

Marine (1898) Department.

G.O., No.

572. *Mar*

DATED

16 June '98

[Despatch Abstract.]

Kallai Bar improvements: Pro: No. Dept
approving the recommendations of the Chief
Engineer with respect to the —, calling
on the Chief Engineer to submit the necessary
estimates as early as possible, communicated
to the Port Office.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

Proceedings of the Board of Revenue (Separate Revenue), Mis. No. 1464, dated 12th April 1898.

Read—the following letter from the Collector of Malabar, dated 28th March 1898, No. 689/Pub. :—

In reply to Board's Proceedings, Mis. No. 451, dated 4th February 1898, I have the honour to state that the balance of fees levied from traders to meet the expenses of keeping the Kallai bar open amounted to Rs. 1,310-10-5 on the 31st January last. It must be a good deal more now, because the Kallai bar has not yet closed, although nothing has been done to keep it open this season. The current has set farther south, and scoured out a fresh passage for itself.

2. It will thus be seen that a considerable sum is already available for carrying out the Superintending Engineer's scheme. If the cost is only Rs. 5,000 or Rs. 6,000, we should get a good interest on the outlay.

3. I see no disposition at all on the part of the timber traders at Kallai to migrate to Beypore; nor do I understand why they should be asked to do so, seeing that they are willing to pay for keeping the bar open at Kallai. It would cost far more to acquire space for storing timber at Beypore than it would to keep the Kallai bar open.

4. In conclusion I would point out that the Superintending Engineer's scheme may require alteration in view of the new course taken by the Kallai river.

Resolution—Mis. No. 1464, dated 12th April 1898.

Submitted to Government with reference to G.O., Mis. No. 299, Revenue, dated 19th January 1898.

(True Copy and Extract.)

(Signed) R. M. THURLEY,
Ag. Assistant Secretary.

Mis. No. 1814, Revenue.

Transferred to the Public Works Department with reference to G.O., No. 3461 W., dated 10th December 1897.

(By order.)

(Signed) N. E. MARJORIBANKS,
Ag. Under Secretary to Government.

25th April 1898.

BUILDINGS AND ROADS.
CIVIL WORKS.Government { 1897 } of Madras.
PUBLIC WORKS.

Recd.

1897.

Enclosures

Regd.

Spare copies

G.O., No. 3461 W., 10th December 1897.

DECEMBER.

Kallai Bar

The Collector of Malabar requested to comment upon the Superintending Engineer's report on the subject of the improvement of the — at Calicut, and to report whether the want of sufficient space for the export of timber at the port of Beypore could not be remedied with certainty and at a comparatively small cost.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From J. HANNAN, Esq., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated Coimbatore, 30th June 1897, No. 355/W.

With reference to G.O., No. 1005 W., dated 8th April 1897, I have the honour to submit my report therein called for regarding the Kallai harbour at Calicut which I have recently inspected. I also discussed the subject with Mr. Dance, the Collector.

2. Government may be reminded that the port of Beypore is the natural outlet for the timber traffic to Bombay. The bar here is always open and native craft can enter the river at all times and load up in smooth water. All the timber from the Nilambur forests comes down the Beypore river to a point within 4 miles of Beypore. Here it enters a so-called canal and is towed along it a distance of 6 miles to the Kallai backwater. This canal follows a natural depression and its course is very tortuous (please see the Calicut marine chart). The Kallai river, which has but a small catchment basin, taps no forests and brings down no timber; when timber export from Calicut was comparatively light, the Kallai backwater doubtless answered its purpose as a port of export. The bar remained open for a sufficiently long time for the purposes of the trade; but now that the export has assumed large proportions, it is hampered by the closing of the bar. There is also no doubt that it is now a more serious obstacle than it was formerly, as owing to extensive reclamations, the area of the tidal basin has been considerably diminished. There is, therefore, less tidal scour to keep it open. Again, the greater portion of the diminished tidal basin is rendered less effective by being used as a timber dépôt being covered with rafts of timber and bamboo. The export trade ought now to go to Beypore.

It must, I imagine, go there eventually, and if so, any money spent to try and keep it at Calicut is only staving off the inevitable.

3. In my humble opinion, the only thing that can now be done at a reasonable cost to facilitate the export trade at Calicut is to construct a permanent duct across the bar. The cuts now made across it became quickly tortuous, and get filled up by the sand slipping in from the margins and by the action of the tidal current on the unprotected sides of the cutting.

