M.R.O. 1—77,606—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.	1017 (W)	Press / Mis.
Dated	13- 10-	1877.

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

13th October 1877, No. 1,017 W.

Buildings and Roads.

Civil Works.

Read the following papers:—

No. 141. From Major J. BEATTY, R.E., Officiating Superintending Engineer, Godavery District, to the Chief Engineer, Public Works Department, Buildings and Roads, dated Camp at Dowlaishweram, 28th August 1877, No. 1,701.

I VERY much regret having to report the loss about noon on the 22nd instant of the Steamer *Wynegunga*, one of the three steamers of a peculiar pattern which Colonel Haig got out from England in 1867 for the navigation of the Godavery.

One report by Captain Barber, dated 26th August 1877.
One copy of demi-official by Mr. Vanstavern.

2. This *Wynegunga* was the steamer that had been brought into use again last year, after lying idle for two or three years, in consequence of the other two, the *Godavery* and the *Wurda*, being very much out of repair. The *Wurda* was in dock under repair last dry season, and the *Godavery* will be put into dock for thorough repairs at the close of the present freshes.

3. Captain Barber started with the *Wynegunga* on her last trip up the river on the 14th instant, and made the voyage up safely to Tarlagudem, which is at the foot of second barrier, 196 miles above Dowlaishweram. It was on her return, as she was coming down the river and had arrived within half a mile of Bhadrachellam, *i.e.*, about 14½ miles below Dumagudem, that the accident occurred.

4. The navigable passage through the barrier is very circuitous, and, as it passes between some of the rocks is not more than 100 feet broad or even less, and this was the case at the particular spot where the accident occurred.

The steamer had just (going "easy") passed one mass of rocks lying to her right as she came down the stream, and had put on full steam to counteract the strong cross current as she passed another mass of rocks on her left, when a strong gust of wind struck the vessel sideways and drove her stern against the mass of rocks which she had been going full steam to avoid. This caused her to swerve considerably from the course it was intended she should take. The engines were therefore immediately reversed at full steam astern; but, as she was in a current of about six miles an hour and had much way on, she ran on one of the rocks she had been trying to avoid. The bow stuck fast on the rock; the seams between the plates separating and forming a large hole by which she rapidly filled and the stern sunk.

5. The vessel struck on the rock near the bow; but as she had so much way on, and was also driven forward by the current, the rock was forced through her

bottom to about one-third of her length from the bow. As she has now settled on the rock, her bow and stern have both sunk; the latter into about 15 feet of water. All this occurred in a very few minutes, and it was at once seen that she was irretrievably lost. The passengers about seventy in number took refuge on the barges, which as usual were alongside heavily laden with cargo; but they fortunately escaped injury. The barges, being surrounded by rocks, had to wait until the Steamer *Wurda* sent for from Dumagudem came to their assistance; consequently the passengers were landed in the steamer's jolly-boat, and what luggage they abandoned in the steamer was recovered subsequently by the crew diving for it.

6. As the *Wynegunga* had been so much bent and cracked that there was no hope of her recovery, the Steamer *Wurda* remained by her until all valuable stores that could be got at were taken out of her, and then started to bring the barges and passengers to Rajahmundry, where she arrived safely yesterday.

7. There is no possibility of removing the steamer bodily from her present position; but when the water in the river falls, after the freshes, the greater part of the materials may be recovered by taking her to pieces.

8. I may also mention further, for explanation to those who do not know the locality, that the first barrier consists of the formidable mass of rocks which stud the river bed from Golagudem* to Parnasala,† a distance of 30 miles; and the worst part of that barrier commences at Bhadrachellam, which is 105 miles above Dowlaishweram. The accident occurred about half a mile above Bhadrachellam.

* 96 miles above Dowlaishweram.

† 126 miles above Dowlaishweram.

9. When these steamers were ordered by Colonel Haig, he expected that the long canal from Dumagudem to Golagudem (25 miles) would have been constructed, and this would have saved these exceedingly flimsy steamers (formed as they are of only one-eighth inch steel plates, with rivets counter sunk) from the great dangers of the river passage through the barrier.

10. As their hulls only rise 18 inches above water-level, with no transverse beams or angle irons to strengthen them, no water-tight compartments and no deck, they are peculiarly liable to collapse on the occurrence of such an accident as has just happened.

It is the great framework, resting on the light hull and forming the cabins below and above, which acts in strong wind like a great sail to the vessel.

