

- (1) Number of pages 4
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MADRAS RECORD OFFICE.

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.	2847	Press
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Dated	28. 11.	1876 196

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

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 Negapatam, 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.

" *Remuneration*

Exd. S. T. Austin.

Spare Copies.

DISTRICT ENGINEER,
TANJORE,
&c., &c.,

Dated November 20th.

Issued

Recd. 4-28 Encl.

G. O., 20th November 1876, No. 3,118.

NOVEMBER

Nos. 373-374

2, Board of Revenue 24/12/76

Damages caused to the South Indian Rail-
way Line by the bursting of the Cauvery and
Vennaur banks, Tanjore District.—Papers on
the subject of the cost for repairing the—
recorded reference to G.O., No. 2,328,
of 31st August 1876.

Commander
Board of Revenue

28.2.1877