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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

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Dated	10-10-1877.	197 E.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

22nd September 1877, No. 766 W.

Buildings and Roads.

Civil Works.

Read the following paper:—

No. 171. From Major ROSS THOMPSON, R.E., District Engineer, Presidency, to the Secretary to Government, Public Works Department, dated Fort St. George, 19th September 1877, No. 3,383.

With reference to G.O. No. 121 W of 15th September 1877, and Proceedings of the Board of Revenue, No. 4,022 of 29th August 1877, I have the honor to request that you will be good enough to draw the attention of Government to the fact that although the Veysarpaudy tank breached on the evening of the 18th May, the Deputy Collector's report of the occurrence did not reach me until the 21st of May. His letter (herewith forwarded) is dated the 19th, but I presume it was sent to me in the usual official course. Had it been sent to me by a special messenger, as I consider under the circumstances it should have been, the work would have been in hand two and a half days sooner. Sub-Conductor Pimm in charge of the Northern Range fortunately happened to hear of the breach on the 21st instant, and he at once set about having the breach closed.

2. I respectfully request that this explanation may be made to Government, as the Acting Sub-Secretary to the Board of Revenue, in his letter forwarding Proceedings of the Board of Revenue, No. 4,022 of 29th August 1877, to the Chief Secretary to Government, makes the following remark:—

* * * * *

"It is not explained why no action was taken by the District Engineer when the breach was reported to him."

* * * * *

A remark which is calculated to mislead, as the repairs of the breach were actually taken in hand vigorously on the 21st of May by Mr. Pimm the moment he heard of it, before he had received any Revenue Officer's report on the subject, and before he received my endorsement on the Deputy Collector's letter of the 19th inquiring of him (Mr. Pimm) what had been done.

3. In the original papers submitted herewith marked A, B, C and D, I would beg to draw attention more particularly to paragraphs in A marked with blue pencil to the whole of B, to my endorsement on C, and paragraphs marked with blue pencil in D.

From Sub-Conductor H. PIMM, Supervisor, in charge of the Northern Range, to Major ROSS THOMPSON, R.E., District Engineer, Presidency, dated Vepery, 22nd May 1877, No. A.

I respectfully beg to submit the following report on my inspection of works on the morning of the 21st instant for your information:—

1st.—I inspected the large tank at the Perambore Lines to ascertain how the new embankments stood the late heavy rains. They stood well with only a slight settlement, but not a thorough washing down, except a small portion where the rush of surplus drainage water crosses the main road. On the whole the embankments have stood far better than what I expected.

2nd.—The road from the main road to the front gate of the Powder Mills is very badly cut away on both sides, and is dangerous to pass over at night.

From information I obtained the side embankments to this road wash down during ordinary monsoon rains; I do not doubt this information from the nature of the soil, which is sandy and boggy.

This would cost too much. If the side slopes are made up again at a slope of 3 to 1 it will I think be sufficient.—R. T.
23rd May 1877.

I beg to suggest that in repairing this road the side slopes be revetted to high flood level.

3rd.—The earthen traverses round the Veysarpaudy Magazine.

The traverses have stood well, only a slight settlement (which was expected); the berms which were formed by filling up the old ditch are very much cut away. The parapet and wing walls to the main drain on the west side of the magazine are cracked, caused by the settlement of the new earthwork.

This was to be expected.—R. T.

4th.—The road between the railway and the Veysarpaudy Magazine is breached in two places and very badly cut away and impassable. As I stated when I submitted the estimate for the repairs of this road, it requires widening and retelling.

I now beg to suggest that this road be raised to the level of the roadway at the entrance of the magazine: what little metal remains on the road can be picked up and stacked, and the work to be carried on by relief coolies (I believe they have no work for them at present). Over the new made earthwork I would propose to put a 6-inch layer of sand; when this is worked in forming a top crust, then the road can be retelled. A culvert will be required near the Railway Bridge. If you approve of my ideas, I will submit plan and sections with a revised estimate.

Approved, submit plan and sections with revised estimate.—R. T.

5th.—The breach in the Veysarpaudy tank bund.

2. I was only informed of the breach while inspecting the road to the Veysarpaudy Magazine. I went at once. The breach is about 30 yards in length. I was informed it occurred on Saturday morning and now (on my inspection) it is nearly drained.

3. I at once sent the best Maistry I had and sent a number of old doors from the stores in the Fort. (Some villagers were taking the doors off their houses to assist in forming a ring bund.)

4. While at the breach two Superintendents of Police (the officers' names I don't exactly know) I asked them, as a case of emergency, to send me some relief coolies. They stated they were not in charge of that district, but would state my wishes to Colonel Drever. I am sorry to say I received no assistance from relief coolies.