11. As explanation may be desired of how it was that the *Wurda* was able to come safely to the assistance of the wreck, I may observe that she was of course not hampered by having full cargo boats alongside, as in the case of the *Wynegunga*, but she was nevertheless in her turn driven out of her course by the wind in the opposite direction and fortunately without actually meeting with rock.

12. It may also be mentioned as regards the state of the river at the time of the accident that though low (only 2' 6" above crest of the Dumagudem anicut), it was not particularly low, or as low as it has often been when the voyage has been made with safety.

13. I have only further to state that I am decidedly of opinion that Captain Barber and the crew are in no way to blame for this unfortunate accident. Every one who has travelled on these steamers knows the great dangers from rocks in that barrier passage, and that only the greatest care and good management, combined with good luck, could have brought them safely through it on the 100 or 150 voyages they have made that way. Even the native cargo boats, which owing to their size, &c., are much more easily handled than one of these bulky steamers, frequently meet with accidents on these rocks. The season before last a cargo boat laden with gall-nuts became a total wreck with loss of cargo on the same rock, and it has always been surprising to me that the steamers have so long escaped injury.

No. 141-A. From the Offg. Supg. Engr., Godavery, dated 1st Sept. 1877, No. 1,829.
No. 141-B. „ „ „ „ 24th „ „ „ 2,108.

No. 142. ORDER THEREON, 13th October 1877, No. 1,017 W.

THE Government have heard with much regret of the total wreck of this valuable steamer which reports of the Commander and the District Engineer show no precaution could have prevented. Looking to the circumstances of the navigation and the amount of the receipts realized by the trips to Dumagudem, it is desirable that the results of the traffic and the extent of its development from the commencement should be carefully collected and reported to Government in order that the future policy to be pursued in connection therewith may be fully arrived at, and especially how far by judicious arrangement private enterprize may be brought to aid the future development of the trade.

2. The steamer should be written off the books of the Public Works Department.

3. All claims in connection with the vessel or her loss should be promptly settled and reported together with the value of any material recovered.

(True Extract.)

Colonel, R.E.,
Secy. to Govt., P.W.D.,

To the Superintending Engineer, Godavery.
„ „ „ Kistna.
„ Examiner of Public Works Accounts.
„ Chief Engineer for Irrigation.
„ Financial Department.
„ Revenue „

Exd. E. C. Shunker.
Spare Copies

Dockenhuaren

26th August 1877.

Superintending Engineer
Godavery District
Dowlaishwaram

Sir

I have the honor to inform
you that the Steamer Wagee under
and 2 barges laden with Cargo left
Coringa on the 8th at 8 A. M.
22nd August 1877. for Rajahmundry
we steamed down the River safely
until noon and within ½ a mile
of Pudrachalleem, when a sudden
gust of wind, and the under Current
from a rock, caused the Steamer, and
= denly to deverge, the Engines were
immediately reversed to full Speed
astern but the Steamer having

leaving considerable way on, and
the Current running about 6 miles
per hour, we were unable to prevent
the Steamer from getting on a Rock,
when She immediately disappeared
Apt. the Passengers about 70 in number
took refuge in the barges which have
since arrived Safely at Rajahmundry.

I immediately sent off a note to
the Executive Engineer, Dowlaigoodum
with the Syrang, Tindle, Engineemen,
& a number of Lascars requesting
him to send the Steamer Warda to
our assistance as soon as possible
which vessel arrived after noon
the next day, we then Commenced
Saving every thing it was possible
to get.

I need scarcely remind you
that the Whyne Ganga was an Open

Steamer and ill adapted for the
intricate and dangerous Navigation
of the Upper Godavery which you are
well aware is thickly studded with
Rocks from Dowaraphilly Upwards,
had the Steamer been furnished with
water tight Compartments & built
of Sufficient Strength for the work
it had to perform, this unfortunate
occurrence would have been prevented,
but every thing which would have
added to the Strength & Safety of the
Steamers have been sacrificed for a
light draft of water.

I also beg to state that this
is the Rock on which one of the Barges
Struck last year and was slightly
damaged. Mr Faustaum in the
Shamrock and other Steamers & Barges
have also been and damaged by it.

