

(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. 2511	Press
B.P. No. _____	Mis.
95	
96	
Dated 4-9-1874	195

Not to be folded or roughly handled

39

*Proceedings of the Madras Government, Public Works Department,
4th September 1874.*

No. 95. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 8th July 1874, No. 308 :—
From Captain H. BAILEY, Officiating District Engineer, Salem, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Salem, 6th July 1874, No. 92.

With reference to your letter, No. 537 of the 12th instant, and its enclosure, herewith returned, I have the honor to forward copy of a report received from the Range Officer, Tripatore, from which you will see that there was only one very small Government tank breached in the valley of the Vaniembady river, those which breached and caused the damage to the railway being the property of Inamdars, over whom this department has no authority.

2. You will perceive that the only Government tank which breached was of so little consequence that the Railway Engineers heard nothing of it, as it is not shewn on the sketch.

3. The previous report from the Range Officer would seem to have referred to Government tanks only.

From Mr. H. ARBUTHNOT, in charge of Tripatore Range, to Captain H. BAILEY, Officiating District Engineer of Salem, dated Tripatore, 24th June 1874, No. 195.

With reference to letter No. 537, dated 12th June 1874, of the Consulting Engineer for Railways, and your Memorandum, No. 217 of the 14th idem, I have the honor to report, after a personal examination of the valley of the Vaniembady river, that the first tank that breached in it was the Nimmayampetty Puckriaree, denoted by A in the sketch, a second-class tank, belonging to an Inamdar, who, being unable to meet the expenditure for the repairs of the breaches caused by the late heavy rains, has handed over the tank to Government. The road from Vaniembady to Allangayam traverses its bund, which has now breached in three separate places; first, south of the calingulah to an extent of 18 feet; in two other places further south-east 70 and 60 feet wide each.

2. The water from a drainage basin of 20 square miles, or more, not being able to be discharged by the calingulah, only 36 feet wide, overtopped the bund, carrying away the portions already mentioned, and slightly injuring the calingulah lately built of rough stone in chunnam.

* Denoted by B in sketch.

The water then passed on to the Gounden Inamdar tank,* situated to the west, washed away its rough stone calingulah, which is simply a termination of the bund on one side and rising ground on the other.

The breach has been partly closed, and the calingulah repaired, so that water now stands in the tank to a depth of about 10 feet.

3. The water escaping from this tank entered next into Yerracoottai; Reddi or Cothacoottai Aree* (also an Inamdar tank), rose above the bund, causing a large slip in the

* Denoted by C in sketch.

rear at the north, and breached a considerable portion of the bund adjoining the calingulah, about 200 feet in length.

4. The calingulah was quite insufficient to discharge the surplus, being only 40 feet in dimensions, terminated by the bund on one side and flanked by high rising ground on the other.

5. A small Government tank on the east, known by the name of Ronojy Row Coottai, also breached to the extent of about 15 feet at its sluice, which was completely swept away. The tank is about 250 feet in length and 100 feet in breadth, and its surplus flows into the Reddi or Cothacoottai tank, which is the largest and last of the group towards the east which breached and augmented the jungle stream flowing into the Vaniembady river.

*Proceedings of the Madras Government, Public Works Department,
4th September 1874.*

6. The Vapumpet Mittadar tank, situated to the south-east of Vaniembady, on the 130th mile of Trunk Road No. 5, receives the surplus water of the Donthithope, Papansoottai, and Appalreddi tanks above it, and drainage of a portion of the Yalagherry hills and the uplands in the west. This tank breached its bund in two places to the extent of 30 and 20 feet, and had the upper portion of its bund washed away for about 50 feet in length and about a foot and a half in height.

Denoted by D in sketch.

7. Its calingulah, 60 feet in length, had its crest wall of rough stone completely washed away. The surplus of this tank flows into the Chettiappanoor tank below, and falls ultimately into the Vapumpet stream feeding the Vaniembady river. The last-named Government tank has not received any injury nor the one below it.

SUBMITTED for the information of Government in continuation of this office letter dated 23rd June 1874, No. 305.

2. It appears that the former report from the Range Officer of Tripatore, in which it was stated that no tanks had breached above the break near Vaniembady, had reference only to the Government tanks situated on the Vapumpet jungle stream, a tributary of the Vaniembady river. The correspondence now submitted corroborates the statements of the Railway Authorities as to the number of tanks breached in the valley of the Vaniembady river, but, as these tanks are the property of Inamdars, no control is exercised over them by the Public Works Department. The Inamdar of the highest tank of the series is stated to have handed the same over to Government, he being unable to defray the cost of repairs. The calingulahs of the damaged tanks appear to have been inadequate for the discharge of rainfall such as occurred in the early part of May.

3. A Government tank, which is omitted in the statement furnished by the Chief Engineer, is also reported to have breached, but it is so small that probably its effect in raising the level of the water in the Vaniembady river was insignificant.

