

(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. 639 (2)	Press ~~Mis.~~
Dated 24-2-	1877.

Not to be folded or roughly handled

No. 616. Read the following endorsement of the Chief Engineer for Irrigation, dated Fort St. George, 17th February 1877, No. 115—W.:—

From J. O'SHAUGHNESSY, Esq., District Engineer, Nellore, to the Chief Engineer for Irrigation, dated Nellore, 6th February 1877, No. 186.

I HAVE the honor to submit for orders copies of correspondence* on a proposal made

* Letter from the President, No. 853, dated 29th July 1876.

Letter from District Engineer, No. 28, dated 12th August 1876.

Letter from the President, No. 35, dated 26th January 1877.

Letter from District Engineer, No. 242, dated 6th February 1877.

by the Acting Collector to fence the Pennair Anicut, at the under sluices, as a protection to traffic. I have heard of a few cases of bandies having tumbled over at the south sluice, but I have not heard of any person or of any cattle having been much injured, and I believe that these accidents happened entirely through carelessness.

There is a rather steep slope from the south under sluice to the road above, and when bullocks are badly driven or too heavily laden they stop and the bandies drag them backwards; if they are not guided properly when this occurs, they are certainly liable to go over the side of the sluice.

The fencing that would resist a heavy bandy going down the slope in this way should be very strong and very firmly fixed, and, if the fencing gave way, it would probably carry a portion of the masonry with it; a heavy parapet wall of masonry would be the only safe protection, but this would reduce the waterway over the anicut, if it was not carried away during floods in which case it might carry a portion of the permanent work away with it. I believe that, if drivers of bandies were cautioned and if small boys were not allowed to drive bandies over the anicut, there would be no accidents at all, and there would be no occasion for fencing of any kind.

From F. H. SHARP, Esq., Acting President of the Local Fund Board, Nellore, to J. O'SHAUGHNESSY, Esq., District Engineer, Nellore, dated 29th July 1876, No. 853.

* I HAVE the honor to enclose copy of Resolution No. 354, passed by the Local Fund Board at a special meeting held on the 26th instant, and to request the early favor of the estimate therein referred to.

354. Resolved that having regard to the very dangerous condition of the roadway over the sluices at the Pennair Anicut, and the necessity for its being fenced in some efficient manner, the District Engineer be requested to frame and forward an estimate for such efficient fencing as will resist the yearly floods and reduce the danger to a minimum. The Board will further suggest to Government the propriety of meeting the cost of the proposed work out of Imperial Funds, as the danger is caused by one of their Irrigation works.

(True Copy.)

(Signed) J. O'SHAUGHNESSY,
District Engineer, Nellore.

From J. O'SHAUGHNESSY, Esq., District Engineer, Nellore, to F. H. SHARP, Esq., Acting President, Local Fund Board, Nellore, dated 12th August 1876, No. 28.

In reply to your letter No. 853, dated the 29th ultimo, in reference to the Board's Resolution No. 354, I have the honor to inform you that it is very difficult to design such a fencing as the Board require, and I am doubtful if it can be done at all.

*Proceedings of the Madras Government, Public Works Department,
24th February 1877. No. 639.*

2. I shall, however, give the matter my best attention as soon as possible; but the Board are quite mistaken in supposing that any obligation in the matter rests with the Irrigation Department.

3. The Irrigation work referred to, instead of interfering with any line of communication or other work of public utility, has been largely made use of in both respects, and the Board having benefited by it so much cannot properly demand more.

4. I shall try, however, to meet the Board's wishes in the matter, but the Board must be prepared to pay for anything that may be decided upon being done.

From F. H. SHARP, Esq., Acting President of the Local Fund Board, Nellore, to J. O'SHAUGHNESSY, Esq., District Engineer, Nellore, dated Camp at Striharicotah, 26th January 1877, No. 35.

I HAVE the honor to request to be favored as early as possible with the result of your plans for the prevention of danger to passengers on the Pennair Anicut (*vide* marginal extract from your letter No. 28 of the 12th August).

"I shall, however, give the matter my best attention as soon as possible."

2. I do not desire to discuss the rest of your letter further than the remark, that it is obvious that the constructions of the anicut have created a source of great danger to the public which did not exist prior to its constructions.

3. I shall be obliged further by your sending me at an early date a plan of those parts of the anicut which cause the danger alluded to, in order that Government may be moved to take prompt action in the matter.

From J. O'SHAUGHNESSY, Esq., District Engineer, Nellore, to F. H. SHARP, Esq., Collector of Nellore, No. 242.

IN reply to your letter No. 35, dated the 26th ultimo, I have the honor to inform you that I have not made any plans yet for fencing the sides of the Pennair Anicut.

2. I believe that it cannot be well done without causing some fear of injury to the work. I have, moreover, no facts to render any hurried decision in the matter necessary, and I shall refer it to the Chief Engineer before anything further is done.

SUBMITTED to Government.

The undersigned considers that no fixed fence should be placed on the Pennair Anicut.

The anicut roadway is perfectly safe for carts under proper control.