I

I have the honour to be

Sir

your most Obed.t Sert

W. Burton Captain

Comg. Steamer

G.a/13: Act.g Gl Blean

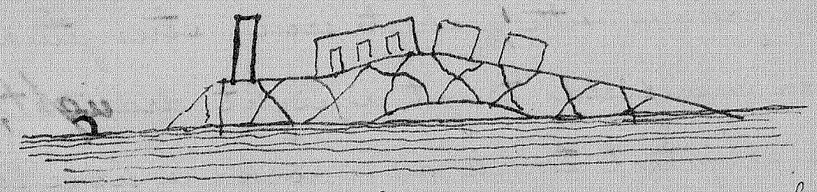
Badrachellum

24th August 1877.

My dear Major Beatty.

Yesterday morning as I was getting the "Wurdah" ready, I was detained for some time by heavy rain and did not get away as soon as I expected. I got down here close to the wreck by noon and had a narrow **shave** of **being** on the rock at **Yerandi**.

The steamer "Wyreegunga" I am sorry to say is totally lost as a **steamer**. She has collapsed over the rocks like a piece of India rubber.



The place she got on is a very akward rock - right in the fair way passage - and one that Colonel Haig had marked off for removal - I myself coming down once in the "Shamrock" knocked a hole into her on the same rock - As far as I can see

and

and from all enquiries, I do not think that any one is to blame - The currents are akward and cross there, and as long as it is calm there is not so much danger, but what caused the accident was the wind which blew the steamer over and out of the road she had to go, and the current.

In looking at this accident, two things are to be taken into consideration; that is first - the flimsy build of the steamer; and secondly the difficulty of managing them when any wind is blowing.

They are built as light as possible in their frames with 1/8" sheet iron, strength has been sacrificed to get a light draught, the slightest touch on a rock - a hole is made and frequently on touching hard sand rivets have been knocked out - both in boats and steamers; had the "Wynegunga" been an ordinarily strong built steamer she would have knocked a hole into her And simply would have settled by the stern - in which position she could have remained till the dry season and then been patched up - till the water rose when she would have got off, and not have doubled up like the "Wynegunga".

2ndly - The difficulty of management - the draft of the steamer is small at most in the after end some 21 inches, above water she presents a great body - also composed of very light iron & wood - a wind catching her round in to places where one does not want her to go - against her helm and in fact becomes unmanageable; in some places where it is clear of rock - the anchor may be let go, and has been frequently done and the steamer saved but in this instance - of the "Wynegunga" it would not have been of the slightest service - as no anchors would have kept her off the rocks besides the moment she struck she began to fill - and was partly under water in a couple of minutes - There were about 70 passengers on board

and

and these were saved by hurrying them on board of the flats along side - they had not received any damages, except a slight one to one which last her rudder The passengers' things that were left in a hurry were recovered by the crew diving for them -

Yesterday the cargo out of the barge that was slighly damaged was put into the steamer - the cargo in good order and the boat loaded with the firewood from the "Wynegunga" - Today we have been busy getting out the "Wynegunga's" anchors & chains - and all the brass and copper pipes except in the Engine room which is under water - Captain Barber consulted with me this morning about taking out all the things of any value and I advised him to do so - as we may get a fresh - and then should the water rise up to her cabin she certainly will further collapse and copper and brass works would be lost.

The "Wurda" is not gitted with a stern rudder - and I think it would be risky for this steamer to come up without one - it would not take long to put one on; it is impassible to take the one off the "Wynegunga", as it is under water in a very strong current, and the pins to be taken out are some 12 feet under water - I am not at all surprised at this accident; it is a thing I have expected every season - there have been many hair breadth escapes - and I think great credit is due for having kept them so long afloat - with only an occasional damage, I believe they were only to last for some 8 years, and they are going into their ninth year - the iron is still ⅜" in thickness, but the rivets being put in hot had taken off all the Line - and the small rivets and the sheets next to the holes pretty well rusted - and they all require a good examination and probably reriveting if the plates will stand it - this steamer has

* The Wurda

has had the whole of her bottom
inside painted which is useless-
as it only hides defects- and since
iron does not require paint-

Yours sincerely-

/Signed/ I. Vanstavern

(True Copy)

L. Beatty. Major R.E
Offg. Supg. Engineer

Enclosure in a letter
No. 1701 dated 28 August 87
from the Offg. Superintending
Engineer Godavery

G.O. 13. dated 23 Dec. 1881

Roads and Buildings.

No. 1701

FROM,

THE OFFG. SUPERINTENDING ENGINEER

GODAVERY DISTRICT.

TO,

THE CHIEF ENGINEER

FOR ROADS AND BUILDINGS.

Encls. 2

Reporting

Ltr. to Docks

Ltr. to Engr.

