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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2910	Press
B.P. No.		Mis.
Dated.	30-10-	68-76 195

Not to be folded or roughly handled

No. 498. Read the following letter from T. D. HARRIS, Esq., District Engineer of Ganjam, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Camp at Chicacole, 19th October 1876, No. 1 C:—

I HAVE the honor to forward herewith a copy of a report received from the Executive Engineer in charge of the Chicacole Division on the storm and floods which occurred between the 6th and 8th instant and destroyed the centre arches of the Chicacole bridge. This bridge consists of 24 segmental arches rise $\frac{1}{4}$ span resting on masonry piers, the span being 36 feet clear between piers, and the height of piers 12 feet + floor; there are two abutment piers, and the arches are therefore in three sets of eight between abutments; those that have fallen are the 9th, 10th, 11th, 12th, 13th and 14th commencing from the north abutment pier, so that the other two 15 and 16 up to the south abutment pier are likely to come down also, or at any rate must be taken down if ever any attempt is made to restore the bridge; both the abutment piers are perfectly safe and all the arches on either side; and, as soon as I have completed all the necessary observations, I will furnish you with a full detailed report on the storm and bridge with sketch plans, &c. I have seen all myself, and the statements contained in the Executive Engineer's report (accompanying) give all the particulars of the damages done to the roads and Irrigation works and what occurred in the town of Chicacole and adjacent villages; the loss of the bridge is a serious one, but all other damages will be speedily restored, and I am glad to find that the Executive Engineer has already opened communication over the river by boats and rafts, both for foot and wheel traffic, and the roads damaged in all places are being rapidly put in order. The Executive Engineer appears to have done everything possible under the circumstances and has given general satisfaction; I therefore beg to bring to your notice his zealous and able exertions.

2. The storm and rains extended throughout the whole Ganjam District, and the roads, Irrigation tanks, channels and river embankments have been damaged in many places over the Berhampore and Gumsur Sub-division, but not in any place to a serious extent or beyond what I hope can be speedily restored; there has been no loss of life (except one at Chicacole doubtful), and the damage to crops is insignificant as far as I have seen, and I have been over the greater portion of Chicacole and Berhampore divisions. After seeing all the district I will report further particulars, if necessary, on this subject also.

From G. R. LEGGATT, Esq., C.E., Executive Engineer, Chicacole Division, to T. D. HARRIS, Esq., District Engineer, Ganjam, dated Chicacole, 17th October 1876, No. 138.

In reference to my telegram, dated 10th instant, reporting to you the terrific storm and floods that occurred here between the 6th and 8th instant, I have now the honor to report full particulars of the sad disasters that has befallen the Public Works in this range.

2. On Friday the 6th it commenced raining at 12 meridian and lasted off and on during the night, 75 cents of rain measured at 6 A. M. on the 7th.

3. The rainfall and river gauge registers on the subsequent dates are given in the statement shown below :—

From 6 A.M.	To 6 A.M.	Rainfall.	River Gauges.		
			At 6 A.M.	At 12 A.M.	At 6 P.M.
7th	8th	IN. CTs.	FT. IN.	FT. IN.	FT. IN.
8th	9th	8 90	6 0	10 6	14 9
9th	10th	2 25	20 0	19 9	15 9
10th	11th	...	11 9	10 0	9 0
11th	12th	0 43	7 4	7 4	7 0
12th	13th	0 30	6 10	6 8	6 6
13th	14th	...	5 0	5 0	4 6
		...	3 9	3 6	3 3

4. The river rose on the night of the 8th instant to the extraordinary height of over 20 feet, a height which it has never attained in the memory of man; it overtopped its banks on the 3rd mile of Palacondah road at about 4-30 A.M. 9th, flooding almost the whole town of Chicacole, destroying nearly three-fourths the houses of Balaga, Bonthilipooram, Illisipooram, and Patha Chicacole comprising its Municipality. Had the floods occurred at night the loss of human life would have been very considerable.