(Signed) W. H. COAKER, Lieutenant, R.E.,
for Consulting Engineer for Railways.

No. 96. ORDER THEREON, 4th September 1874, No. 2,511.

RAILWAY, No. 5.

G. O., 28th February 1872, No. 533.
" 27th November " " 2,783.
" 20th January 1873, " 81.
" 28th March " " 963.

It is observed that in the orders quoted in the margin the condition of Government tanks above lines of railway, the breaching of which was likely to endanger embankments and other works, came under special notice, and the attention of officers was called to the necessity of more systematic treatment than had hitherto been followed, using the Revenue Survey Taluq Maps for the purpose of grouping.

2. No system of tanks, however, can, it is observed, be efficiently managed without including the private tanks within the same catchment basin; and the subject of the safety of these tanks was remitted to Collectors in the Orders of the 23th February 1872, No. 535, but there is nothing to show what action, if any, has been taken by Collectors or the Board of Revenue in connection with the subject.

*Proceedings of the Madras Government, Public Works Department,
4th September 1874.*

3. The Board of Revenue will now, in communication with Collectors, report on the existing state of the law and the general condition of such works of irrigation in private estates; and will advise the Government on the whole matter, having in view that loans may be obtained under the Agricultural Improvements Act for such purposes. The Board will, if necessary, also consult the Advocate General on the subject.

4. In respect to the bridges recently damaged, His Excellency the Governor in Council observes that it is incumbent on the Railway Authorities to show that the structures were designed with due regard to the catchment basins of the streams crossed. It is very doubtful whether sufficient waterway was originally provided.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

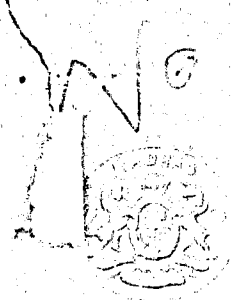
To the Consulting Engineer for Railways.

" Revenue Department.
" Board of Revenue.
" Chief Engineer for Irrigation.

S. E. Salim

Exd. S. T. Austin.

Spare Copies



N^o 72 - District Engineer's Office,
Salem - 6th July 1874.

From

The Off. District Engineer
of Salem.

The Consulting Engineer
for Railways.

Sir,

Enclosures 2

1 Copy of a
letter and
1 Plan.

With reference to your letter
N^o 537 of the 12th Instant and its
enclosure herewith returned, I
have the honor to forward copy
of a Report received from the
Range Officer Tripatore from which
you will see that there was only
one very small Government Tank
branched in the valley of the
Vaniambady River, those which
branched and caused the damage
to the Railway being the
property of landlords over
whom this Department has

no

no authority.

2. You will perceive that the only Government Tank which breached was of so little consequence that the Railway Engineers heard nothing of it as it is not shown on the sketch.

3. The previous Report from the Range Officer would seem to have referred to Government Tanks only.

I have the honor to be,

Sir,

Your most obedt. servant,

A. Bailey Captain,

Off. District Engineer.

Enc. 2.

21

N^o 195

Tripatore Range Office,
Tripatore, 24th June 1874.

From

The Officer in charge of
Tripatore Range.

To

The District Engineer
of Salem.

Sir,

With reference to letter
N^o 537 dated 12th June 1874 of the
Consulting Engineer for Railways
and your Memo No 217 of the 14th
idem, I have the honor to report
after a personal examination of
the valley of the Varimembady
river that the first tank that
branched in it was the Timma-
yampetty Puckriar denoted by
A. in the sketch, a second class
tank belonging to an Enamdar
who being unable to meet the
expenditure for the repairs of the
branches caused by the late heavy
rains has handed over the tank

From
The Offg. Dist. Engr.
Salem.

P.W. 4184/74

To
The Consulting
Engineer for
Railways.

Date 16th July 1874
Recd. S. 3
With P. 92
Encls. 2

Forwarding copy
of a report from the
Tripatore Range Of-
ficer stating that
only one Govt. Tank
breached in the
valley of the Varim-
embady River.

M. 5167A/74.

P.L. 74 Sept/74
In B N-95

P. 17.5.74

to Government. The road from Vairimbady to Allangayam traverses its bund which has now breached in three separate places; first South of the Calingulah to an extent of 18 feet. In two other places further South East 70 and 60 feet wide each.

The water from a drainage basin of 20 square miles or more not being able to be discharged by the Calingulah only 36 feet wide overtopped the bund carrying away the portions already mentioned and slightly injuring the Calingulah lately built of rough stone in Chunnai.

The water then passed on to the Gounden Enamdar tank* situated to the West washed away its rough stone Calingulah which is simply a termination of the bund on one side, and raising ground on the other.

Denoted by C
in sketch.

