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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.	71.	Press
B.P. No.		Mis.
Dated 10-9-1874 196.		

Not to be folded or roughly handled

No. 95. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 8th July 1874, No. 398 :—

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 24th June 1874, No. 195.

With reference to letter No. 537, dated 12th July 1874, of the Consulting Engineer for Railways, and your Memorandum, No. 217 of the 12th instant, 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 Nimmayamputti Puckriaree, denoted by the sketch, a second-class tank, belonging to an Inamdar, who, being unable to meet the repairs of the breaches caused by the late heavy rains, has handed over the road from Vaniembady to the Government. The road from Vaniembady traverses its bund, which has three separate places; first, south of the calingulah to an extent of 18 feet; in second, south-east 70 and 60 feet wide each.

2. The water from a drainage basin discharged by the calingulah, only 36 feet wide, already mentioned, and slightly injuring the bund, carrying away the portions lately built of rough stone in chunam.

* Denoted by B in sketch.

away its rough stone calingulah, which is rising ground on the other.

The breach has been partly closed, and the tank to a depth of about 10 feet.

3. The water escaping from this tank, situated to the west, washed the bund on one side and

* Denoted by C in sketch.

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

4. The calingulah was quite insufficient in dimensions, terminated by the bund on the north, and breached a considerable portion of the bund, causing a large slip in the bund adjoining the calingulah, about 200 feet in length.

5. A small Government tank on the north, and breached a considerable portion of the bund, causing a large slip in the bund adjoining the calingulah, about 200 feet in length.

6. A small Government tank on the north, and breached a considerable portion of the bund, causing a large slip in the bund adjoining the calingulah, about 200 feet in length.

Range, to Captain H. BAILEY, Officiating District Engineer of Salem, dated 24th June 1874, No. 195.

With reference to letter No. 537, dated 12th July 1874, of the Consulting Engineer for Railways, and your Memorandum, No. 217 of the 12th instant, 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 Nimmayamputti Puckriaree, denoted by the sketch, a second-class tank, belonging to an Inamdar, who, being unable to meet the repairs of the breaches caused by the late heavy rains, has handed over the road from Vaniembady to the Government. The road from Vaniembady traverses its bund, which has three separate places; first, south of the calingulah to an extent of 18 feet; in second, south-east 70 and 60 feet wide each.

2. The water from a drainage basin discharged by the calingulah, only 36 feet wide, already mentioned, and slightly injuring the bund, carrying away the portions lately built of rough stone in chunam. The tank, situated to the west, washed the bund on one side and

repaired, so that water now stands in the bund, causing a large slip in the bund adjoining the calingulah, about 200 feet in length.

3. The water escaping from this tank, situated to the west, washed the bund on one side and

4. The calingulah was quite insufficient in dimensions, terminated by the bund on the north, and breached a considerable portion of the bund, causing a large slip in the bund adjoining the calingulah, about 200 feet in length.

5. A small Government tank on the north, and breached a considerable portion of the bund, causing a large slip in the bund adjoining the calingulah, about 200 feet in length.

*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, Papancoottai, 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.
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. 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 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 statement 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 tank of the series is stated to have handed the same over to Government being unable to defray the cost of repairs. The calingulahs of the tanks appear to have been inadequate for the discharge of rainfall such as in the early part of May.
3. A Government tank, which Chief Engineer, is also reported to be in the statement furnished by the District Engineer, but it is so small that probably its effect in raising the level of the Vaniembady river was insignificant.

(Signed)

COAKER, Lieutenant, R.E.,
Consulting Engineer for Railways.

No. 96. ORDER THEREON

RAILWAY, No. 5.

G. O., 28th February 1872, No. 5
" 27th November " 2
" 20th January 1873, " 8
" 28th March " 1

necessity of more systematic treatment of the Revenue Survey Taluq Map.

2. No system of tanks, however, without including the private tanks, subject of the safety of these tanks, 28th February 1872, No. 535, has been taken by Collectors on the subject.

Order No. 2,511.

It is observed that in the orders issued in the margin the condition of Government tanks above lines of railway, the breaching of which was likely to cause larger embankments and other damage, came under special notice, and attention of officers was called to the same, and hitherto been followed, using the system of grouping.

It is observed, however, that in the management of the same catchment basin; and the District Collectors in the Orders of the Government to show what action, if any, has been taken in connection with

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

3. The Board of Revenue will now, in view of the existing state of the law and the matter of irrigation in private estates; and will, in view of the fact that loans may be obtained under the Agricultural Improvements Act for such purposes. The Advocate General on the subject.

4. In respect to the bridges recently constructed, 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 Ext)

(Signed) G. W.

communication with Collectors, report on the condition of such works of the Government on the whole obtained under the Agricultural and will, if necessary, also consult the Advocate General on the subject.

red, His Excellency the Governor the Railway Authorities to show regard to the catchment basins of the sufficient waterway was originally

ALKER, Colonel, R.E.,

Secretary to Government.

- To the Consulting Engineer for Railways.
" Revenue Department.
" Board of Revenue.
" Chief Engineer for Irrigation.
" District Engineer, Salem.

Order thereon 10

1/74 No 91

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G. O. 4th September 1874, No. 2,551

ENGINEERING.

1874-75-76

1874-75-76

Thanks.—The Board of Revenue
has, in communication with Collectors,
reported on the existing state of the law
the subject of the safety of private
the breach of which is likely to
be a serious and dangerous matter.