5. Between the hours of 11 and 12 P.M. of the 8th, Messrs. Grahame, Maltby, and myself heard a report as it was the discharge of cannon, and we three felt perfectly convinced that it was the result of the bursting of one or more of the arches of the bridge.

6. All communication between Patha Chicacole where the European houses are situated and the fort was completely cut off, the country between being 6 to 10 feet under water, and it was not till 10-30 A.M. the 9th that my Head Accountant, by means of offering a large remuneration, induced two men to put off on a raft with a note conveying to me the intelligence that the bridge was gone; but owing to the height at which the river stood, the exact damage done to the bridge could not be ascertained, and it was not till midday of the 10th that with the greatest difficulty I could myself reach the fort swimming across the country by means of wooden logs.

7. The sight which the wreck of the bridge presented was sad indeed, the 9th, 10th, 11th, 12th and 13th arches were gone, and at 6-20 P.M. on the 12th instant the 14th arch also caved in. The bridge having gone has no doubt been the saving of the town, and which is the general opinion of all; the floods were so great that the inhabitants of the town and adjoining villages quitted their houses and were taking refuge on hills and other elevated places only saving such property as they could carry with them.

8. I attribute the destruction of the bridge to the enormous trees and debris of villages that were brought down by the floods completely choking up the bed of the river, and this with the terrible wind blowing up the river for 18 hours. A cyclone was driven up it at the same time as distance of 4 miles from the sea adding to the piled up of the water causing a rising current towards the centre of the stream which must have literally burst up the arches.

9. As I mentioned in my telegram, momentary as it was, all communication was completely cut off, and it was not till the evening of the 11th that I managed to get 1 or 2 days' mail from Balaga and the river south and restored communication. I got up two Munda boats from Balaga bund on the coast and restored communication. I got up two Munda boats from Balaga bund on the coast and restored communication. I got up two Munda boats from Balaga bund on the coast and restored communication.

10. As I mentioned in my telegram, momentary as it was, all communication was completely cut off, and it was not till the evening of the 11th that I managed to get 1 or 2 days' mail from Balaga and the river south and restored communication. I got up two Munda boats from Balaga bund on the coast and restored communication. I got up two Munda boats from Balaga bund on the coast and restored communication.

away, breaches having been formed from 15 to 18 feet in depth, and it will be some months before this can possibly be restored to traffic.

12. Accompanying is a statement of other damages to Public Works all of which is having my immediate attention, and estimates for their requirements will follow.

Statement of damages done to Public Works in the Chicacole Range by the heavy rains and floods of the 8th, 9th, and 10th October 1876.

Chicacole Bridge.—The 9th, 10th, 11th, 12th, and 13th arches have been washed away on the 10th, and 14th arch on the 12th evening. Full particulars given in the report.

2. Trunk Road No. 6.—Metalling and gravelling in the 2nd and 3rd miles have been washed away, and road breached in several places from 1 to 3 feet in depth. In the 12th mile water overtopped the road and breached it near the Chintaravoo calingulah.

3. Calingapatam Road.—Metalling and gravelling in the 2nd, 3rd, and partly in the 4th miles have been washed away. Road breached seriously in several places, and four large breaches are made in the bank of Baboothkhan tank, the rest of the miles have suffered slight damage and three large trees have been blown down.

4. Palacondah Road.—Gravelling in the 2nd mile and metalling and gravelling in the 3rd and 4th miles have been washed away, and the road breached in the 4th mile in several places from 2 to 6 feet deep.

5. Garu and Chintadu Road.—Gravelling in the 1st, 2nd, 4th, 5th, 6th, 7th, and 8th miles for 10, 50, 200, 400, 250, 200 and 400 running yards respectively has been washed away.

6. Alikam and Steramandalam Road.—Breaches, &c., have been made as below detailed :—

In 2nd mile ... $\left\{ \begin{array}{l} 60 \times 4 \times 3 \\ 20 \times 22 \times 3 \\ 26 \times 20 \times 2 \\ 26 \times 20 \times 2\frac{1}{2} \end{array} \right\}$ Breaches.