4. I would therefore propose to form a duct 700 feet long and 40 feet wide across and at right angle to the axis of the bar formed of two rows of piles 16 feet long and 8" x 8" section driven to a depth of 11 feet below low water. The piles to be 6 feet apart from centre to centre. The upper 5 feet to be planked with 2" planking securely spiked to the piles. The construction of the duct will not certainly obviate clearance, but the clearance required will be very much less than at present, more quickly done and more effective. The cost of the duct will be between five and six thousand rupees.

5. The conservancy of the tidal basin of this river is a matter of prime importance. The river within municipal limits has, I understand, been surveyed some three years ago, but no map has yet been printed. I would suggest that the portion comprising the river and its boundaries should be printed at once to a scale of 16 inches to a mile; on this map should be laid down two lines parallel to the axis of the river within which no rafts should be moored. The exact distance apart of these lines can best be determined when the survey is received. Probably, not less than 200 feet of the centre should be reserved for unimpeded tidal scour. The present tidal limits should be demarcated and no further encroachment permitted and all unauthorized ones resumed.

Memorandum to the Superintending Engineer, IV Circle, dated 16th July 1897, No. 831 D.

The undersigned has the honour to request that the Superintending Engineer, IV Circle, will be so good as to forward for reference the Calicut marine chart referred to in paragraph 2 of his letter No. 355/W., dated 30th June 1897. It appears from this letter that the timber from Nilambur is brought within 4 miles of Beypore where there is a good port; but instead of being shipped there, is taken 6 miles along a canal to Kallai where there is a difficult bar and shipped there. Why this should be the case is not understood and it should be explained.

(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Chief Engineer.

From J. HANNAN, Esq., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated Coimbatore, 21st July 1897, No. 404/W.

With reference to your momo., No. 831 D., dated 16th July 1897, I have the honour to state that I have not got a marine chart of the port of Calicut. Neither has the Executive Engineer, Calicut, a copy of this chart. The chart, I saw when I was at Calicut, was one belonging to the club at that station. The Port officer's chart was not available, as he had sent it to the head office at Madras to be, as I understood, brought up to date.

2. The only explanation that I can give regarding the export from Calicut instead of from Beypore is that all the timber merchants live at Calicut and have their godowns there. That, originally, the export trade was insignificant, compared with inland trade, so that the difficulty of the bar was not then a determining factor. Indeed, I am disposed to think that the difficulties of the bar are now exaggerated; otherwise the export trade would have betaken itself to Beypore.

3. I have sent a copy of your memorandum under reply, as well as the copy of this letter to the Collector at Calicut, with a request that he will furnish you with the marine chart if he has got a copy, as also to favour you with his remarks as to why Calicut is the port of export instead of Beypore.

From G. W. DANCE, Esq., I.C.S., Acting Collector of Malabar, to the Chief Engineer, Public Works Department, dated Calicut, 9th August 1897, Ref. on C. No. 1763/Pub.

With reference to the letter of the Superintending Engineer, IV Circle, No. 404/W., dated 21st July 1897, I have the honour to state that there is no copy of the marine chart of Calicut on record in my office.

2. I shall furnish a further report shortly as to the reasons for the timber traffic coming to Kallai instead of Beypore.

From G. W. DANCE, Esq., I.C.S., Acting Collector of Malabar, to the Chief Engineer, Public Works Department, dated Calicut, 19th August 1897, No. 2024/Pub.

In continuation of my letter, Ref. on C. No. 1763/Pub., dated 9th instant, I have the honour to subjoin a translation of the reasons assigned for the timber being floated down to Kallai instead of Beypore, by one of the chief local merchants who is especially interested in the Kallai bar:—

Though there is facility for bringing timber from Nilambur to Beypore, lots of timber cannot be secured by fastening in the Beypore river owing to its strong tidal influence.

2. At Beypore, there is no river bank sufficient for the storage of timber belonging to all the merchants of Calicut.

3. The principal trade in Calicut is in timber. Most of the coolies earn their livelihood by doing work in connection with this trade.

4. Most of the timber merchants of Calicut live in this town, and their timber depôts are at Kallai and at the breach.

5. It is in the rainy season that timber is brought from Nilambur and other places, and vessels come for shipment only two or three months after timber is fastened and secured. Till shipment, timber can be secured only in the said places. Further, the purchasers of timber take their lodgings in the Calicut town.

6. Under these circumstances, the timber merchants of Calicut will be put to great loss and hardship if the Kallai bar be not improved."

