made.
3d Roller-Wheels on the ladder, to have new rims.
New Axles to the Roller-Wheels.
Slight alterations in the Bearings of the Engine and
Repairing exhausting Pump.

The cost of these repairs the District Engineer does not state, but he has been called upon to furnish an Estimate for the same. —

5. Captain Payton adds that it is difficult to adjust the value of the Bucket and Cheese Plate owing to the difference of rates for labor prevailing in Paumben and Ceylon; — the prices given are estimated at the rates obtaining at Paumben, those at Ceylon the Acting District Engineer believes would be higher, this will account for the difference between the above valuation and the sum charged

charged by that Government, which latter it will be
remembered was £ 130, or say Rupees 1,300.

Central Office P.W.
Chepauk 3rd May 1861.
D.B. Lieutt Coll.
Dy Chief Engr. S.C.

I have the honor to be
Sir,
Your Most Obedt Servant

D.B. Boswell Lieutt Colonel
Chief Engineer D.P.W.

To,
J. D. Sim Esqre
Secretary to Government P.W.D.
Fort St. George.

True Copy

Dy Secy Bd

15 Memo: for orders

Letter from Chief Engr, 3d May/61, No 107.

1. This is a report on the condition of the Paumben dredge, which has just returned from Ceylon in as worse condition than that in which she was when sent there. The Ceylon Govt claim to be re-imbursed 1300 Rs / £130, for expenses incurred by them in repairing the dredge while in their service; and although we have offered to make good the amount on being furnished with the bill, all things considered, there is no equitable right whatever for the Ceylon Govt to expect us to pay them for damages incurred in their own service.

The circumstances of the case are as follow.

from Ceylon, 21 Sept 1859, No 56. 2. On the application of the Colonial Govt in Sept/59, for the loan of the Paumben dredge with crew, to deepen the bar to the Inside passage between Jaffna & the Pearl Bank, the Chief Engr was instructed to dispatch the dredge to Ceylon; and on receipt of a letter from him, the Colonial Govt were informed that the dredge, with its Engineer & crew, would be at their disposal from the 25th Nov to the 1st Jany.

8 Oct/59, No 293.

From Ceylon, 26 Nov/59 No 279. 3. In January/60, the Colonial Govt expressed their desire to detain the dredge for work in the Mandatival channel.

From Ceylon, 9 Jan 7/60, No 5.

P.M./1861. Dept. Pub. Works. Chief Engineer's Office. 1016.

Sir,

Colonel Colt R.E. Secretary to Govt P.P.D. Colombo.

Dated 3rd May 1861.

Rec'd 4th May 1861.

P.D.

Subject. Returning with reference to the order of Government of 28th January 1861, dated 28th January 1861, on the condition in which the Paumben Steam Dredge was received back from Ceylon.

From Ceylon 28th July/60 No 361.

Rec'd 4th Aug. 1860.

Ans. 28th Aug. No 361.

Ceylon.

Rs 1512. 9. 0. Cur.

4. In August last, the Ceylon Govt sent us some correspondence from their Engrs regarding the state of the ladder gear of the dredge, owing to the "rotten crystallized state of the iron", and said that they had authorized the replacement of the iron work at an expense of £130, which they hoped the Madras Govt would not, under the circumstances, object to reimburse. This was com^d to the Chief Engr and he was requested to report as to the necessities the state of the dredge, the amount of work it had been doing at Pambam, & whether complaints of its impaired condition had reached his office.

From Ceylon 10 Aug/60, no 69.

Dr: 22 Aug/60, no 1791.

5. The reply was that the Acting Assistant Engr of Madura admitted that the iron ladder hoists did give way thrice during the period (2 years) he had charge of her, & that the iron brackets were old, but that he had always spare ones ready to replace any that might be damaged; that some parts of the machinery had been repaired from time to time, and some of the cross beams of the uprights were in a bad state, but these he had intended to replace by others when he could procure good timber. It was added that there was no reason whatever why the dredge should not do the same work in a sand and mud bottom at Ceylon, as she did at Pambam; but that if she had been worked in coral and boulders of rock, the machinery was liable to be damaged.

From Chief Engr, 31 Oct/60, no 2287.