Fifty running yards of metal and gravel have been washed away—

In 6th mile ... $\left\{ \begin{array}{l} 60 \times 6 \times 2 \\ 30 \times 8 \times 1\frac{1}{2} \\ 15 \times 4 \times 2 \\ 30 \times 3 \times 3 \end{array} \right\}$ Breaches.

Three hundred running yards of earthwork and gravel and 100 running yards of metal and gravel have been washed away—

In 8th mile ... $\left\{ \begin{array}{l} 30 \times 4 \times 2 \\ 200 \times 6 \times 2 \\ 150 \times 15 \times 1 \\ 30 \times 4 \times 3 \\ 20 \times 22 \times 2 \end{array} \right\}$ Breaches.

Three hundred running yards of metal and gravel have been washed away.

In 10th mile 300 running yards of metal and gravel have been washed away. In 16th mile 800 running yards of gravel and three heaps of gravel in deposit have been washed away. In the 17th mile 600 running yards of metal, 1,200 running yards of gravel, and five heaps of gravel deposits have been washed away. In 18th mile 1,300 running yards of gravel have been washed away. In 19th mile 500 running yards of gravel have been washed away. In 20th mile 1,000 running yards of gravel have been washed away. In 21st mile 150 running yards of metal and 300 running yards of gravel as well as portion of the deposited gravel have been washed away.

7. Jagunadpore Road.—In the 28th, 29th, 30th, 31st, 32nd, 33rd, and 34th miles gravelling to the extent of 300, 350, 250, 850, 750, 950 and 300 running yards have been washed away and the road breached as below detailed—

In 32nd mile ... $\left\{ \begin{array}{l} 17 \times 3 \times 1 \\ 17 \times 3 \times 1 \\ 8 \times 6 \times 1 \\ 13 \times 6 \times 5 \\ 24 \times 6 \times 1 \\ 3 \times 2 \times 1 \\ 16 \times 6 \times 1 \end{array} \right\}$

Proceedings of the Madras Government, Public Works Department,
30th October 1876. No. 2,910.

In 32nd mile ...	13 x 3 x 1
	15 x 6 x 1
	13 x 6 x 1
	20 x 3 x 1
	52 x 3 x 1
	13 x 6 x 3
	16 x 5 x 1
	10 x 6 x 2
In 33rd mile ...	150 x 2 x 1
	12 x 2 x 1
	100 x 4 x 1
	275 x 2 x 1
	1 x 6 x 1
	3 x 2 x 1
	8 x 2 x 1
	8 x 2 x 1
	3 x 2 x 1

Irrigation Works.

Villages.	Name of Work.	Remarks.
Batteroo ...	Pedda Cheroovoo...	Breached in two places.
Patroonivala...	Lokasamoodram tank	Do. in two do.
Ampoloo ...	River channel	Do. in several places.
	Napaty cheroovoo	Breached in two places, water overtopped the banks, and 2 feet of earth washed away all along.
Kallapilli ...	Akkiah cheroovoo	Breached in six places.
Byree ...	Head sluice	Rough-stone revetments on both sides fallen down.
Salihoondum ...	Channel ...	30 running yards of revetment washed away.
Ponnam ...	Pedda cheroovoo	Earthwork and turfing slipped down.
Naviry ...	Byree main channel	Breached in three places about this village, which are of 50, 20 and 60 running yards in length.
Pedda Duggam	Pedda cheroovoo	Breached in two places, and the earthwork washed away and the masonry slightly damaged.
Lookalam ...	Head sluice	From the revetment of the Lookalam head sluice, a breach of 24 x 18 x 3 yards and two other breaches near Thootikalams occurred.
Purlam ...	Aqueduct ...	Near the aqueduct a breach 10 x 8 x 2 yards occurred.
Polaky ...	Head sluice	On the eastern side in front of this sluice a breach of 50 x 6 x 1 1/2 yards and on the western side near Anthavaram Thootikalama a breach of 8 x 6 x 1 1/2 yards occurred.
Anthavaram ...	Bridge across Anthavaram channel.	Near this bridge a breach 15 x 6 feet occurred and three beams of the bridge washed away, of which two were found and the other gone.
Chodavaram ...	Aqueduct	Near this a breach of 30 x 6 feet occurred.
Julmoor ...	Dallagolla calingalah	Near this a breach 45 x 3 yards occurred.
	Polaky main channel	Near this a breach 15 x 2 1/2 yards made.
	Channel tank	Breached up to Timgal calingalah and Timgal calingalah washed up to the creek.
Dompaka ...	Julmoor channel	The channel near the old head sluice was washed by 15 x 2 1/2 yards.