5. With the materials and coolies my Head Maistry raised a ring bund; by noon this was made and the breach temporarily stopped.

6. I shall take longitudinal and cross sections of the breach to-morrow and send them to you with a further report.

From the same Officer, dated Vepery, 22nd May 1877, No. B.

I RESPECTFULLY beg to follow up my letter of yesterday on the Veysarpaudy tank.

The breach must be repaired and the bund brought up to its original section. Two feet thickness of clay puddling should be put in behind the revetment.—R. T.
28th May 1877.

2. This morning I took sections of the breach which I now send to you showing the proposed new work for closing the breach (in red).

3. I inspected the tank bund from the breach to its surplus weir. The east bund from the pagoda to its turning towards the west or north bund is in many places and for considerable lengths nearly washed away; the whole of this portion of the bund is greatly damaged, but in many places only a small portion of the exterior slope remains.

4. The cause of this damage is I consider from the action of the strong westerly winds during the late rains, and from the small sectional area of the tank bund which is very little in some places.

5. I have ordered Mr. Overseer C. Stewart to at once take longitudinal and cross sections of the bund from its surplus weir to the present breach.

6. I would thank you to inspect this tank with me as I wish for your advice. The safety of this tank is required, not only on account of the irrigation under it, but also for the safety of the railway and other private property.

Inspected with Mr. Pimm on 26th May 1877.—R. T.
28th May 1877.

7. I would come in person; but I wish to see to this work and the state of the Perambore tank, which I will inspect this afternoon; a report will follow.

P.S.—It is very hard to obtain soil to repair the breach. On my speaking to Mr. Jackson, whose land is adjacent to the breach, he gave his consent to excavate in his ground to the general level of the adjacent paddy-fields. This is a great assistance; the villagers likewise are willing to let me excavate to about a foot in depth of their fields to restore the bund. No where else is soil obtainable.

From C. CUNDASAWMY, MOODELLY, Acting Deputy Collector of Madras, to Major ROSS THOMPSON, R.E., District Engineer, Presidency, dated Madras, 19th May 1877, No. 792.

I HAVE the honor to inform you that from a report received from the Perambore Conco-pillay it appears that the Veysarpaudy tank bund has breached to a width of nearly 70 feet on Gantz Road, and that the flow of water into the Perambore tank is great.

2. I beg to request that the breach caused in the former tank on the evening of the 18th instant may be closed, and precautionary measures taken against the breaching of the bund in the latter.

No. 989.

REFERRED to the Northern Range Officer for report, as to what measures have been taken for closing the breach in Veysarpaudy tank, restoring communication on Gantz Road, and prevention of breaching in the Perambore tank.

21st May 1877.

(Signed) ROSS THOMPSON, Major, R.E.,
District Engineer, Presidency.

From Sub-Conductor H. PIMM, Supervisor, in charge of the Northern Range, to Major ROSS THOMPSON, R.E., District Engineer, Presidency, dated Fort St. George, 31st July 1877, No. 147.

In reply to your No. 2,309 of the 24th instant, I most respectfully beg to inform you that I met the Tahsildar of Madras as ordered, and I pointed out to that officer what I considered the defective state of the Veysar-paudy tank bund.

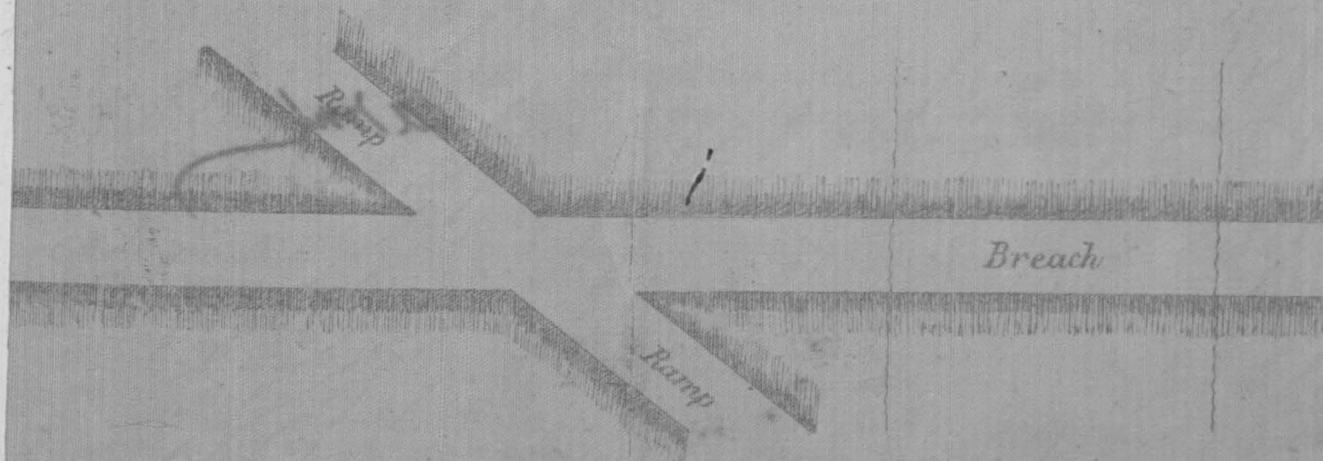
5. Original letters.
1. Plan.