1887

Copy of Ltr. to the Co., about noon on the 22nd instant, on the Steamer "Ajeengia", one of the three Steamers, a peculiar pattern of which Colonel Haig got out from England in 1867 for the navigation of the Godavery.

2. This "Ajeengia" was the steamer that had been brought into use again last year, after lying idle for two or three years, in consequence of the other two, the "Godavery" and the "Kurda", being very much out of repair. The "Kurda" was in dock under repair last dry season, and the "Godavery" will be put into dock for thorough repairs at the

the close of the present season.

3. Captain Barber started with the "Aquecongue" on her last trip up the river on the 14th instant, and made the voyage up safely to Caraquet, which is at the foot of Second Barrier, 196 miles above Dalhousie. On his way down the river, and had arrived within half a mile of Salmon Beach, C.C., about 4½ miles below Dalhousie, that the accident occurred.

4. The vessel was then heading for the Barrier to run through, and as it was a rock to port of the particular spot where the accident occurred. The steamer had just passed one mass of rocks lying to her right as she came down the stream, and had put on full steam to counteract the strong cross current as she passed another mass of rocks on her

Left.

left, when a gust of wind struck the vessel sideways and drove her stern against the rocks on which she had been previously steering. The force of the wind considerably prolonged the course it had extended the vessel's side. The engineer immediately reversed at full steam astern, but as the vessel in question is about 120 feet long and the rock was on the starboard bow of the vessel was driven forward by the current, the rock was forced through her bottom to about one third of her length from the bow. As she was settled on the rock, her bow and stern bow both sunk, the latter into about

5

15 feet of water. At this moment
the a very few minutes, they struck
at once saw that the vessel would be
lost. The Engineer, almost instantly
in regular, took charge of the engines,
which as usual were supplied steam
= only laden with cargo; the latter was
= hurriedly stowed below. Other
barges, were surrounded by rocks, had
to wait until the Steamer could get
= cargoes were landed by the Steamer's
boats, and what cargoes were then
abandoned to the steamer was recov=
=ered subsequently by the same vessel
as it.

6. As the "Wynaad" had been
so severely knocked and crushed that
was no hope of her recovery, the Steamer
"Murda" commenced to take on board all
valuable stores, that could be got at,
were taken out of her: and then started
to bring the cargoes and passengers to
Rajahmundry

Rajahmundry, where she arrived safely
yesterday -

7. There is no possibility of removing
the Steamer bodily from her present
position, but when the water in the
river falls, after the freshes, the greater
part of the materials may be recovered
by taking her to pieces -

8. I may also mention further, for
explanation to those who do not know the
locality, that the first Barrier consists
of the formidable mass of rocks called
Polagudem, which runs a distance of 30 miles;
and the worst part of that Barrier
commences at Bhadrachellam, which is
105 miles above Dowlaishweram.
The accident occurred about half a
mile above Bhadrachellam -

9. When this Steamers were ordered
by Colonel Haig, he requested that the
Long Canal, from Durrazgudem to
Polagudem (25 miles), would have been
constructed, and this would have saved
these

× 16 miles above Dowlaishweram

& 126 miles above Dowlaishweram -

three exceedingly flimsy Steamers (comm-
-ed. as they are of only ½ inch steel
plates, with direct counter sunk) from
the great dangers of the river passage
through the Barrier.—

10. As their hulls only rise eighteen
inches above water level, with no trans-
-verse beams or angle irons to strengthen
them, no water tight compartments, and
no keel, they are peculiarly liable to
collapse on the occurrence of such an
accident as has just happened.

11. the great framework, resting
on the light hull and forming the
Cabins below and Saloon above, which acts
in strong wind like a great sail to the
vessel.—

11. As explanation may be desired of
how it was that the "Wunda" was able
to come safely to the assistance of the
wreck, I may observe that she was
a source not hampered by having full
cargo boats alongside, as in the case of
the "Wynegumpa," but she was nevertheless

in

in her turn driven out of her course
by the wind in the opposite direction,
and fortunately without actually
meeting with rock.—

12. It may also be mentioned as
regards the state of the river at the time
of the accident that though low (only
2'—6" above crest of the Downagundee
Orient), it was not particularly low,
or as low as it has often been when the
voyage has been made with safety.—

13. I have only further to state that
I am decidedly of opinion that Captain
Barber and the crew are in no way to
blame for this unfortunate accident.
Every one who has travelled on these
Steamers knows the great dangers from
rocks in that Barrier passage, and that
only the greatest care and good ma-
-nagement, combined with good luck,
could have brought them safely through
it on the 100 or 150 voyages they have
made that way. Even the Native
cargo boats, which owing to their size, &c

are

are much more easily handled than one of these bulky Steamers, frequently meet with accidents on these rocks. The Season before last, a Cargo boat laden with 9 gallants became a total wreck with loss of cargo on the same rock; and it has always been surprising to one that the Steamers have so long escaped injury—

I have the honor to be
Sir
Your Most Obedt Servt
J. Beatty. Major R.E.
Asst Superintending Engineer
Godavery Dist.