Proceedings of the Madras Government, Public Works Department,
30th October 1876. No. 2,910.

Irrigation Works.—(Continued).

Villages.	Name of Work.	Remarks.
Nagarikatakam ...	Head sluice and channel...	On the western side 15 x 10 x 3 yards breached in the revetment. On the eastern side a breach of 6 x 5 x 1 yards made the old channel washed into the new one.
Mokalingam ...	Nagarikatakam channel...	Near this a breach of 44 running yards formed and water overtopped the banks all along this channel and damaged it.

CHICACOLE,
17th October 1876.

(Signed) G. R. LEGGATT, C.E.,
Executive Engineer.

No. 499.

ORDER THEREON, 30th October 1876, No. 2,910.

ESTABLISHMENT, No. 37.

RECORDED, and communicated to the
Revenue and Financial Departments.

(True Extract.)

Major-General, R.E.,
Secretary to Government.

To the District Engineer, Ganjam.

„ Revenue Department.

„ Financial Department.

Exd. E. C. Shunker.

Spare Copies

Chicago & Range Office
17th October 1876

No 138.

From

The Executive Engineer
Chicago Division

To The District Engineer
San Juan

Sir,

In reference to my telegram dated 10th Instant reporting to you the terrific storm and floods that occurred here between the 6th & 8th Instant I have now the honor to report full particulars of the sad disasters that has befallen the Public Works in this Range.

2 On Friday the 6th, it commenced raining at 12 meridian and lasted off, and on during the night, 75 cents of rain measured

measured at 6 A.M. on the 7th.

3 The rainfall and river gauge registers on the subsequent dates are given in the statements shown below:-

From 6 A.M.	To 6 A.M.	Rainfall		River Gauge					
		Inches	Cents	At 6 A.M.		At 12 A.M.		At 6 P.M.	
				ft	Inches	ft	Inches	ft	Inches
7 th	8 th	8	90	6	.	10	6	14	7
8 th	9 th	2	25	20	.	19	7	15	7
9 th	10 th	.	.	11	7	10	.	7	.
10 th	11 th	.	43	7	4	7	4	7	.
11 th	12 th	.	30	6	10	6	8	6	6
12 th	13 th	.	.	5	.	5	.	4	6
13 th	14 th	.	.	3	7	3	6	3	3

4 The river rose on the night of the 8th distant to the extraordinary height of over 20 feet, a height which it has never attained in the memory of man; it overtopped its banks on the 3rd mile of Palacandah road at about 1.30 P.M.

5 The flooding alarmed the whole town of Pithorah, destroying nearly three-fourths of the houses of village of Balaga, Bantali, Pithorah

Pithorah, Pithorah and Pithorah, comprising its municipality. Had the floods occurred at night the loss of human life would have been very considerable.

5 Between the hours of eleven and twelve P.M. of the 8th Messrs. Graham, Chatterjee, and myself heard a report as if it was the discharge of cannon and we thus felt perfectly convinced that it was the result of the bursting of one or more of the arches of the Bridge.