A fixed fence which would make it safe for overladen carts or carts in charge of inefficient drivers coming down the ramp leading to the anicut cannot be provided without imminent risk to the work.

The permission to make use of the anicut as a roadway is a concession to public convenience which should be strictly subordinated to the safety and efficiency of the weir as an Irrigation work. This has been sufficiently clearly stated on previous occasions.

(Signed) JOHN MULLINS, Lt.-Col., R.E.,
Chief Engineer for Irrigation.

*Proceedings of the Madras Government, Public Works Department,
24th February 1877. No. 639.*

No. 617. ORDER THEREON, 24th February 1877, No. 639.

IRRIGATION, No. 62.

If fencing is to be allowed it must be removable with facility on the recurrence of freshes, and should always be so removed when the periodical freshes become due. The cost will have to be borne by Local Funds.

(True Extract.)

Lieut.-Colonel, R.E.,
Secretary to Government.

To the District Engineer, Nellore.
" Chief Engineer for Irrigation.
" Revenue Department.
" Financial "
" Examiner of Public Works Accounts.

Exd. E. C. Shunker.

Spare Copies

350 80 3

Local Fund Board's office
Vellore

No 853

29th July 1876

From

The Acting President
Local Fund Board

To
The District Engineer
Vellore

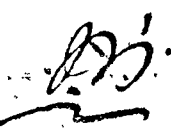
Sir

I have the honor to enclose
copy of Resolution No 354, passed by
the Local Fund Board, at a special
meeting held on the 26th instant, and
to request the early favour of the Estimate
therein referred to.

I have the

Signed/ J. H. Sharp

Acting President



No 28

5 From S P 12th August 1876

The District Engineer of
Mellor

To The President

Local Fund Board

Mellor

Sir

In reply to your letter No. 853 dated
the 29th ultimo in reference to the Board's
resolution No. 354. I have the honor to
inform you that it is very difficult to design
such a fencing as the Board require and
I am doubtful if it can be done at all.

I shall however give the matter
my best attention as soon as possible but
the Board are quite mistaken in supposing
that any ^{objection} ~~objection~~ in the matter rests
with the Irrigation Department.

The Irrigation work referred to instead
of interfering with any line of communication
or other work of public utility has been
largely made use of in both respects
and the Board having benefitted by
it.

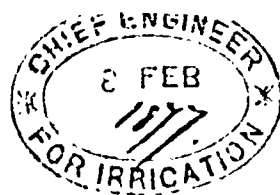
5 P S P 6
It is much cannot properly demand

4 P S P 4

354. Resolved that, having regard
to the very dangerous condition of the
roadway over the sluices at the
Pannair sluiceway, and the necessity
for its being fenced in some efficient
manner, the District Engineer be requested
to frame and forward an estimate for
such efficient fencing as will resist
the yearly floods and reduce the danger
to a minimum. The Board will further
suggest to Government the propriety of
meeting the cost of the proposed work
out of Imperial Funds, as the danger
is caused by one of their irrigation works.

Yours truly
W. H. H. H.
District Engineer

Prevention



P.W.D.

195377

1772

50 50 6
it so much cannot properly demand more.

I shall try however to meet the Board's wishes in the matter, but the Board must be prepared to pay for anything that may be decided upon being done.

I have

(Signed) J. O. Shaughnessy
District Engineer

Local Fund Board Office

Camp Sherman

No 35

26th January 1872

From

The President

Local Fund Board, Yellow

To

The District Engineer

Yellow

Sir

I have the honor to request to be favoured as early as possible with the result of your plans for the prevention

prevention

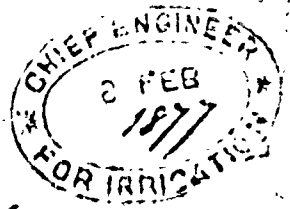
the Board having been informed by it.

prevention of danger to passengers on the
Pennar Canal (vide marginal extract
from your letter No 28 of the 19th August)

2 I do not desire to discuss the
rest of your letter further than the
remark that it is obvious that the
constructions of the Canal have created
a source of great danger to the public
which did not exist prior to its construction.

3 I shall be obliged further by your
sending me at an early date a plan of
those parts of the canal which cause
the danger alluded to, in order that
Government may be moved to take prompt
action in the matter.

I have &c
Signed A. Narayana Rao
Dy Collector for
K. Collector
(True copy)



I shall be
give the matter
my best attention
as soon as possible

P.W.D.
1877
1778

Pr. 24th Feb 77 S.B. S. S. S. Whanguey
District Engineer

NV 186

62 10
NELLORE,
District Engineer's Office,
6th February 1877

FROM
THE DISTRICT ENGINEER OF NELLORE,
To
The Chief Engineer
For Irrigation
Fort Saint George.

SIR

I have the honor to submit for orders

- 1. Letter from the President No 353 dated 29th July 1876. Copies of Correspondence on a proposal made by the Acting Collectors to fence the Pennar Canal at the Under Sluice, as a protection to traffic.
- 2. Letter from Dist. Engineer No 28 dated the 12th August 1876. I have heard of a few cases of bundles having
- 3. Letter from the President No 35 dated 28th January 1877. Tumbled over at the South Sluice but I have
- 4. Letter from Dist. Engineer No 24 dated 6th February 1877. not heard of any person or of any cattle having been injured, and I believe that these accidents happened entirely thro carelessness.

