2d Kellore

Chamre &c.
My Sad Taub.
Idár brane-b
of Jafor Sahib
Chamel-.
1 Amalia Aloisia
Aloud.
2 Aloisia Do
3 Maehterlafad Do
4 Heralbusi Do
5 Jotafali Do
6 Asralini Do

Pd Shelf as the
Ha Fraforlow
Chamel-

21.8.44

5th	Nellore		Sunday.
6th	Allur	Encamped at Head Quarters.	Remain'd Head No 6.
7th	Do		Line of proposed road from Allur to Kaka pilly. Recruited at Allur Pauk.

4

29th Masulipatam
30 Do
31 Do

Supt Engineer's Office Do
Masulipatam
5th August 1863.

11th Ongole Do
12th Do
13th Do

Sunda-
Kollapatam
Road. & Inle

14th Valumpilly - " Trunk Road Do.

9th Chowdavaram Do Swamp

10th Swarnamukhi Canal. Do Swamp

8th Thumalapenta Canal & Ars Do
Avenue.

23 24.	} to Masulipatam.	Moving Office and Records to Head Quarters Civil Dispensary	
25.	Masulipatam.		
17.	Vatapalli	Do.	Road Inhabitants
18.	Bapatlah	Do.	
19.	Do.		
20.	Vandolu and Tullavada.	Do.	Sandy Tullava Lock.

Diary of the Superintending Engineer Division for the Month of July 1863.

Date	Where present	How employed	What Works inspected	Under charge of what Officer	Remarks
1st	To Durkin's Petit. Village District	Lines of road by Bhyrab to the Sea.		Lieut. Smith Ast Engineer	Regarding this work, there has been a difference of opinion between the Collector and District Engineer. I think the road should be carried through the village instead of being diverted at right angles to save a hut and some fields. The road here would require no grave cleing as the soil is easily passable at all seasons.
			Channel &c		
					accomplished and I do not anticipate there will be any difficulty in carrying on the work through out the rainy season. The bricks are not so well shaped as they ought to be, but they must be used till a supply of stone is obtained from Bezoarah. The Canal between the Sea and Pullicat is nearly ready, and is about to open it is hoped that the junior dock may be opened and material sent down to the Pullicat. Examined Asst Superintendent Campbell's Accts & Cash Imperial fund Rs 1-2-1 Local fund. 0-2-4.
21	Aranmanei Duggeralla	Circular Head Quarters	New Inundation Channel for the Canal Saunders Sea &. Aranmanei Channel works	Superintendent Campbell	I have completed according to and return the Estimate and in every other respect. Aranmanei Chellingalla and Sluice at the head of the Aranmanei Channel and a cross cut Chingalloor also completed, and executed in a superior manner and very substantially. The new channels for irrigation are in progress.
	Duggeralla Chellingalla		Examined Asst Executive Engr Cash Imp. Fund 19-4-6. Loc. Fund 22-2-2	Asst Assisted Ast Engineer	
22	Bezoarah	Do	Pichard Anicut		Alterations completed with the exception of the arching of vents which must be left till next season. It seems to act well but as the drop is considerable, it will have to be carefully watched for the first season. The Main Channel is carrying a fair stream. The current is like in pace. Have a iron considerably — Scrubbings several stones seem to have been Anicut Supt. ripped off the Anicut by the high flood in the beginning of the month — All the head works in good order. Some arrangement will have to be made for regulating the movements of the boats that ply on the Canals. The number is increasing daily and great inconvenience occasioned by the want of any regulation.

Diary of the Superintending Engineer Division for the Month ending July 1863.

Date	Where present	How employed	What Works inspected	Under charge of what Officer	Remarks.
1st	Le du Kier petit Abbac Dist	Diary & road by Bhadra & the sea.		Lieut. Smith Ass't Engineer	Regarding this work, there has been a difference of opinion between the Collector and Divisional Engineer as to whether the road should be carried through the village instead of, being diverted at right angles to some a little distance. The road here would require no drain being on the embankment & being passable at all seasons.

Chamier 10x

Cuddalore 1st July 1863.

Sir,

I have the honor to report for the information of Government that the Cuddalore Municipality has been established from the 1st instant, and that the Commissioners have assumed charge of the Municipal Funds, Property and Establishments.

2. The Collector has also been requested to transfer to the Municipality the Municipal Establishments, Funds and Property, and to hand over charge of the Municipal Offices.

3. The Municipality has been established in accordance with the provisions of Act XXVI of 1850, and the Commissioners have been appointed by the Collector under the orders of Government.

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31. The Municipality has been established in accordance with the provisions of Act XXVI of 1850, and the Commissioners have been appointed by the Collector under the orders of Government.

Yours obedient servant,

[illegible]

Collector.

Diary of the Superintending Engineer &c

Date | Where present | How employed | What Work inspected | Under charge of what Officer | Remarks

1st | In district for Settlers District | Levee road by Eyphad to the Sea. | | Lieut Smith Ast Engineer | Regarding this work, there has been a difference of opinion between the Collector and District Engineer. I think the road should be carried through the village instead of being diverted at right angles to same a hut and some fields. The road here would require no drawn lining, as the ground is easily passable at all seasons.

Channel

Engineer

Mission for the Month of July 1863.