The breach has been partly closed and the Calingulah repaired so that water now stands in the tank to a depth of about 10 feet.

The water escaping from this tank entered next into Yerracottai, Reddiar or Cothacottai Ari* (also an Enamdar tank) rose above the bund causing a large slip in the rear at the North and breached a considerable portion of the bund adjoining the Calingulah about 200 feet in length.

The Calingulah was quite insufficient to discharge the surplus being only 40 feet in dimensions terminated by the bund on one side and flanked by high rising ground on the other.

A small Government tank on the East known by the name of Ronojy Row Cottai also breached to the extent of about 15 feet at its sluice which was

* Denoted by B
in sketch

completely swept away. The tank is about 250 feet in length and 100 feet in breadth and its surplus flows into the Reddiar or Cothacootai tank which is the largest and last of the group towards the east which breached and augmented the jungle stream flowing into the Varimbady River.

The Vapumpet Mittadar tank situated to the South east of Varimbady on the 150th mile of Grunk Road No. 5 receives the surplus water of the Pouthi-^{Denoted by}thope, Papiacootai and Appalreddi ^{Dim sketch.} tanks above it and drainage of a portion of the Galagherry hills and the uplands in the West. This tank breached its bund in two places to the extent of 30 and 20 feet and had the upper portion of its bund washed away for about 50 feet in length.

length and about a foot and a half in height. 139

Its Calimpulak 60 feet in length had its crest wall of rough stone completely washed away. The surplus of this tank flows into the Chettiapparoor tank below and falls ultimately into the Vapumpet stream feeding the Varimbady river. The last named Government tank has not received any injury nor the one below it.

I have &c.

(Signed) H. Arbuthnot.

Range Officer.

(True Copy)

H. Bailey Captain,

Off. District Engineer.

See &c.

Railway Deptt

Cons: Empst office
8 159

No 398

Submitted for the in-
formation of Government in
continuation of this Office letter
dated 23^d June 1874, No 365.

2. It appears that the former report from the Range Officer of Tripatore, in which it was stated that no tanks had breached above the break near Vanienbadz, had reference only to the Government tanks situated on the Vapumpett jungle stream, a tributary of the Vanienbadz river. The correspondence now submitted corroborates the statements of the

[illegible]

Railway Authorities as to the
number of tanks breached in the
valley of the Vanienbadz river, but
as these tanks are the property
of Luandars, no control is exer-
cised over them by the Public Works
Department. The Luandar of
the highest tank of the series is
stated to have handed the same
over to Government, he being
unable to defray the cost of
repairs. The calculations of
the damaged tanks appear to have
been inadequate for the discharge
of rain fall such as occurred
in the early part of May.

3. A Government tank

179
which is omitted in the statement
furnished by the Chief Engineer;
is also reported to have breached,
but it is so small that probably
its effect in raising the level of
the water in the Vanienbadz river
was insignificant.

W. M. M. Lenth R.E.

advised
July 1874
Ex-Bent

For Cons: Eng^r for
Railways

To The Secretary to Govt
P. W. Dept
Fort Saint George

P. 199

P. W. D.

Proceedings of the Madras Government,
Under date the 25th 187

Read the following:-

Thomson & Co. Engineers
Railways (The Cank 290 of 8 July 1874)

It is observed that
in the orders quoted in
the margin the condi-
tion of Government
land above lines of
Railway, the breaching
of which was likely
to endanger embank-
ments and other works
came under special notice
and the attention of officers
was called to the necessity
of more systematic
treatment than has
hitherto

L.O. 20. Sep. 1874 2000
" 24 do. " 2000
" 20. Jan. 1875 1000
" 28 March " 900

W. H. P.

1/10
1/10
1/10

13/7
The time has come for making
our proper provision for the
and some may be gathered from the
= much but it would therefore with a view to forming
some system - if necessary by legislation through the
House of Revenue and the District Revenue
though the D.R. is the saving side of the
don't and coming of the Bank of England as
you will and with them business on the whole.

The time has come for making
our proper provision for the
and some may be gathered from the
= much but it would therefore with a view to forming
some system - if necessary by legislation through the
House of Revenue and the District Revenue
though the D.R. is the saving side of the
don't and coming of the Bank of England as
you will and with them business on the whole.

Recorded with reference to
G.O. No. 21

2. Mr. 1874 Ref. 1000
3. Mr. 1874 Ref. 1000
4. Mr. 1874 Ref. 1000
5. Mr. 1874 Ref. 1000
6. Mr. 1874 Ref. 1000
7. Mr. 1874 Ref. 1000
8. Mr. 1874 Ref. 1000
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95. Mr. 1874 Ref. 1000
96. Mr. 1874 Ref. 1000
97. Mr. 1874 Ref. 1000
98. Mr. 1874 Ref. 1000
99. Mr. 1874 Ref. 1000
100. Mr. 1874 Ref. 1000

hitherto been followed,
namely the Revenue
Survey Salug Maps
for the purpose of
grouping.