Encl'd III

Roads & Buildings

No.

From.

The Offg. Supr. Engineer

Godry Dist.

To.

The Chief Engineer

Roads & Buildings

Madras.

Rec.d 15th & dated 1/11

Dated 28 August 18 77

Rec.d 3 Sept. 18 77

R. 1701

Encls. 2 N

Loss of the

"Myrcegunga"—

Reporting the —

G.O. 13. Accepts. Nov. 1877

R.c. 27.9.77.

Ack-4-10. R. 27.9.77

No. 1829 Roads and Buildings.

FROM,

THE OFFG. SUPERINTENDING ENGINEER

GODAVERY DISTRICT.

TO,

THE CHIEF ENGINEER

FOR ROADS AND BUILDINGS.

CAMP DOWLAISHWERAM, 15 September 1877

SIR,

With reference to my letter No 1701 dated 28th ultimo reporting the wreck of the Steamer "Myrcegunga", I have the honor to inform you that I have this day despatched to you by bearing, a Drawing of the Scene of the occurrence by Mr Tanstaurer—

I have the honor to be

Sir

Your Most Obed.t Servant

L. Beatty. Major R.E

Offg. Superintending Engineer

Godavery Dist.

Compared by

P. W. D.

Letter from the Offg. Superintending Engineer, Godavery, No. 1829, dated 5th September 1877.

From
The Offg. Supt. Engineer
Godavery Dist.
No. 1-9-13 dated 5th Sept 1877
To
The Chief Engineer for
Roads & Buildings
Madras

Dated 12th Sept 1877
Rec'd 13th Sept 1877

No 1829
Enclosure 1
Sketch to illustrate Wreck of Steamer Lynx = Gunga = Forwarding Rice Vanstavenis Drawing of the scene of the accident =

Circulated for information in continuation of the District Engineer's report circulated on the 4th September.

Edwd Sullivan
Secy. to Govt
P. W. D.

Ex. 13th Oct. 77 Bdl. 141 A

R.c. 27.9.77.

Ent. Recd 11th Sept 77.

R.c. 22-9-77

Cheshire

SO 10 NW

Enclosures in a letter of 20 Sept
dated 24th September 1877
from the Assistant Surveyor Engineer
Godaeny

GO 13. Acts of Dec 1877

R.e. 27-9-77
Ans 11 Oct 31

Statement shewing the expenditure on Steamer "Wyne Ganga" and the charges of Government for its working during the months of July & August 1877.

No. of Trip.	Original Cost.	Interest at 5 and Depreciation at 10 per Cent total 15 per cent for the whole year Calculated only for one month.	Daily charge for Interest and Depreciation.	Actual expenses on Working days. Wages.	Fuel.	Stores of all kinds.	Total of Wages, Fuel, and Stores.	No. of days worked.	Daily charge for working.	Expenses on Idle days. Wages.	Repairs.	Total of Wages and Repairs.	No. of days lying idle	Daily charge on idle days.	Total of Columns 4 and 10 shewing the total Daily charge on Government on working days.	Total of Columns 4 and 13 being the total Daily charge on Government on idle days.	Total of Columns 8 and 13 showing the total cost of each Trip.	Remarks:
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
				46 2 7	182 2 3	56 9 8	284 14 6	4·11	57 15 2	19 8 11	20 12 8	40 5 7	2·1	19 5 10	- - -	- - -	325 4 1	
(1) Income derived				- - -	- - -	- - -	- - -	-	- - -	- - -	- - -	- - -	-	- - -	- - -	- - -	408 11 3	As per details annexed.
																	83 7 1	Profit
				45 6 -	150 - -	22 - 8	217 5 8	4·8	46 9 3	110 - 10	1 - -	111 - 10	11·4	9 12 9	- - -	- - -	328 6 6	
Income derived				- - -	- - -	- - -	- - -	-	- - -	- - -	- - -	- - -	-	- - -	- - -	- - -	- - -	526 5 11	As per details annexed.
																	197 15 5	Profit
				31 12 7	80 10 -	30 2 3	162 0 9	5·4	30 7 8	76 2 11	- 4 -	16 6 11	1·0	9 13 9	- - -	- - -	178 15 0	
Income derived				- - -	- - -	- - -	- - -	-	- - -	- - -	- - -	- - -	-	- - -	- - -	- - -	757 13 11	As per details annexed
																	578 14 3	Profit
				93 - 6	135 4 4	22 14 9	251 3 7	6·9	37 3 6	72 5 9	- 4 -	72 9 9	5·3	13 13 3	- - -	- - -	323 13 4	
Income derived				- - -	- - -	- - -	- - -	-	- - -	- - -	- - -	- - -	-	- - -	- - -	- - -	1069 6 4	As per details annexed
																	745 9 -	Profit