2. I also subjoin a statement of the fees collected at the Kallai bar since 1893, showing the length of time for which the bar was open each year. If it could be kept open through the hot months by the measures suggested by the Superintending Engineer, we should have a very large increase of fees. Unless, therefore, the Superintending Engineer's scheme is likely to be very expensive, we ought to get a fair interest on the outlay.

Year.				Amount of fees collected.	Length of time for which the bar was open.
				RS. A. P.	
1893-94	..	..	..	713 1 4	10 months.
1894-95	..	..	..	1,171 15 10	10 "
1895-96	..	..	..	184 3 5	4 "
1896-97	..	..	..	475 1 7	6 "

ORDER—No. 3461 W., dated 10th December 1897.

The cost of improving the Kallai bar having been found to be prohibitive, the Government declined to incur any expenditure on the project from public funds; but as the Collector of Malabar was of opinion that there was some practicable method of meeting the difficulty experienced in keeping the bar open, the Superintending Engineer, IV Circle, was directed in G.O., No. 1005 W., dated 8th April 1897, to confer with the Collector on the subject and to report the result.

2. In his letter, No. 355/W., dated 30th June 1897, the Superintending Engineer reports that the port of Beypore is the natural outlet for the export of timber, that the export trade should eventually go to that port, and that any money spent on keeping the trade at Calicut is only staving off the inevitable. He also states that the only thing that can be done at a reasonable cost to facilitate the export of timber at Calicut is the construction of a permanent duct across the bar, which will not obviate the necessity for annual clearance.

3. The Collector of Malabar will be requested to comment on the Superintending Engineer's report and to state the amount of the unexpended balance of the fees levied from traders to meet the expense of keeping the bar open.

4. The most cogent objection to Beypore being used as a port for the export of timber seems to be the want of sufficient space there. The Collector will report whether this defect could not be remedied with certainty and at a comparatively small cost.

(True Extract.)

(Signed) W. B. DEWINTON,
Ag. Secretary to Government.

To the Superintending Engineer, IV Circle.
" Revenue Department.

Exd. T. K. Narayana Aiyangar.

Note by the Chief Engineer, Public Works Department.

I inspected this bar on 1st April. The duct proposed by the late Superintending Engineer, IV Circle (Mr. Hannan), in paragraph 4 of his letter, No. 355 W. of 30th June 1897, printed with G.O., No. 3461 W., dated 10th December 1897, and which is, to a certain extent, recommended by the Collector of Malabar in his letter read with the Proceedings of the Board of Revenue, Mis. No. 1464, dated 12th April 1898, would have no lasting effect in keeping the bar open, because its sea end would infallibly shoal up in a very few days.

2. There are only three ways of surmounting the difficulty of this bar—

(1) The construction of permanent groynes into 4 fathoms, of which the cost would be quite prohibitive.

(2) The cutting of the bar by the method used by Mr. Russell on the Buckingham Canal, which would keep it open for about 2 months, with an expenditure of some Rs. 2,000 annually.

(3) A tramway portage across the bar.

I propose a combination of (2) and (3) because I know of no others likely to succeed at a reasonable cost.

3. The bar was still open on 1st April, although it generally closes in November. Nothing is therefore required this year, as even if it is now closed as is probable, it will re-open in June. I therefore recommend that the Superintending Engineer, IV Circle, be directed to submit estimates for (2) and (3), the former to be put into force when the bar next closes, and the latter when the bar again closes. No. (2) will be an annually recurring estimate. No. (3) when once purchased will only require relaying annually. The only objection I heard of to (3) was that the merchants preferred making up their rafts in the smoother water inside the bar, but I saw a number of single logs floating outside, so I do not attach much importance to this.

4. It is evidently hopeless to attempt to move the merchants to Beypore. Their houses are at Kallai.

(Signed) W. B. DEWINTON,
Ag. Chief Engineer.

10th May 1898.

ORDER—No. 1350 W., dated 27th May 1898.

The recommendations made in paragraph 3 of the Chief Engineer's note read above are approved, and the Superintending Engineer will submit the necessary estimates as early as possible.

(True Extract.)

Under Secretary to Government.

To the Superintending Engineer, IV Circle.

" Revenue Department,
" Marine Department, with copy of G.O., No. 3461 W.,
dated 10th December 1897.

Exd. Md. Fahlwan.

BUILDINGS AND ROADS.
CIVIL WORKS.

Government {1898} of Madras.
PUBLIC WORKS.

Recd.

Regd.

} 1898.

Enclosures

Spare copies

G.O., No. 1350 W., 27th May 1898.