No system of tanks
however can, it is
observed, be efficiently
managed without in-
cluding the private
tanks within the same
catchment basin. And
the subject of the safety
of these tanks was
remitted to Collectors
in the order of the 28th
February 1872 No. 535,
but there is nothing
to show what action,
if any, has been taken

by

219
by Collectors or the
Board of Revenue
in connection with
the subject.

The Board of Re-
venue will now
in communication
with Collectors report
on the existing state
of the Law and the
general condition
of such works of
irrigation in private
estates, and will ad-
vise the Government
on the whole matter,
having in view
that Loans may be
obtained under the

Agricultural Improvements. The Board will of course also consult the Advocate General on the subject for such purposes.

In respect to the bridges recently damaged on the Railway Authority's property the Governor in Council observes that it is incumbent on the Railway Authority to show that the structures were designed with due regard to the catchment basins of the streams crossed. It is very doubtful whether sufficient waterway was originally provided.

For draft
11/10/95
H. J. S. Limited
11/10/95

95
4

95-96
12th June Engineer R
7 Rem Sec
50 Bonds of Rem
Sist Eng. R
Chief R
Sist R
11/10/95

Public Works Department
239
Proceedings of the Madras Government
Read the following
From the Census Dept
for Railways (H. B. 16395) 8 July 1895

20/10/95

It is observed that in the orders quoted in the margin attention was specially called to the condition of Government Tanks along line of Railway the breaching of which were likely to endanger embankments and other works, and an opinion was expressed in the orders of the 28th March

- P.O. 28th July 1895 No. 535
- " 24 Oct / " " 2483
- " 20th Jan / 95 " 186
- " 28th March " " 963

M. B. 29/7
value
11/10/95

March 1848, No. 963, that
by the personal direc-
tion of the Chief Engineer
for Irrigation and
constant direct com-
munication with
District Engineers
a considerable im-
provement in their
condition might be
~~secured~~^{secured}. It was
however pointed out
that although the ex-
istence of Railways
under San Ro would be
an ^{add?} inducement to
keep the latter in a
state of efficiency the
Govt could not under-
take to place all

258
San Ro contiguous to
Railways in a state
of absolute security at
the expense of San Ro
of more general im-
portance elsewhere
and that the circum-
stances of the departure
of Public Works at the
time precluded any
comprehensive mea-
sures being taken
towards a more
scientific treatment
of chains of San Ro.
But the attention
of Officers was called
to the necessity of more
systematic treatment
than

than had hitherto been
followed, using the
Revenue Survey Salug
maps for the purpose
of grouping.

No system of tanks however
can it is observed
be efficiently managed
without including the
private tanks within
the same catchment
basin - and the sub-
ject of the safety of
these tanks was remitted
to Collectors in the
orders of the 28th Sep/72
No. 583, but there is
nothing to show what
action, if any, was then
taken

taken by Collectors
or the Board of Re-
venue in connection
with the subject.

His Excellency
the Governor in
Council considers
that the time has
arrived for insisting
on proper repairs,
under State super-
vision, of these tanks,
which by their break-
ing affect not only
Railways, but Harbours,
Bridges, Roads and
other Public Works.
The orders already
issued

issued in regard to the
 examination of roads.
 Tanks will accordingly
 be extended to private
 tanks also. and
 District Engineers
 will report on these
 and estimate for their
 repair under the
 orders of the Chief
 Engineer for Irriga-
 tion. Collectors
 will also be required
 to institute further
 inquiry and report
 through the Board
 of Revenue on the
 existing state of the
 Law.

I suppose not, with
 this paragraph
 + ~~the~~ ~~sub~~ ~~mission~~
 omitted

will be in communication
 with collector report

I had told
 him a few
 days ago
 that the
 difficulty
 was
 appearing
 can amount
 to 9/8

Law and condition
 of these works of irri-
 -gation and advise
 the Govt. on the whole
 matter. having in
 view that Loans
 may be obtained
 under the Agricultural
 Improvement Act.
 In respect to the
 bridges recently
 damaged His Excellency
 in Council observes
 that it is incumbent
 on the Railway Au-
 -thorities to show
 that the structures
 were designed with
 due regard to the

Samuel

PUBLIC WORKS.

2

Date: _____

Recd

Encl. 2

G. O.

S74. No

25/1

1503

Tanks

The B^d of Rev: requested
in communication with
Collector to report on the re-
sulting state of the Law in the
subject of the safety of private
banks the breaching of the
was^{is} likely to endanger the
banking and other works
~~to which the public have~~
~~been of works of legislation~~
~~in private relations to which~~
~~was the public in the whole of~~

Die 29/12, heute heisst es: "Festtag"