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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

G.O. No.	<i>204</i>	Press.
B.P. No.		Mis.
Dated	<i>10. 4. 1877</i>	197 .

Not to be folded or roughly handled

No. 438. Read the following endorsement of the Chief Secretary to Government, Financial Department, dated Fort St. George, 28th February 1877, No. 486:—
From F. R. H. SHARP, Esq., Acting District Magistrate of Nellore, to the Chief Secretary to Government, Judicial Department, dated Nellore, 23rd February 1877, No. 135.

I HAVE the honor to bring to the notice of Government in the Magisterial Department and to ask early orders upon the following subject, for until I have submitted it for such orders I cannot divest myself of that responsibility which I feel now attaches to me in connection with the matter.

2. The Pennair Anicut on the north of the town of Nellore forms the causeway by which the Great North Trunk Road crosses the river at that point. The anicut or causeway proper is approached on the south by a steep winding descent between high walls or abutments. Immediately on passing these the roadway debouches upon the anicut proper at a point where there are sluices with shutters and a perpendicular drop of some 12 feet on either side. The roadway is quite unprotected at the sides, except by the top of the shutters of the sluices on the west side rising about a foot above the level of the roadway and not continuous. On the east there is nothing to prevent bullocks and carts going over the side and being precipitated some 12 feet on to the stony bottom of the channel, or into the water when the river is running and the sluices are open. The place is much more dangerous than any unfenced bridge would be on account of the sharp descent, and the apparent security and comparative darkness between the abutments contrasted with the bright light, the open unfenced roadway, and the noise of the water swishing and swirling through the sluices. The length of the causeway or bridge over the sluices is about 42 feet, and the breadth of the roadway about 18 feet.

3. The danger to cart traffic is much increased by the circumstance that in this and in neighbouring districts cart-bullocks are not controlled by means of a nose rope; the driver has merely the ropes twisted round the horns and the stick or whip for the purpose of guiding his cattle, and any one watching a driver endeavouring to guide his heavily loaded cart straight over the sluices after the team have received the descent will at once recognize the danger to which both human life and property are exposed.

4. About the centre of the anicut is another similar set of sluices, and another source of great danger from the roadway over them being unfenced. The danger, however, though great is not so excessive as in the former case.

No. 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.

5. In July 1876 the Local Fund Board passed a resolution as per margin on the subject, which I, as President of the Local Fund Board, communicated to the District Engineer with letter No. 853 of the 29th July 1876. The District Engineer replied in his letter No. 28 of the 12th August, promising his "best attention as soon as possible" to the subject.

6. At one of the meetings of the Local Fund Board held in October last for considering the budget for 1877-78, at which the District Engineer was present,

members of the Board were in favour of allotting a sum out of the Board's funds for fencing the dangerous parts of the ancient roadway, but Mr. O'Shaughnessy stated to the effect that there was no necessity for the Board making the appropriation, giving me to understand that the cost would be met by Provincial Funds.

7. On the 26th ultimo, in letter No. 35, I asked the District Engineer for a fulfilment of his promise made in his letter No. 28 of the 12th August last, to which Mr. O'Shaughnessy replied in his letter No. 242 of the 6th instant, to the effect that he had made no plans, and would defer the matter for the instructions of the Chief Engineer.

8. I am aware that there may be professional objections to having obstacles on the crest of an ancient. But it is my duty to bring to the notice of Government that the absence of fences on the roadway over the Pennair Anicut causes risk of danger to life and limb to the many who almost necessarily use the anicut daily for cart traffic, and to the numerous foot-passengers of all ages to be found about a large town, including children straying from houses in the neighbourhood.

9. I am confident that if this source of danger were on a route much frequented by Europeans, it would not be allowed to remain in its present condition for a week.

10. Of course I am not in a position to offer any professional suggestions as to the way in which the necessary work of fencing the dangerous parts of the roadway on the Pennair anicut should be accomplished. But it has occurred to me that if there is any great professional objection to a permanent and substantial wooden fence being erected at the crossing over the sluices at the south end of the anicut, it might be arranged that strong, but low sockets, should be placed in the necessary positions into which a poling should be ordinarily dropped to be connected by chains passing up into the top of the walls of the anicut, and raised like a draw bridge when the river is in flood. I am of opinion that there can be but little risk of danger from the causeway over the sluices in the middle of the river being fenced.

11. Copies of the correspondence connected with the above subject are forwarded, and I request, in conclusion, that Government will be good enough to dispose of the matter at as early a date as possible, involving as it does a large number of people. I have sent with this a list of accidents which have occurred on the anicut above, but I regret I have not yet received the lists called for. The subject as to what department should bear the necessary expenditure is a comparatively trifling one compared with the urgent necessity for remedying the danger.

From the Acting President, Local Fund Board, Nellore, to the District Engineer, Nellore, 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 favour of the estimate therein referred to.

From the District Engineer, Nellore, to the President of the 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. 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. 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. 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 the Acting President, Local Fund Board, Nellore, to the District Engineer, Nellore, dated Camp, Sriharikota, 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.)

2. I do not desire to discuss the rest of your letter further than to remark that it is obvious that the constructors of the anicut 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 anicut which cause the danger alluded to, in order that Government may be moved to take prompt action in the matter.

From the District Engineer, Nellore, to the Acting Collector of Nellore, dated 6th February 1877, 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.

TRANSFERRED to the Public Works Department (Irrigation) for early attention.
(Signed) W. HUDLESTON,
Chief Secretary.

No. 439. ORDER THEREON, 17th March 1877, No. 917.

IRRIGATION, No. 37.

RECORDED with reference to G.O.,
No. 639, dated 24th February 1877.

(True Extract.)

Lieut.-Colonel, R.E.,
Secretary to Government, P.W.D.

To the District Engineer, Nellore.
" Chief Engineer for Irrigation.
" Revenue Department.
" Judicial "

Exd. S. T. Austin.
Spare Copies

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No 2066

Govt of (1877) Madras

PUBLIC WORKS.

✓
To
THE DISTRICT ENGINEER,
NELLORE.

&c, &c, &c.

Dated March 17th.

Issued

Recd 9 April

Encl.

G. O., 17th March 1877, No. 917.

Des. Muz

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Nos. 438-439.

Ponnair Ancient, Nellore District. Papers
regarding the dangerous state of the road-
way near the —, recorded. No 2014

Comm. to the
Board of Revenue

10 April

13.5. The 14.2. of Revenue 12-4-97