There is a rather steep slope from the
South under sluice to the road above, and
when bullocks are badly driven or too heavily
laden, they stop and the bundles drag them
backwards

backwards, If they are not guided properly
when this occurs, they are certainly liable
to go over the side of the sluice.

The fencing that would resist, a heavy
bandy, going down the slope in this way should
be very strong and very firmly fixed, and
if the fencing gave way, it would probably
carry a portion of the masonry with it.

a heavy parapet wall of masonry would
be the only safe protection but this would
reduce the waterway over the sluice,
if it was not carried away during floods
in which case it might carry a portion
of the permanent work away with it.

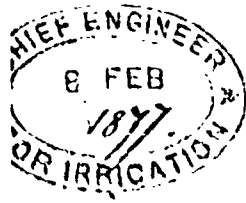
I believe that if drivers of bandies were
cautioned and if small boys were not
allowed to drive bandies over the sluice
there would be no accidents at all, and

the

75 12
there would be no occasion for fencing of
any kind.

I have the honor to be
Sir
Your most Obedt Servant

W. H. W. H.
District Engineer



P.W.D.
1877
No 1772

D. P. W.

N. L.

From

The District Engineer of

Nellore.

To

The Chief Engineer
for Irrigation

Dated 6 February 1877

Despatched

Received

No. 186

Enclosures, 2

Showing at the under
Shed of the Permain
- Submit for order copies
of correspondence in
reference of the above
for—

P. 26: 7/77 J.B. 1: 616

No 242

From

The District Engineer of
Nellore

To The Collector of
Nellore

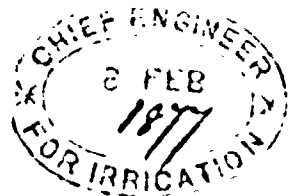
Sir

In reply to your letter No 35 dated
the 26th ultimo. I have the honor to
inform you that I have not made
any plans yet for fencing the sides
of the Permain Canal.

I believe that it cannot be well done
without causing some fear of injury
to the work. I have moreover no facts
to render any hurried decision in the
matter necessary and I shall refer
it to the Chief Engineer before anything
further is done.

Shree
Signed J. B. Haughton
D. Engineer
True Copy

W. Haughton
District Engineer



P.W.D.
10777
1172

pg 8

N^o 115.W.

Submitted to Government.

Locues. H.

The undersigned considers that no fixed fence should be placed on the Pennair, ancient.

The ancient Roadway is perfectly safe for carts under proper control.

See 23/2

A ^{fixed} fence which would make it safe for overladen carts or carts in charge of inefficient drivers coming down the ramp leading to the ancient cannot be provided without imminent risk to the work.

The permission to make use of the ancient as a roadway is a concession to public convenience which should be strictly subordinated to the safety and efficiency of the weir as an irrigation work. This has been sufficiently clearly stated on previous

P. 34: 2. 1. 77 105. 515.

23

previous occasion

P.W.D.
195277
1877. No. 1772

From

The Chief Engineer for Irrigation

John St. George
17 Feb. 1877
San Francisco, Cal. P.D.

Chief Engineer for Irrigation

To

The Secretary to Govt.

Public Works Dept.

Dated 17 { February 1877.
Recd. 15 }

Encls. 4

N-115-W.

Enclosure on the Peimais Canal
— Kellene District. — Submit
Dist. Engr's letter regarding the placing
of — with intimation that a
— is not required.

N-616

Re in - 23-2-7)

2.19.2.77

P.W. Dept. 112

Note by the Chief Engineer for Irrigation
No 115 W dated 17th Feby: 1877.

Should not construct for orders.
any fence which would
endanger the amount
if any other put
up it should be
at the cost of local
funds - *W.M.*

Undermines
Secy. to Government.
Public Works Dept
Genl. Col. R. & C.

120 *Irreg 10*
Public Works Department.

No 639

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 24 Feb/77
Read the following:—

From
The Chief Eng^r for
Irrigation } *(H.E. No 115 W d 17th Feby 1877)*

If fencing is to
be allowed it must be
removable with facility
on the recurrence of freshes,
and should always be
so removed when the
periodical freshes become
due. The cost will have
to be borne by Local Funds.

by 23/2

H. Kellum ✓
Ch. for Mr ✓
Secy. Dept. ✓
Genl. Dept ✓
L. P. W. Dept ✓

Dated - 15-3-77

1877



St. of 1877: Madrid

PUBLIC WORKS.

130

To the D. E. Bellas

Dated

Issued

Recd.

Encl.

G. O., 24th Feb 1877, No. 130

Nos.

616-61

Taken up
reference
11/3/77

returned
2/5/77

Permanir Amant, Bellas
Or - Passing notes on how
by the Ch. Lugo for Amigo
regarding the placing
of a fence on the -

616

Left in 1877

Circ-23-2-77