Dan Cairnes Lieut
Eastern Bengal Dist Office
1st September 1877.

A. Lawton Lieut
Assistant Engineer in charge

Capt. Major RE
Offg Supt Engineer Godavery

Copy forwarded

From

The Officer in charge
Eastern Delta Division Godavery.

To

The District Engineer
Godavery District
DOWLAISHWARAM.

Dated 19 Sept 1877.
Despatched
Received

Statement shewing the expenditure on
Steamer "Bruce Sargent" the charges
on Government for its working during the
month of Augt 1877.

NO. 2108 General.

FROM,

THE OFFG. SUPERINTENDING ENGINEER

GODAVERY DISTRICT.

TO,

THE CHIEF ENGINEER

PUBLIC WORKS DEPARTMENT

MADRAS.

CAMP DOWLAISHWERAM, 24th September 1877

Sept 25 78

SIR,

I have the honor to forward herewith for the information of Government, a statement shewing the expenditure incurred for, and the income derived from, the first 4 trips made by the steamer "Bruce Sargent" in the current season, together with 4 statements shewing details of income.

2. It will be observed that the net Profit during these trips was Rs 1,605-13-9

I have the honor to be,

Sir,

Your most obedient Servt.

L. Beatty. Major RE.

Offg Supt Engineer Godavery.

General.

FROM,

THE OFFG. SUPERINTENDING ENGINEER

GODAVERY DISTRICT.

TO,

THE CHIEF ENGINEER

PUBLIC WORKS DEPARTMENT.

MADRAS.

Ltr no 1707 dated 28th August 1877

DATED 24th
RECEIVED } September 1877.

No. 2108

ENCLOSURE. 5 in 1

"Wynegunga" Steamer—
Forwarding statements
shewing the expenditure
incurred for, and the
profit derived by, the
1st four trips made by

Ga 13. Ch 5 D. Dft. 1413

Ca 8/10.77 Q 13.10.

PUBLIC WORKS DEPARTMENT.

Letter from the Offg Superintending
Engineer Godavery No 1707 dated 28th August 1877

FOR ORDERS.

Edmd Stokes
Secretary to Government

No. 1017 B

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 13th October 1874.

Read the following :—

From
The Officer Lt. Governor
Secretary
} M. No. 1701 of 28th August 1874.
" do do " 1829 " 1st September "
" do do " 2108 " 22nd do "

The Government have learnt with much regret of the total wreck of the valuable steamer Leech, according to the report of the Commander and the District Engineer, who should have prevented—The King to the danger of the navigation and the removed

amount of the receipts realized by the trips to Buenaventura it is worthy of consideration whether the service of steamers for public traffic should be longer continued at the sole expense of the Government. Sufficient experience must have now been acquired of the capability of the country to support for traffic purposes a regular service of boats, and should the commercial success of the experiment have been established, further development of the trade may well be left to private enterprise.

The steamer should be written off the books of the Public Works Department.

The value of any materials recovered should be reported, and the amount of claims, if any, for loss of cargo.

S. E. Cordoncay Esq
" Hartree
Exor P.W.D.
Ch. Engr for D.S.
Secty Defarth
Res. Defarth 21

Defce 22/10/77.

Ch 9647 8540 8705

GOVT OF HIS HIGHNESS

PUBLIC WORKS.

To

Dated

Issued

Recd. Encl.

G. O. 13 Oct 1872. No. 1017 W

Nos. 1111-1112 P.

Memr "Byaregunga"

Endorsement Orders on

papers reporting the loss

of the

Supdt. Jungles
22-10-72