6 All communication between Pithorah Pithorah where the European houses are situated and the fort was completely cut off, the country between being 6 to 10 feet under water and it was not till 10.2 A.M. the 9th that my head accountant by means of offering a large remuneration induced 2 men to put off on a raft with a note conveying to me, the intelligence that the Bridge was gone; but owing

owing to the height at which the miers
stood the exact damage done to the bridge
could not be ascertained and it was not
till midday of the 10th that with the two
greatest difficulty I could myself reach
the fork swimming across the country by means
of wooden bungs.

7 The sight which the wreck of
the bridge presented was sad indeed,
the 9th, 10th, 11th, 12th and 13th arches were
gone and at 6-20 P.M. on the 12th South
the 14th arch also caved in.

8 The bridge having gone has no
doubt been the saving of the town and
which is the general opinion of all. The
floods were so great that the inhabitants
of the town and adjoining villages quit
their houses and were taking refuge on
hills and other elevated places only
saving such property as they could carry
with

22nd March

with them.

11th 36

9 I attribute the destruction of the
bridge to the enormous trees and debris
of villages that were brought down by the
floods completely choking up the arches,
and this with the terrific wind blowing
up the river for 18 hours. A cyclonic
wave drove up it at the same time
(a distance of 6 miles from the sea) adding
to the piling up of the water causing a
gigging commotion towards the centre
of the stream which must have literally
burst up the arches.

10 As I mentioned in my telegram,
communication on all sides was com-
pletely cut off and it was not till the
evening of the 10th I did I managed to get
4 days' northern mails across the river
South and three days' Southern mails
North. I got up two Masala boats
from all my bundles on the couch and
restored

an restored communication across the river
for foot passengers with any possible
despatch; and next had also a tempo-
rary raft constructed on 6 barrels by
which means carts have been got
across. I am getting a ferry boat from
the Vamsadhara river at Byree which
will be placed permanently below the bridge
so that traffic can be got across to and fro.

11 The roads that have been most
seriously breached by the floods are the
Cuttigapatam and Palacemank roads,
the former has been breached in numerous
places between the 1st and 1 1/2 miles
and where it runs over the Balroththan
tank bund, the bund has been com-
pletely washed away, breaches having
been formed from 15 to 18 ft in depth
and it will be some months before
this can possibly be restored to traffic.

12. Accompanying is a statement
of other damages to Public Works all of

which is having my immediate attention
and estimates for their requirements
will follow.

Shanmugam

Edw. McLeagatt C.E.
Eng. Engineer

(same copy)

Shanmugam
District Engineer
Gajam

Statement of damages done to Public
Works in the Cheicash Range by the
heavy rains and floods of the 8th, 9th
and 10th October (1876).

1. Cheicash Bridge. The 9th, 10th, 11th,
12th and 13th arches have been washed away
on the 10th and 14th arch on the 12th evening.
Full particulars given in the report.
2. Jank Road. It is 6: cattering and
graveling in the 2nd and 3rd miles have
been washed away and road breached
in several places from 1 to 3 ft. in
depth. In the 12th mile water ran to top of
the road and breached it near the thin
tarood calingale.

3. Calingafatan Road. cattering
and graveling in the 2nd, 3rd and partly
in the 4th miles have been washed away.
Road breached seriously in several
places, and 4 large breaches are made
in

Statement of damages done to Public
Works in the Cheeseston Range by the
heavy rains and floods of the 8th, 9th
and 10th October 1876. and
1st Cheeseston Bridge. The 9th, 10th, 11th
12th and 13th inches have been washed away
on the 10th and 11th inch on the 12th evening.
Full particulars given in the report.
2nd Trunk Road at 6th Chertalling and
graveling in the 2nd and 3rd miles have
been washed away and road breached
in several places from 1 to 3 ft. in
depth. In the 12th mile water ran to top of
the road and breached it near the turn
to Carrow Calingula.

3rd Calingula Road. Chertalling
and graveling in the 2nd, 3rd and partly
in the 4th miles have been washed away.
Road breached seriously in several
places, and 6 large breaches are made
in

in the bank of Babooth Kan-tank
the neck of the miles have suffered
slight damage and 3 large trees have
been blown down.

