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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	3118	Press
B.P. No.		Mis. _____
Dated	20-11	195
		CE 76

Not to be folded or roughly handled

Read the following papers:—

No. 373. From Captain R. R. E. BROCKMAN, R.E., District Engineer, Tanjore, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Camp at Combaconum, 31st October 1876, No. 2,061.

In reference to G.O., No. 2,328, dated 31st August 1876, I have the honor to report relative to the breach in the Cauvery and the Vennaur alluded to in the letter from the Agent, South Indian Railway, printed with the above Government Order.

2. The breach in the Cauvery occurred in a portion of the river embankment which was raised and strengthened last year on a special estimate, and at a spot where there was a high and broad padugay between the embankment and the river edge and where the level of the flood water was 2 feet below the top of the embankment. It is difficult to conceive therefore how the breach in question could have occurred unless the embankment had been tampered with. It would appear from the reports submitted by the Range Officer that the general rumour at the locality is to the effect that the breach was caused by an opening having been made in the embankment by a Mirassidar in view to obtain a supply of water to his lands which had just then been planted out, as a temporary sluice which the Mirassidar had some time ago put in the bank, without authority, for the purpose of irrigating his lands, was closed when the embankment was repaired last year. However probable this may appear to be there is no proof in support of it, and no direct information can be obtained relative to the matter.

3. In regard to the breach in the Vennaur, I have to observe that the condition and circumstances of the river embankment and padugay at its site were similar to those at the site of the Cauvery breach above-mentioned. The river embankment was in very good order, a broad padugay intervening between it and the river edge. The height of the flood water at this locality was 1 foot below the top of the river embankment. There was no apparent cause for the occurrence of this breach which may be considered to have been purely accidental and due to unforeseen causes.

4. From the circumstances reported above, and from the fact that the breach in either case was not occasioned by the river embankment being overtopped by the flood waters, although the highest flood of the season was greater than those of several years past as will be seen from the entries in the margin, it is, I would submit, obvious that the river embankments at the localities of the breaches were in good repair, and that the occurrence of the breaches cannot be ascribed to the inefficient state of

the embankments at the localities in question.

Year.	Maximum flood.		
	FT.	IN.	
1867	9	10	
1868	9	11	
1869	9	7	
1870	8	8	
1871	8	11	
1872	9	8	
1873	10	2	
1874	11	3	
1875	10	6	
1876	11	7	

Proceedings of the Madras Government, Public Works Department,
20th November 1876. No. 3,118.

No. 373-A. Endorsement of the Consulting Engineer for Railways, dated Madras,
13th November 1876, No. 556.

From W. S. BETTS, Esq., Agent, South Indian Railway, to Lieutenant-Colonel J. H. M.
SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapa-
tam, 8th November 1876, No. 2,445.

You will no doubt have observed in the last Board letter that I am requested to
report what reply you gave to the inquiry contained in my letter No. 2,006 of the 5th
of August last, viz., whether the cost of damage sustained by this Company by the
bursting of certain river banks should not be borne by the department whose duty it
is to maintain in an efficient state the banks of the river.

2. Will you please let me have your early reply?

SUBMITTED for the consideration of Government with reference to their Proceedings,
under date the 31st August 1876, No. 2,328, in which is embodied the letter from the
Agent, No. 2,006, dated the 5th August 1876.

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Consulting Engineer for Railways.

No. 374. ORDER THEREON, 20th November 1876, No. 3,118.

RAILWAY, No. 52.

RECORDED with reference to G.O., No. 2,328,
of the 31st August 1876. There is nothing in
the circumstances to support any claim for the
reimbursement of the cost of repairing damage sustained by the South Indian Railway.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

To the District Engineer, Tanjore.
" Chief Engineer for Irrigation.
" Consulting Engineer for Railways.
" Revenue Dept.

Exd. S. T. Austin.
Spare Copies

No 2061

District Eng's office
Camp Coimbatore
31st October 1876.

From,
Captain A. R. E. Brothman R.E.
District Engineer Tanjore

To,
Major General G. W. Walker R.E.
Secretary to Government -
D. P. W.

Sir,
In reference to G.O. No. 2328, dated
31st August 1876, I have the honor to
report relative to the breach in the
canary & the Vinnam alluded to in
the letter from the Agent, South India
Railway printed with the above G.O.
2 The breach in the canary occurred
in a portion of the River embankment
which was raised and strengthened
last year on a special estimate &
at a spot where there was a high and
broad padding between the embankment
and the river edge and where the level
of the flood water was two feet below
the top of the embankment. It is
difficult to conceive therefore how
the

the breach in question could have occurred unless the Embankment had been tampered with. It would appear from the Reports submitted by the Range officer that the general rumour at the locality is to the effect that the breach was caused by an opening having been made in the Embankment by a Mirassidan in view to obtain a supply of water to his lands which had just then been planted out, as a temporary sluice which the Mirassidan had some time ago put in the bank, without authority, for the purpose of irrigating his lands was closed when the Embankment was repaired last year. However probable this may appear to be, there is no proof in support of it and no direct information can be obtained relative to the matter.

