

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No.

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Not to be folded or roughly handled

*Proceedings of the Madras Government, Marine Department,
2nd March 1861.*

No. 9. Read the following Proceedings of Government in the Public Works Department,
dated 26th February 1861, No. 376.

*Communicating the Order passed on a letter
from the Secretary to the Government of Bom-
bay, forwarding copy of a Minute recorded by
His Excellency the Governor on his return
from a visit to the Port of Sedashehur on the
subject of the Sedashehur Harbour project.* } (Vide Proceedings Public Works Department,
dated 26th Feb. 1861, Nos. 329 and 330.)

No. 10. ORDER THEREON, 2nd March 1861, No. 76.

To be recorded.

(Signed) T. PYCROFT,
Chief Secretary.

Exd. T. O'Connor.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following letter from Colonel WALTER SCOTT, Secretary to Government of Bombay, to J. D. BOURDILLON, Esq., Secretary to Government, Fort St. George, dated Bombay Castle, 2nd February 1861, No. 222:—

SIR,

1. I have the honor under the instructions of the Honorable the Governor in Council to forward to you, in continuation of my letter (No. 10) dated 3rd January 1861, the accompanying printed copy of a Minute recorded by His Excellency on his return from a visit to the Port of Sedashehur.

2. I am at the same time directed to request the earnest attention of the Government of Fort Saint George to the points noticed in paragraphs 2 and 6 of the Minute.

3. With respect to the road from Sungutteekope to Hooblee 30 miles of which passes through this Presidency I am to add that a sum of Rupees 20,000 has been entered in the Bombay Public Works Budget for 1861-62 on account of it.

Minute by the Honorable the Governor, dated 31st December 1860, concurred in by the Honorable Board.

1. The Harbour of Sedashehur in its present state is declared by Lieutenant Taylor to be "a safe refuge from any of the gales which occur on the coast;" by Colonel Cotton to be "a most accessible and perfectly safe shelter for vessels;" and by the Dhárwár Commission to be "a safe anchorage in all seasons and in all weathers." From personal inspection I am impressed with the same view. I therefore deprecate any attempts at improvement, for the present at any rate. Even waiving the financial impracticability of the schemes for vast Breakwaters which have been proposed, they would create a harbour far larger than is called for in the present state of trade, and would be unnecessarily extensive for the protection of the moderate number of vessels which may, for many years at least, be expected to unload at Karwar Head. But an objection even more serious than this is, that even before their completion, it is very possible they would effect the ruin of the Harbour by confining and heightening upon its bed the whole deposit of the river. This danger is one to which the general appearance of the water and its silt show the Harbour to be naturally liable; and the liability is, perhaps, the greater now that the river has suddenly resumed the old channel of fifty years ago, opening directly into the centre of it.

2. All that is required to make the Harbour itself at once available for trade is the road along the left bank of the river, and a small landing Pier. Rupees 51,000 have been entered for the latter in the Madras Budget for 1861-62; and it is very desirable that the Rupees 10,000 for the former, which appears to have been overlooked, should be so also, and that both items should be sanctioned at once, so that the works may be immediately undertaken and finished before next monsoon. I therefore propose that the Supreme Government be addressed to that effect.

3. Although the above provision is all that is of vital necessity, there are grounds for supposing that, if experience proved it to be attainable without risk of silting up the Harbour, a small Breakwater, to prevent annoyance to shipping from the north-west winds in March and April, and the westerly ones in August, September, and October, and ensure at other seasons perfectly still water for loading and unloading, would be desirable. The best design seems to be that for one 1,000 feet long, running north-north-east from 400 feet distance from Karwar Head, so as to allow vessels to go out between it and the shore, and not to interfere with the current which sweeps out along the head in the south-west monsoon. This work, if it appears desirable after the roads up the Gháts have been made, and three or four years' more experience of the Harbour have been acquired, may be executed by 2,000 or 3,000 convicts drawn from the Jails of Tanna, Rutnagherry, Dhárwár, and Canara. The expense would probably be brought by this arrangement far within the 7½ lacs at which it is estimated, and a more penal and deterring character would at the same time be given to our sentences of imprisonment with hard labour.

4. The next point is the communication between Mullapoor, or its vicinity, and the Harbour, which I am strongly of opinion should be entirely by land by a continuation of the Ghát road, and not by the river, whether alone or combined with canal or railway. The river has, and probably always will have, a fair depth of water for country craft; but, like the other rivers on the coast, is liable to such frequent and extensive variations in both course and depth, as render any attempts to improve or interfere with it, of most doubtful efficacy. The direct

course into the Harbour, which it is at present disposed to take, is, at the same time, the most convenient, if it is to be the means of communication between Mullapoor and the shipping, and the most likely to cause the silting up and ruin of the Harbour itself. On the other hand, if the channel again make itself a mouth to the northward, the Harbour will be secure, but will become proportionably difficult of access by the river. The security of the Harbour being obviously the more important object, all idea of communicating with it by so precarious a offer for effectually securing the return of the river to its northern bed, it should be promptly taken advantage of. The proposal to shut out the river from the Harbour altogether by a stockade running from near the Sedashehur Ferry as far as Coormagur Island, which is supported by Mr. Parkes and Captain Carpendale, would probably be too expensive to be entertained at present, but it is well worthy of being borne in mind, and should, I think, be carefully looked into, and reported on when the Harbour, as it now exists, has come into use.