4. Palacandah Road. Graveling
in the 2nd mile and metalling and
graveling in the 3rd and 4th miles have
been washed away and the road breached
in the 4th mile in several places from
2 to 6 ft. deep.

5. Gara and Chintadu road. Gravel-
ing in the 1st 2nd 4th 5th 6th 7th and
8th miles for 10, 50, 200, 400, 250, 200
and 400 yards respectively has been
washed away.

6. Alipkani and Siramandala
road. Breaches have been made
as below detailed.

In 2nd mile $\left. \begin{array}{l} 60 \times 4 \times 3 \\ 20 \times 22 \times 3 \\ 26 \times 20 \times 2 \\ 26 \times 20 \times 2\frac{1}{2} \end{array} \right\}$ breaches

50 yards of metat and gravel have
been washed away.

In 6th mile $\left. \begin{array}{l} 60 \times 6 \times 2 \\ 30 \times 8 \times 1\frac{1}{2} \\ 15 \times 4 \times 2 \\ 30 \times 3 \times 3 \end{array} \right\}$ breaches

300 yards of earthwork and gravel
and 100 yards of metat and gravel
have been washed away.

In 8th mile $\left. \begin{array}{l} 30 \times 4 \times 2 \\ 200 \times 6 \times 2 \\ 150 \times 15 \times 1 \\ 30 \times 4 \times 3 \\ 20 \times 22 \times 2 \end{array} \right\}$ breaches

300 yards of metat and gravel have
been washed away.

In 10th mile 300 yards of metat and
gravel have been washed away. In 16th
mile 800 yards of gravel and 3 heaps
of gravel in deposit have been washed
away. In the 17th mile 600 yards of
metat, 1200 yards of gravel & 5 heaps
of gravel deposits have been washed
away

away. In 18th mile 1300 Ryards of gravel
 have been washed away. In 19th mile
 500 Ryards of gravel have been washed
 away. In 20th mile 1000 Ryards of gravel
 have been washed away. In 21st mile
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 of gravel as well as portion of the dis-
 posed gravel have been washed away.
 7 Jagannathapore Road. In the 28th
 29th, 30th, 31st, 32nd, 33rd and 34th miles
 travelling to the extent of 300, 350, 250
 850, 750, 950 and 300 Ryards have
 been washed away and the road breached
 as below detailed.

In 32nd mile

17 x 3 x 1	10 x 6 x 2
17 x 3 x 1	150 x 2 1/2 x 1/2
8 x 6 x 1	12 x 2 x 1/2
13 x 6 x 5	
24 x 6 x 1	In 33 rd mile
3 x 2 x 1	100 x 4 x 1/2
16 x 6 x 1	275 x 2 x 1/2
13 x 3 x 1/2	1 x 6 x 1/2
15 x 6 x 3/4	3 x 2 x 1/4
13 x 6 x 1/8	8 x 2 1/2 x 1/2
26 x 3 x 3	8 x 2 1/2 x 1/3
52 x 3 x 3	3 x 2 x 1/4
13 x 6 x 3 1/2	
16 x 5 x 1/2	

Irrigation Works

Villages	Name of work	Remarks
Batterda	Pedda Cheruvu	Breached in two places
Pattommalia	Lokasamudram tank	80 in two 100.
Ampholos	River channel	80 in several places
	Shapaly Cheruvu	80 in two places water overstuffed the banks and 2 ft of earth washed away all along.
Kallapalli	Attkial Cheruvu	Breached in 6 places
Byree	Steep sluice	Keystone restments on both sides fallen down.
Salihondam	Channel	30 Ryards of restment washed away.
Ponnain	Pedda Cheruvu	Earthwork and turfing slipped down.
Shavary	Byree main channel	Breached in 3 places about the village, which are of 50, 20 & 60 Ryards in length.
Pedda Buggam	Pedda Cheruvu.	Breached in 2 places and the earthwork washed away and the masonry slightly damaged

P.W.D.