3. In regard to the breach in the Ven. I have to observe that the Condition and Circumstances of the River Embankment & Padugay at its site were similar to those at the site of the Cannery breach above mentioned. The River Embankment was in very good order, a broad

paddingay intervening between it and the river edge. The height of the flood water at this locality was one foot below the top of the River Embankment. There was no apparent cause for the occurrence of this breach which may be considered to have been purely accidental & due to unforeseen causes.

Year	Height
1867	10"
1868	11"
1869	12"
1870	8" 8"
1871	8" 12"
1872	8"
1873	2"
1874	1"
1875	1"
1876	11"

4 - From the Circumstances reported above and from the fact that the breach in either case was not occasioned by the River Embankment being overtopped by the flood waters although the highest flood of the Season was greater than those of several years past as will be seen from

the entries in the Margin, it is, I would submit, obvious that the River Embankments at the localities of the breaches were in good repair and that the occurrence of the breaches cannot be ascribed to the inefficient state of the Embankments at the localities in question.

I have the honor to be
Sir,
Your most obed^t Serv^t
M. S. Orkney Capt. R.E.
Dist^t Engineer Inj^d

93-11-74 No 25
-31-8-76 - 2328

Mr. L.
Nov. 75
No. 7968

Regarding relative
to the breach in the
Country & Minerals
referred to in No.
No. 2328, dated 31st
August 1876

Dated 31st Oct. 76

No. 2061

From
The District
Judge
The Secretary
Court No. 8.

No. 2445
GREAT SOUTHERN OF INDIA RAILWAY.
AGENT'S OFFICE,
NEGAPATAM, 8th November 1876.

THE AGENT,

Great Southern of India Railway,

The Consulting Engineer for Railways
Madras.

SIR,

You will no doubt have observed in the last
Board letter that I am requested to report what
reply you gave to the inquiry contained in my letter
No. 2061 of the 5th of August last, viz whether the
cost of damage sustained by this Company by the
bursting of certain river banks, should not be
borne by the Department, whose duty it is to maintain
in an efficient state the banks of the river.

Will you please let me have your early
reply.

I thank you for the letter.

Yours most obedt servant
William B. B. B.
Agent

Cin: 16-11-76

P.W.D.

14 NOV 76

No. 5235

RAILWAY DEPARTMENT.

Consulting Engineer's Office,
Madras, 13 Nov 1876

No. 556

SUBMITTED for the consideration of GOVERNMENT,
with reference to their Proceedings
under date the 31st August 1876
No 2328, in which is embodied
the letter from the Legation No 2006
dated the 5th August 1876

Minister of the Interior

for signature for the

Secretary to Govt
Public Works Dept
Mr. St. George

Stam

Mr. St. George

10.1.1876

Mr. St. George
for signature

10.1.1876
10.1.1876

As out of damage by
building of water
and drains

Am: 16-11-76

303-11-76 No 25
- 31-8-76 - 2328.

P.W.D.
14 NOV 76
No. 8235

No 373

An 16-11-76

submitting
a letter from the agent
R. G. Ky. with reference
to the cost of damage due
caused by the long leg
the building of certain
rivers banks.

Enclosures, 1

No. 556.

Dated 13th November 1876.
Received

To
The Secretary to Government,
P. W. Department,
Fort St. George.

From
The Consulting Engineer
for Railways,
1876.

RAILWAY DEPARTMENT.

K. I. Form No. 22.

No. 3118

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the

20th Nov. 1876

READ the following:—

From the Attyr Tanjore (H.E. No 2061 of 31 Aug 76.
" " Com Engg. for Rys (H.E. " 556 of 13 Nov 76)

Recorded with reference to
L. O. No 2328 of the 31st August
1876. There is nothing in the
circumstances to support any
claim for the reimbursement
of the cost of repairing damage
sustained by the South Indian
Railway.

My 15/11

[Signature]

L. E. Tanjore ✓ 15
C. E. Tanjore ✓ 21 17
C. E. Tanjore ✓
" Rev. Dept. ✓
11/11
Desd 27-11-76

1953
1954

Gobi. of 1870: India.
PUBLIC WORKS.

To

Mrs. R. B. Sanyal

21/11/12

Dated

Issued

Recd

Encl.

G. O. 20th Dec 1870, No. 3112

No. 373/74

Damage caused to the
S. L. Ry line by the falling
of the Embankment & various
banks, Sanyal Dist.

Report on the Subject of
the cost for repairing the
— recorded with refer-
ence to G. O. 2326 of 27th
August 1876.

100
100
100