5. Communication between Mullapoor and the Shipping by the river, the whole way, being thus shown to be objectionable, it is a question whether the embouchure should be avoided by a short canal or by railway, crossing the isthmus, as recommended by Lieutenant Taylor and Mr. Parkes respectively. The canal has been shown by Mr. Parkes to be in many particulars objectionable; and it seems to me to be highly probable that it would in one season silt up and ruin Bétkal Cove, and possibly the Harbour also. I would not recommend the use of a short railway, inasmuch as it would necessitate a second transshipment of goods. The only remaining course is that of having nothing to do with the river. This appears to me by far the most desirable, as obviating the detention of and risk to goods at Mullapoor, and the expense to traders of an agency there to transfer them from carts to boats. The road should therefore pass direct from the foot of the Kaiga Ghát to Bétkal, a short branch of a couple of miles to Mullapoor being, however, made for such goods as their owners might still desire to ship there direct for Bombay by boat, without going to Bétkal at all. Until the Harbour comes to be extensively used by ships, it is probable that there will be a good deal of such direct traffic with Bombay, whenever the Kaiga Ghát will admit of the cotton from the districts above it descending by this direct route to the sea.

6. The road between Mullapoor and the Arbyle Ghát road at Iddagunjee by the Kaiga Ghát, as also that between Mullapoor and Bétkal, has been sanctioned at a total cost of Rupees 1,05,330, but only Rupees 10,000 have been granted for the current year; and though the remaining Rupees 95,330 are to be put in the Madras Budget of 1861-62, it is stated that not more than Rupees 30,000 will be expended in that year, and that three years in all will be required to complete the work. It is most desirable that not less than Rupees 30,000 should be sanctioned at once, as a supplement to the Madras Budget for the current year, and the work started vigorously, an extra Engineer being appointed if necessary. I would therefore propose to address the Supreme Government to that effect. If this sanction be immediately accorded, and prompt measures taken to place at the disposal of the Engineer Officer a large number of convicts taken from the nearest Jails in the Madras and the Bombay Presidencies, the Ghát may be passable for carts before the monsoon.

7. From Iddagunjee *via* Yellapoor to Sungutteekop a road has already been cleared, but a good deal more must be done, I understand, to make it capable of bearing much traffic. The earnest attention of the Madras Government should be called to this. The Hooblee, the line, 30 miles in length, passes through this Presidency, and though cleared is far from good. Rupees 500 per mile would, I believe, put it in working order, excluding some bridges, which may be deferred for the present. I propose that this amount, or whatever Colonel Scott may consider necessary, should be entered in the Budget of 1861-62.

GEORGE CLERK.
W. R. MANSFIELD.
H. W. REEVES.
W. E. FRERE.

ORDER THEREON, 26th February 1861, No. 376.

1. Ordered to be communicated to the Chief Engineer, together with the enclosed Minute, with reference to previous correspondence on the subject of the Sedashehur Harbour Project.

2. Of the works mentioned in paragraph 2 of the Minute, viz., the road along the left bank of the river, and the Landing Pier, it is observed that provision for the latter to the amount of Rupees 44,000 has been made in the coming year's Budget, as no funds were available for it in the current official year. It is not clear what road is referred to as running along the left bank of the river, and for which it is recommended that Rupees 10,000 should be allowed. Possibly the road along the foot of Karwar head for which a sum of Rupees 10,000 is included in the Estimate of Rupees 8,30,000 for the general Project is meant. This point will be ascertained from the Government of Bombay; and steps will then be taken for providing funds for the execution of the work.

3. The Governor in Council is not prepared to adopt the suggestion made in paragraphs 3 and 6 for the employment of convicts in the execution of the works there referred to. This Government has long ago been led to the conviction that the employment of such agency is not economical; and they consider it preferable that the works in question should be carried out as provided for in the Estimates.

4. Adverting to the remarks in paragraphs 4 to 6, it is observed that the Kaiga Ghát Project, as finally approved by the Government and entered in the Budget for next year, provides for a road for the entire distance to Bétkal. But the Plans and Estimates for it have not yet been received.

5. In reference to paragraph 7, the Chief Engineer will be desired to report on the condition and requirements of the road there mentioned.

(True Extract.)

[Signature]

Secretary to Government.

To the Chief Engineer.

Marine Department.

Exd. T. Twigg.

Marine 1861 Sept 1

Pro: of Govt in the
P. 102 84. 376.

28.26th Feb 101.
P. 28 3

24 June 1861

Re: 68.

But the order passed
in a letter from the day to
the Govt of Albany forwarding
copy of a minute recorded
by the Governor on his
return from a visit to the
port of Washington on the
subject of the Sedition
Law project.

NO. 75 - 22 March 1861
To be recorded. P

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