Before being sent to the Ceylon Govt, she had lifted 3,04,603 cubic feet of mud and sand from May to Oct/59, during which period no complaints of inefficiency had ever reached the Chief Engr's office.

This Govt forwarded this report to

To Ceylon, 22 Nov/60, no 2419.

6. the Ceylon Govt; and it was on this occasion, that they offered to reimburse the £130, this they called attention to Col Horsley's remarks, especially as to the nature of the bottom in which alone the dredge was fitted to work (viz: sand & mud, & not coral & rock).

From Ceylon, 22 Dec/60, no 114.

7. With their letter of the 22d Dec/60 the Ceylon Govt simply sent a bill for £130, without any particulars. A letter from the Civil Engr and Com^r of Roads, however, accompanied, which made the following admissions, viz: that the soil in which the dredge had been employed was of a very stiff nature, and caused the necessity for the constant repair of the tackle", which he reported, and considered "as an incidental charge upon the operation of dredging the Mandativ Channel".

Dr: 11 Jan 3/61, no 8.

The Chief Engr having been called upon to report as to the grounds upon which he would propose that the charge for repairing the dredge should be made, he at first sent a telegram stating that the dredge had arrived from Jaffna on the 14th Inst: in a very bad condition; and in his

From Chief Engr: 18 Jan 4/61, no 89/5

present letter, he sends up the report of Capt Baxter (Act. Dir. of Madras) to the effect that the value of the work performed by way of repairs to the dredge amounted to 1844/2 Rs; that it was sent to Ceylon in a working condition, this much in need of repairs; and that much will be required (particulars enumerated in para 3) before it can be again worked.

9. It would appear a question whether the Ceylon Govt should not pay the 130£ themselves.

1st, because, it was a service to that Govt to lend them the dredge at all.

2d; they detained it until the 14 Jan 7/61, while we only gave them the dredge for a month and 5 days (25th Nov. 59 to 1st Jan 7/60), operations being expected to commence on the latter date at Pamban.

3d: this was therefore done at the expense of the Pamban works.

4th: It is admitted that the dredge was strained by being employed in very stiff ground.

5th: the Ceylon Govt themselves consider the repair "an incidental charge on the operations of dredging the mandatival channel."

6th: under any circumstances, the bailee must pay the expense of all damages if he uses the article lent to him.

10. The question put to the Chief Engr, as to the fund to which the amount should be charged, has yet to be answered. Shall we await his reply, or in the meantime address the Ceylon

* He however states that the difference of the cost of labor at Ceylon & at Pamban may account for the difference between his calculation & the charge made by the Ceylon Govt.

No 1512/1572

Govt, giving them a brief statement of the foregoing, and leave it to them to say whether they or this Govt should pay the £130?

W.S.

10/5/61.

Memo:

For Secretary's Orders.

Repairs to Pamben Dredge by Ceylon Govt.

No 1066/61

9 Aug 61

No 1512

P W Dept

No 1572 1572

Proceedings of the Madras Government
Under date the 9th Augt 1861.

Read the following letters from the Chief Engineer—

Agreeably to the orders of Govt
Reports on the condition in which the Pammben Steam Dredge was received back from Ceylon—

(Were enter 3 May 61 No 107

Submits for information
a letter from the District Engineer Madura reporting further on the condition of the Pammben Steam Dredge—

(Were enter 18 " " " 61 No 1)

Ordered that these letters be forwarded to the Govt of Ceylon in reply to the Colonial Secretary's letter of the 22d December 1860, No. 114, and that a representation of the circumstances connected with the loan of the Pammben Dredge be made to that Govt, in view to its being determined whether this Govt are called upon or not to reimburse the 130£ incurred in Ceylon for repairing the dredge.

13 Copies
To the Chief Engineer, with 4 Enclosures Dept 10

(12)

Steam Dredge at Ceylon.
Steamer at Point Pedro.

Public Works 1861 Dept.
Pro: of Govt. for August.

No. 1512.

Pro: of the Madras Govt.
Dy 9th August 1861.

Ceylon 551

From the Secretariat
Colombo 21st
Octr. 1861 Octr. 24th

Ordering to forward
to the Govt. of Ceylon letters
from the Chief Engineer
regarding Paumben Steam
Dredge.

No. 172 at 174.

C3: Augt. 1861.