Order No 502 Marine & 16 June 98.
Communicated to the
Presidency Port officer
MAY. (Id). W. B. de W
W

The P. P. O with a copy of G. O. 3461 W
of 10 December 97

Kallai Bar

Approving the recommendations of the Chief Engineer with respect to the —
improvements, and calling on the Superintending Engineer to submit the necessary
estimates as early as possible.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

Proceedings of the Board of Revenue (Separate Revenue), Mis. No. 1464, dated 12th April 1898.

Read—the following letter from the Collector of Malabar, dated 28th March 1898, No. 689/Pub. :—

In reply to Board's Proceedings, Mis. No. 451, dated 4th February 1898, I have the honour to state that the balance of fees levied from traders to meet the expenses of keeping the Kallai bar open amounted to Rs. 1,310-10-5 on the 31st January last. It must be a good deal more now, because the Kallai bar has not yet closed, although nothing has been done to keep it open this season. The current has set farther south, and scoured out a fresh passage for itself.

2. It will thus be seen that a considerable sum is already available for carrying out the Superintending Engineer's scheme. If the cost is only Rs. 5,000 or Rs. 6,000, we should get a good interest on the outlay.

3. I see no disposition at all on the part of the timber traders at Kallai to migrate to Beypore; nor do I understand why they should be asked to do so, seeing that they are willing to pay for keeping the bar open at Kallai. It would cost far more to acquire space for storing timber at Beypore than it would to keep the Kallai bar open.

4. In conclusion I would point out that the Superintending Engineer's scheme may require alteration in view of the new course taken by the Kallai river.

Resolution—Mis. No. 1464, dated 12th April 1898.

Submitted to Government with reference to G.O., Mis. No. 299, Revenue, dated 19th January 1898.

(True Copy and Extract.)

(Signed) R. M. THURLEY,
Ag. Assistant Secretary.

Mis. No. 1814, Revenue.

Transferred to the Public Works Department with reference to G.O., No. 3461 W., dated 10th December 1897.

(By order.)

(Signed) N. E. MARJORIBANKS,
Ag. Under Secretary to Government.

25th April 1898.

Note by the Chief Engineer, Public Works Department.

I inspected this bar on 1st April. The duct proposed by the late Superintending Engineer, IV Circle (Mr. Hannan), in paragraph 4 of his letter, No. 355 W. of 30th June 1897, printed with G.O., No. 3461 W., dated 10th December 1897, and which is, to a certain extent, recommended by the Collector of Malabar in his letter read with the Proceedings of the Board of Revenue, Mis. No. 1464, dated 12th April 1898, would have no lasting effect in keeping the bar open, because its sea end would infallibly shoal up in a very few days.

2. There are only three ways of surmounting the difficulty of this bar—

(1) The construction of permanent groynes into 4 fathoms, of which the cost would be quite prohibitive.

(2) The cutting of the bar by the method used by Mr. Russell on the Buckingham Canal, which would keep it open for about 2 months, with an expenditure of some Rs. 2,000 annually.

(3) A tramway portage across the bar.

I propose a combination of (2) and (3) because I know of no others likely to succeed at a reasonable cost.

3. The bar was still open on 1st April, although it generally closes in November. Nothing is therefore required this year, as even if it is now closed as is probable, it will re-open in June. I therefore recommend that the Superintending Engineer, IV Circle, be directed to submit estimates for (2) and (3), the former to be put into force when the bar next closes, and the latter when the bar again closes. No. (2) will be an annually recurring estimate. No. (3) when once purchased will only require relaying annually. The only objection I heard of to (3) was that the merchants preferred making up their rafts in the smoother water inside the bar, but I saw a number of single logs floating outside, so I do not attach much importance to this.

4. It is evidently hopeless to attempt to move the merchants to Beypore. Their houses are at Kallai.

(Signed) W. B. DEWINTON,
Ag. Chief Engineer.

10th May 1898.

ORDER—No. 1350 W., dated 27th May 1898.

The recommendations made in paragraph 3 of the Chief Engineer's note read above are approved, and the Superintending Engineer will submit the necessary estimates as early as possible.

(True Extract.)

(Signed) W. B. DEWINTON,
Secretary to Government.

To the Superintending Engineer, IV Circle.

" Revenue Department.

" Marine Department, with copy of G.O., No. 3461 W., dated 10th December 1897.

Exd. Md. Pahlavan.

BUILDINGS AND ROADS.
CIVIL WORKS.

Government {1898} of Madras.
PUBLIC WORKS.

Recd.