Ast Engineer

Ordered an Estimate for roughstone Apron 45 feet by 5 ft/p. The tank itself besides the Calupaleb and Sluices, requires considerable repair. Bank soil. The Tummalapenta Tank derives its supply from a spur of the above. Mr Ast Engineer Irving said the Tummalapenta Tank was liable to sustain injury from over supply - but they say this does not appear. Also the Cheru. The supply channel to be 40 feet wide and Calingalab 30 feet - perhaps this may be carried or a separate Calingalab may be necessary - Further detailed information

Assistant Engineer

Repair of road will be advanced. The soil is very loose generally and stone has to be carried a mile as required. The Estimate provides for only 8 or 12 feet. There is a very low swampy place two or three hundred yards to the north a mile south of Mamaiem. Upon carefully examining that River. It is shallow and a Bridge would not be done would be much better. The ground both sides of Mamaiem River is very high & firm - There is a Bridge will be required. Sandy -

Also Channels & Locks and Sluices on the Palk Canal

Report on the state of the Locks in Canal

Mr Assistant Engineer

Sir

I have the honor to report for your information that I visited the Locks on the Canal on the 18th Inst. and found all the gates in a very bad state, and the Locks in general out of repair. The Locks at Kaveripauk are in a very bad state, and the Gates are not to be opened or shut without great difficulty. The Locks at Sholinghur are in a very bad state, and the Gates are not to be opened or shut without great difficulty. The Locks at Arcot are in a very bad state, and the Gates are not to be opened or shut without great difficulty. The Locks at Walajah are in a very bad state, and the Gates are not to be opened or shut without great difficulty.

I have the honor to be
Sir
Your obedient
humble Servant

Diary of the Superintending Engineer Division for the Month of July 1863.

Date	Where present	How employed	What Works inspected	Under charge of what Officer	Remarks
1st	To Dartmouth Settl. thence to Dittos	Inspecting Road by Wyrad to the Sea.		Lieut. Smith R.E.	Regarding this work, there has been a difference of opinion between the Collector and District Engineer. I think the road should be carried through the village instead of being diverted at right angles to same a hill and some fields. The road here would require no grave being as the soil is easily capable at all seasons.

Channel Ex

so as to shake the Coping and push it over. It appears afterwards to have sunk again in the shape shown above the Masonry except where there are these large Cracks, is very compact. The workmanship and Materials have been excellent. Half brick Rings, 5 in Number, have been used and the Water seems in one place to have found its way between them and into evident that brick so placed lengthways would have been stronger but on the whole, I should say that the work has been well designed, and that it must have given way to the pressure occasioned by an extra head of Water. I fancy the Water must have found its way in the first instance through the left Arch and having gradually enlarged the fissure and burst out at the Coping to the left it would have caused the key or little pressure on the other arch to force the half of the

Diary of the Superintending Engineer Division for the Month of July 1863.

Date	Where present	How employed	What Works Inspected.	Under charge of what Officer	Remarks.
1st	Sandustfett. Kilbee District		Line of road by Mylrad to the Sea.	Lieut. Smith Sub Engineer	Regarding this work, there has been a difference of opinion between the Collector and District Engineer. I think the road should be carried through the village instead of being diverted at right angles to same a hut and some fields. The road here would require no drainage, as the soil is easily passable at all seasons.

Chamber 62.

12th Water Cart & Well built, preparatory to sinking. and arrangements for draining off water improved. Sides of Cutting too steep and as it would be dangerous to the road people if they fine way, requested Lieut Smith to have them down.

13th Well sunk.

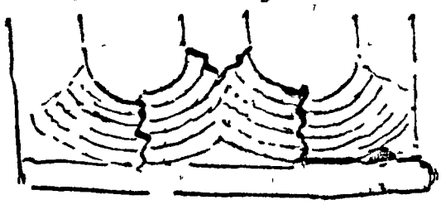
15th 15 Wells out of the 30 sunk.

Road turned on North of Church nearly Completed

Arranged for having it opened for inspection, with a view to ascertain the cause of failure.

There is a concrete band of brain channel and there under to obtain a larger supply through, while the surface clay channel does not receive enough. The bank of Main Channel are too steep and Dowing & the width of Limestone being only a yard or two, I anticipate a great deal of slip

Engineer Inspecting Officer



The Arches of the Viaducts are to be filled with Concrete & Stone as far as the springing of the Arches, the Spandrils filled with Rubble Masonry & the Parapet Walls of Rubble Masonry in Mortar. The Abutments are to be taken up over all their Area & filled with Concrete & Rubble Masonry in Mortar & carried up to the Level of the Springing of the Arches.

The Piers are to be Rubble Masonry in Mortar & carried up to the Springing of the Arches.

The Arches are to be built with Cut Stone Voussoirs on Centres. The Piers are to be protected by Starlings.

Diary of the Superintending Engineer Division for the Month of July 1863.

Date	Where present	How employed.	What work inspected.	Under charge of what Officer	Remarks.
1st	Sedgeties petty Sessions District.	Riding road by Engineer to the Sea.		Lieut. Smith Div. Engineer	Regarding this work, there has been a difference of opinion between the Collector and District Engineer. I think the road should be carried through the village instead of being diverted at right angles to same a hut and some fields. The road here would require no drawbridge, as the tidal influence is easily passable at all seasons.
					No 1 sanctioned an extra course of laterite for the floor. the present mud and rough stone apron being extended 10 instead of 9 feet. a very satisfactory piece of work.
					No 2 The original dam evidently insufficient. which have been extended and strengthened by adding a rough stone apron. I ordered a retaining wall to be added. Mortar used in the original extension inferior.
					No 3. The original plan quite inadequate to requirements. workmanship and materials good. proposed alterations satisfactory.
					No 4. Great difficulty experienced in working the shutter of this work. Crests and side walls damaged. an estimate has been sanctioned by the Collector for the repair.
					No 5 dam just completed. quality of work good.
					No 6 do do

Dy. 1863
No. 3091
From
Capt. J. Dennison
Asst. Engineer 2d Div.
To
The Secretary
of War

Dated 6th August 1863.
Rec'd 13th "

Quarterly of the Superintending
Engineer 2d Division for
the Month of July 1863.

Lodged