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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue . DEPARTMENT

G.O. No.	72	<u>Press.</u>
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Dated	10-1-1879	197-

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GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

14th December 1878, No. 4,757 W.

Buildings and Roads.

Civil Works.

Read the following paper :—

No. 147. From G. T. WALCH, Esq., Acting District Engineer, Godavari District, to the Chief Engineer, Public Works Department, dated Dowlaishvaram, 26th November 1878, No. 2,828.

I HAVE the honor to enclose copies of correspondence detailed in the margin, from which you will see that the Upper Godavari steamer has not been able to continue her running after the 16th October, having since her last arrival at Dumagudem been occupied in scraping the silt out of the Dumagudem Tail Lock and its lower approach.

Letter, No. 2,612, dated 13th November 1878, to Dumagudem Division Officer.
Mr. Vanstavern's letters, Nos. 270 and 271, of 19th and 20th November 1878.
No. 2,827, dated 26th November 1878, to Mr. Vanstavern.

2. Mr. Vanstavern states that never before has he seen at the place anything approaching such an accumulation of silt as in this year. And as till it was removed traffic through the canal would be entirely suspended, the steamer was as usual deputed to assist in the work. When this was done it was never contemplated that it would occupy her more than two or three weeks at the outside.

From G. T. WALCH, Esq., Acting District Engineer, Godavari, to the Officer in charge Dumagudem Division, dated Dowlaishvaram, 13th November 1878, No. 2,612.

WHEN I left Dumagudem on 12th ultimo I believe you told me that all would be ready for the steamer *Godavari* to commence clearing silt from the tail locks on her return.

2. I shall feel obliged by your informing me whether when the steamer arrived it was evident work could not then be commenced and that it could not be taken in hand for some time; and if so whether you informed Captain Barber of the probable time that would elapse before the work could be commenced.

3. The very long delay of the steamer is causing serious inconvenience.

From T. VANSTAVERN, Esq., Executive Engineer, Dumagudem Division, Godavari District, to the District Engineer, Godavari, dated Dumagudem, 19th November 1878, No. 270.

I HAVE the honor to acknowledge receipt of your letter, No. 2,612, dated 13th last, and in reply to inform you—

1. After the arrival of the steamer here there was a delay of a few days before she commenced work.

2. Since the steamer has been at work she has done very well.

3. The quantity of silt to be removed is very large; whatever part is cleared in the day is found filled in again in the morning, and so the same work has to be done over for days before any length cleared is actually gained.

4. The silt near the lock is soft on the top, where that is once cleared the lower stuff is found so hard that the scraper will not sink into it and the stuff has to be loosened with sand spades before the scraper can have any effect.

5. The writs from the second group, although not issued by the court, are those which have been issued by the court in the past and which are now being used by the court in the present. The writs in this group are those which have been issued by the court in the past and which are now being used by the court in the present. The writs in this group are those which have been issued by the court in the past and which are now being used by the court in the present.

On the day following the attack, the defendant was hospitalized and she sustained no injuries which had a substantial delay in her activities.

7. The distance walls for 100 feet on the left side of the road were made of water and did not extend to the shore except for a few feet. The water was very deep, and when she was riding across through it, she was not able to see the shore. The distance was unmeasurable. The water was very deep, and when she was riding across through it, she was not able to see the shore. The distance was unmeasurable.

But even so, we have to make certain that the value of the money is not lost.

3. Split one of the small sections of the chain into two equal parts and connect the end with the end of the last section. This will give you a chain that is 1/2 inch longer than the original chain. Repeat this process until you have a chain that is 1/2 inch longer than the original chain.

[illegible]

14. The statement will take down here suggested by the fact that the
 one of the small number of sent I shall feel that the fact that the
 not derived inquiry would be made to passing, and so on.

With reference to my letter, No. 270, I am obliged to you for the fact that Captain Barber requested me to come on board and look after the sick and wounded.

2. This morning I went on board, and on inquiry I ascertained that the steamer had on board the prize and sailors, both of which are loaded with gold, and only the treasure and treasure.

3. These iron rudders, by their peculiar construction, are so constructed that they are not only ordinary fitted rubber, but the steamer has to keep a head of the water in the rudders and the vessel's bottom.

4. Through the injury the rubber has been damaged principally by the stretching and bending of the bands; they cannot be placed in the proper position for the storage by the wooden rubber.

5. Captain Barber told me that the river between Lumberton, Mississippi and the Gulf of Mexico, the channel running in between oaks were the narrowest and most difficult to get out of; this statement has been confirmed by the four pilots, and the fact that the Gulf of Mexico is a narrow boat. There is a large number of these boats in the Gulf of Mexico, and as they get ready they have to take a hard view to the Gulf of Mexico, and this is a high risk.

b. Under the circumstances the Captain of the tugboat is not liable for the risk to take down the steamer in low port and in consequence of which the tugboat is entitled in his opinion.

7. The matter to be considered is this: is there anything to be gained by putting the "chickadee" on his tail to swim? I think not. She could swim, I should think, but she could not be made use of, at least here, as she could not be loaded. I could not stay long time down at it, and when she was removed, floated out of the dock into deep water, she was all over her head and neck, her eyes closed, and rigid, and then she died.

8. She will have to work here for some time just for her own sake. If she does not, she will fall from one to two months and gradually she will become ill. She will have to work here for some time, however, stop her working as soon as possible.

8. Whenever she has completed what is required of her, she is to be paid for her work, and the cost of the work, simply the man to move her from one place to another, and the cost of the water on the works she can be put on the dry and again only to be paid for the work amount to a large sum.

10. The steamer running or not running does not interfere in the slightest with the trade when the accident occurred in the lower district, and there was not any prospect of the steamer continuing to run; orders were sent down by the merchants here for boats and they came under contract; in fact plenty of boats came up on speculation which could obtain but little freight; when the steamer stopped running, there were some 15,378 bags of gahnuts besides other produce to take down; these have all left and other also been sent down with some thousand of bags; gahnuts and other produce is daily coming in and being sent down now; in fact there is a brisk trade.

The merchants and boatmen are anxiously looking to the time that the boat canal will be finished as now they run great risks as in accident happening to boats or cargo the loss falls on them.

11. Should you however wish the steamer to be sent down it will be tried by Captain Barber; should any accident occur he could hardly be blamed. I much regret that these accidents should have occurred, as the steamer must be a serious want to you.

From G. T. WALCH, Esq., Acting District Engineer, Godavari, to the Executive Engineer in charge Durgam Cheruvu Division, dated Dowlaiswaram, 26th November 1878, No. 2,827.

charge Dumaguete Division, dated 20th instant, it is hardly necessary to state that the risk, which both you and Captain Barber believe to be great, of sending the steamer down must not be run. She must be docked at Dumaguete and repairs to her must be carried out there.

2. With reference to paragraph 7 of your No. 270, dated 19th instant, I do not see how the accident which has caused so much injury can be said to have been "unavoidable as the wall could not be seen." It would surely have been very easy to mark out the position of the wall with a few bamboos.

No. 148. ORDER THEREON, 14th December 1878, No. 4,757 W.

ORDERED to be recorded.

(True Extract.)

E. A. M. Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, First Circle.
" Revenue Department.

Exd. C. Howarth.
20 Spare Copies

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Handwritten text, possibly a date or reference number, written vertically.

Handwritten text, possibly a signature or name, written in cursive.