The following are my answers to questions a, b, c and d to the best of my judgment and observations of the state of the tank when it was breached.

Reply to question a.—There are traces of serious erosions below revetment in many places and for great lengths, but no sign of any erosion adjacent to the breach on either side.

Reply to question b.—The depth of water on crest of calingulah was 1'18 feet.

Reply to question c.—The breach occurred just on the west side of the ramp that is used for allowing cattle to pass over the bund; please see rough sketch.



The bund on each side of breach and top of ramp is in good order, and there is nothing to show that the bund at the breach had been worn down by being used as a pathway.

Reply to question d.—The causes of the tank breaching are as follow:—

1st.—The faulty construction of the tank bund; there is little or no foundation to the revetment, no puddle wall in rear of the revetment, the revetment is built nearly perpendicular instead of having a slope of $1\frac{1}{2}$ or $1\frac{1}{2}$ to 1. The sectional area of the bund is very inadequate considering the bad nature of the soil it is made with; the soil is of a salty and spongy nature. Cross section of breach forwarded.

2nd.—I beg to point out that I consider the ramp on the inner side of the bund was one of the chief causes of tank breaching in that particular place, as the ramp acted as a groyne during the time the high westerly winds prevailed.

3rd.—If the tank had not breached where it did, a very large portion of the east and north bunds would have been entirely washed away level with the roadway.

Concluding I beg to state that I do not consider that any portion of the tank bund is safe during any ordinary monsoon with its insufficient sectional area and faulty construction.

I consider it is my duty to give a short account when the breach occurred and what steps were taken to stop it. On the morning of the 21st May at about 8 A.M. I was casually informed by the Overseer in charge of the famine relief-work at the Veysarpaudy magazine (which work I was inspecting) that the Veysarpaudy tank had breached on the 18th May. Considering the tank was under my charge, I went at once to the breach; no Revenue Officer had reported the case to any Public Works Department Officer, and the villagers who had lands under the tank were then trying to stop the breach; every credit I consider must be given them, although, at such a late time, they were taking the doors of their houses to assist in forming a ring bund to assist them. I at once sent to the Fort for a large number of old fortification doors and put on what labor could be obtained. The breach was closed within three hours from the time I arrived at the breach. It was not until a day or two after the breach was closed that official notice reached me that the tank had breached, and a very absurd statement was made that the Perambore tank was in danger owing to the breaching of the Veysarpaudy tank; the Perambore tank is on a much higher level.

Had any of the villagers or Revenue Officials reported the breaching of the tank either to the District Engineer (yourself) or to me, I would have at once done my best to have saved the tank, both by stopping the breach and strengthening the east and north bunds.

No. 172. ORDER THEREON, 22nd September 1877, No. 766 W.

COMMUNICATED to the Revenue Department with reference to the marginal No. 2,699, dated 11th September 1877, Proceedings.
Revenue Department.

2. It appears that the Deputy Collector's report of the accident reached the District Engineer two days after the day on which it was written, and when the work of closing the breach had already been taken in hand by the Public Works Department.

3. The Governor in Council concurs with Major Ross Thompson in thinking that the report should have been sent by a special messenger.

(True Extract.)

EA *md* Colonel, R.E.,
Secretary to Government, P.W.D.

To the Revenue Department.
„ District Engineer, Presidency.

3/10

Exd. E. C. Shunker.

20 Spare Copies

Revenue Department

No 4234

BUILDINGS AND ROADS
CIVIL WORKS.

Govt. of 1877 Madras.

PUBLIC WORKS.

THE REVENUE DEPARTMENT,

&c. &c. &c.

Dated September 22nd.

Issued

Recd. 3 October

Encl.

G. O., 22nd September 1877, No. 788 W.

SEPTEMBER.

Nos. 171-172.

Veyarpanay Tank, Presidency Dis-
trict.—The explanation of the District
Engineer regarding the breach of —
communicated with remarks to the Re-
venue Department.

496031
Comm. to the
Board of River

4th 1878

158172 of Revenue 9-10-77