

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	2243	Press ~~Mis.~~
581.582		
Dated	28-9-	1865.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
23rd September 1865.*

No. 581. Read the following Proceedings of the Board of Revenue, dated 21st September 1865.

Read the following letter from Lieutenant-Colonel T. THOMPSON, Agent for Remounts, to R. A. DALYELL, Esq., Acting Secretary to the Board of Revenue, dated Oossoor, 14th September 1865, No. 218 :—

SIR,

1. I have the honor to acknowledge your letter of the 5th instant, requesting some brief account of the working of the Steam Plough at the dépôt.

2. In reply, I have the pleasure to state that the working of the engine and cultivator (not plough) has been most successful, as far as the opening up of the soil thoroughly to a depth of at least a foot.

3. The dépôt field best adapted for the engine is a large one, containing nearly 60 Acres, and which had not been ploughed up since the dépôt was formed here. On this account, it was deemed advisable to use the cultivator in the first instance, as requiring less power, and being more easily repaired in the event of its meeting with rocks or large stones. This was fortunate, for shortly after commencing, several large quarries (? boulders) came in the way, which had to be removed before the work could be continued. The ground then grew so hard from a high, dry, wind, and absence of rain, that I ceased working afraid of injury to the engine. After these we had an unusually heavy fall of rain, which delayed work again, as the weight of the cultivator sunk it into the ground too deeply.

4. Besides all these interruptions from causes over which I had no control, one or two improvements in minor details suggested themselves to Mr. Barwell, and had to be carried out on the "tender" and "cultivator," as well as a tolerably large fracture to be repaired, that happened to the former in getting it into the farm yard on its arrival here.

5. Owing to the above stoppages in working, as well as during each day from stones, I have not been able to come to any certain knowledge of the amount of fuel required, or work that has been done daily; but in ground previously cultivated, and with no interruptions from stones or accidents the engine would work seven hours a day with 4 cwt. of coal and 800 lbs. of firewood, such as is used in the Railway, and would plough up with the five tine cultivator about 6 Acres.

6. I tried working with firewood alone, but the steam could not be got up to the required pressure. I then tried 2 cwt. of coal combined, but this was not sufficient; experience has now shewn 4 cwt. to be required, but in this calculation it must be borne in mind that the steam has to be got up *twice* daily, this being more economical than keeping the fire lighting during the rest hours of the day.

7. Here Mr. Barwell has worked from 6 o'clock till 10 A. M., and from 3 till 6 P. M., making 7 hours a day, to which must be added an hour before for getting up steam, and an hour after for putting out the fire, and leaving the engine in a proper and safe condition; but this amount of work could not, I fear, be got through below the ghâts.

8. The engine has ploughed up about 30 Acres of ground, the greater part of it twice over, as it was so hard it was necessary to go down with narrow tines and to return over the same ground with broad ones, and sometimes even to use but three tines instead of five.

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9. The engine requires about eight barrels of water for daily consumption; three and a half to fill it, and the "tender" the rest at intervals during work.

10. No experiment has been tried with charcoal as fuel for the engine, as Mr. Barwell feared the carbon might have an injurious effect upon the boiler plates.

1. The thanks of the Board will be conveyed to Colonel Thompson for his report, which will be submitted for the information of Government.

2. The Board await Colonel Thompson's reply to their Proceedings under date 18th September 1865.

No. 582.

ORDER THEREON, 28th September 1865, No. 2,343.

Miscellaneous.

Ordered to be recorded.

(True Extract.)

(Signed) J. GROSE,

Acting Under Secretary to Government.

To the Board of Revenue.

Exd. S. T. Augustin.

No. 8 Sept 11/65 - 21 Sept 187.

Recd = 1865th Oph. 11/65
22:00 of Port of 11/65
17-2080.

Proceedings of the
Board of Finance

Sept 21 Sept 187.
Sept 21 Sept 187.
Sept 22 Sept 187.

14 Sept Board of Finance

Submitting 20:
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Sept 187. 1865 regarding
the Commission of the
Steam Ship to the
Municipal Committee
see 2234/11/65

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Wm 28 Sept 187.

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