1000176

7714

Enclaves in
Ch. 1 of 19 October 1911
to 12th & 13th

District Engineer's Office
Gaujam

Camp (Pineapple)

19th October 1876.

C. No. 1

From

The District Engineer
Gaujam

The Secretary to Government
P. S. D.
Karnal.

Sir,

Encls: 1

I have the honor to forward
herewith a copy of a report received
from the Executive Engineer in charge
of the Pineapple Division on the storm
and floods which occurred between the
6th to 8th instant and destroyed the centre
arches of the Pineapple Bridge. This
Bridge consists of 24 segmental
arches with the span resting on masonry
piers.

piers the span being 36 feet; clear
between piers, and the height of piers
12' + floor, there are two abutment
piers and the arches are therefore in
three sets of 8 between abutments,
those that have fallen are the 9th
10th 11th 12th 13th and 14th commencing
from the North abutment pier, so that
the other two 15 and 16 up to the South
abutment pier are likely to come down
also, or at any rate much be taken
down if ever any attempt is made
to restore the bridge, both the abutment
piers are perfectly safe and all the
arches on either side, and as soon as
I have completed all the necessary ob-
servations I will furnish you with a
full detailed report on the storm and
Bridge with sketch plans &c. I have
seen

seen all myself and the statements contained
in the Executive Engineers report (accompany-
ing) give all the particulars of the damage,
done to the roads and Irrigation works
and what occurred in the town of
Chicadee and adjacent villages, the loss
of the bridge is a serious one, but all
other damages will be speedily restored
and I am glad to find that the Executive
Engineers has already opened communi-
cation over the river by boat traffic,
both for foot and wheel traffic and
the roads damaged in all places
are being rapidly put in order, the
Executive Engineers appears to have
done everything possible under the
circumstances and has given general
satisfaction. I therefore beg to bring
to

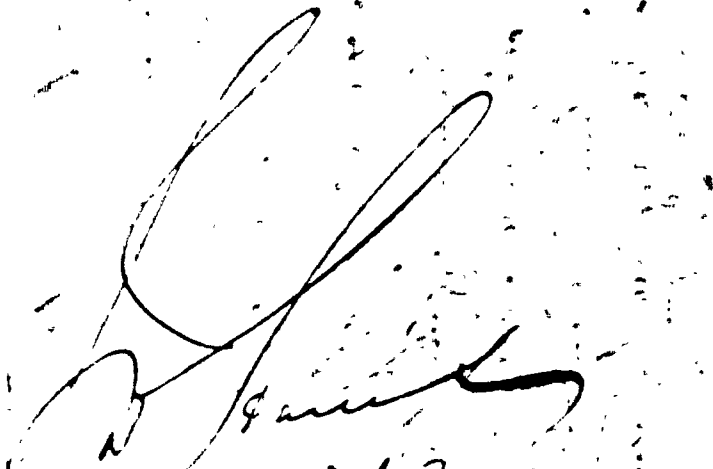
to your notice his zealous and able
exertions.

The storm and rains extended
throughout the whole Ganjam District
and the roads Irrigation tanks channels
and river embankments have
been damaged in many places over
the Beshampore and Gunjur Subdivi-
sion, but not in any place to a serious
extent or beyond which I hope can be
speedily restored, there has been
no loss of life (except one at Shuarale
doubtful) and the damage to crops is
insignificant as far as I have
seen, and I have been over the greater
portion of Chinnale and Beshampore
Divisions; after seeing all the District
I will report further particulars
if

that

if necessary on this subject also. 3

I am the honorable
Sir
Your obedient servant


District Engineer
Ganjam

Lin 27-10-76.

Govt. of 1876 Madras.
PUBLIC WORKS.

To *Mr. P. S. Srinivasam*

Dated

Issued

Recd.

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G. O. S. D. - Date and 1876, No. *2910*

Nos.

M. J. D.

15/11/76