1898.

Enclosures

Regd.

Spare copies

G.O., No. 1350 W., 27th May 1898.

*Order no 502 Marine 7 16 June 1898
communicated to the
Presidency Port officer*

MAY.

*(Id). W. B. de W
W*

*The P.P.O with a copy of G.O. 3461 W
dated 16 December 97*

Kallai Bar

Approving the recommendations of the Chief Engineer with respect to the —
improvements, and calling on the Superintending Engineer to submit the necessary
estimates as early as possible.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

Proceedings of the Board of Revenue (Separate Revenue), Mis. No. 1464, dated 12th April 1898.

Read—the following letter from the Collector of Malabar, dated 28th March 1898, No. 689/Pub. :—

In reply to Board's Proceedings, Mis. No. 451, dated 4th February 1898, I have the honour to state that the balance of fees levied from traders to meet the expenses of keeping the Kallai bar open amounted to Rs. 1,310-10-5 on the 31st January last. It must be a good deal more now, because the Kallai bar has not yet closed, although nothing has been done to keep it open this season. The current has set farther south, and scoured out a fresh passage for itself.

2. It will thus be seen that a considerable sum is already available for carrying out the Superintending Engineer's scheme. If the cost is only Rs. 5,000 or Rs. 6,000, we should get a good interest on the outlay.

3. I see no disposition at all on the part of the timber traders at Kallai to migrate to Beypore; nor do I understand why they should be asked to do so, seeing that they are willing to pay for keeping the bar open at Kallai. It would cost far more to acquire space for storing timber at Beypore than it would to keep the Kallai bar open.

4. In conclusion I would point out that the Superintending Engineer's scheme may require alteration in view of the new course taken by the Kallai river.

Resolution—Mis. No. 1464, dated 12th April 1898.

Submitted to Government with reference to G.O., Mis. No. 299, Revenue, dated 19th January 1898.

(True Copy and Extract.)

(Signed) R. M. THURLEY,
Ag. Assistant Secretary.

Mis. No. 1814, Revenue.

Transferred to the Public Works Department with reference to G.O., No. 3461 W., dated 10th December 1897.

(By order.)

(Signed) N. E. MARJORIBANKS,
Ag. Under Secretary to Government.

25th April 1898.

Note by the Chief Engineer, Public Works Department.

I inspected this bar on 1st April. The duct proposed by the late Superintending Engineer, IV Circle (Mr. Hannan), in paragraph 4 of his letter, No. 355 W. of 30th June 1897, printed with G.O., No. 3461 W., dated 10th December 1897, and which is, to a certain extent, recommended by the Collector of Malabar in his letter read with the Proceedings of the Board of Revenue, Mis. No. 1464, dated 12th April 1898, would have no lasting effect in keeping the bar open, because its sea end would infallibly shoal up in a very few days.

2. There are only three ways of surmounting the difficulty of this bar—

(1) The construction of permanent groynes into 4 fathoms, of which the cost would be quite prohibitive.

(2) The cutting of the bar by the method used by Mr. Russell on the Buckingham Canal, which would keep it open for about 2 months, with an expenditure of some Rs. 2,000 annually.

(3) A tramway portage across the bar.

I propose a combination of (2) and (3) because I know of no others likely to succeed at a reasonable cost.

3. The bar was still open on 1st April, although it generally closes in November. Nothing is therefore required this year, as even if it is now closed as is probable, it will re-open in June. I therefore recommend that the Superintending Engineer, IV Circle, be directed to submit estimates for (2) and (3), the former to be put into force when the bar next closes, and the latter when the bar again closes. No. (2) will be an annually recurring estimate. No. (3) when once purchased will only require relaying annually. The only objection I heard of to (3) was that the merchants preferred making up their rafts in the smoother water inside the bar, but I saw a number of single logs floating outside, so I do not attach much importance to this.

4. It is evidently hopeless to attempt to move the merchants to Beypore. Their houses are at Kallai.

(Signed) W. B. DEWINTON,
Ag. Chief Engineer.

10th May 1898.

ORDER—No. 1350 W., dated 27th May 1898.

The recommendations made in paragraph 3 of the Chief Engineer's note read above are approved, and the Superintending Engineer will submit the necessary estimates as early as possible.

(True Extract.)

(Signed) W. B. DEWINTON,
Secretary to Government.

To the Superintending Engineer, IV Circle.
Revenue Department.

" Marine Department, with copy of G.O., No. 3461 W.,
dated 10th December 1897.

Erd. Md. Pabilyan.