

## MADRAS RECORD OFFICE.

Government of Madras.

*Public Works* DEPARTMENT.  
*Comm. 18-8-57*

|              |                   |       |
|--------------|-------------------|-------|
| G.O. No.     | <i>1529</i>       | Press |
|              |                   | Mis.  |
| <i>16.17</i> | <i>16-8-18.57</i> |       |
| Dated        |                   |       |

Not to be folded or roughly handled

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*Fort Saint George, Public Works Consultation of 18th August 1857.*

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No. 16. Read the following Extract from the Proceedings of the Board of Revenue, dated 22nd June 1857, No. 2143.

Read letter from the Collector of Canara, dated 16th March 1857, in answer to a reference made to him by order of Government, dated the 8th January 1856  
In Consultation 22nd June 1857. No. 28, Public Works Department Marine, relative to the advantages that may be anticipated from constructing a Harbour of Refuge at the Cove of Beitcole in Sedasheghur Bay of North Canara.

(Here enter No. 18.)

3. The practicability of forming a Harbour of Refuge near the mouth of the Sedasheghur River having been ascertained in the proper Department, information was sought from the Acting Collector of Canara, as to the amount of shipping for which such a Harbour is required, and the extent to which the trade of that part of the country is likely to be promoted by the execution of the work.

2. The letter now recorded omits all calculation as to the amount of shipping. It would no doubt be very difficult to form an estimate on this point; and Mr. Fisher probably thought that if he could prove that a considerable trade would flow to the new Port a computation of the amount of tonnage which it would employ might be dispensed with. The Board however regret that he did not attempt to make an approximate estimate in obedience to the directions of Government.

3. In regard to the benefit to trade which might be expected from the project, the Acting Collector consulted the Collectors of Bellary and Dharwar, the Superintendent of Nuggur, the Chamber of Commerce at Bombay and A. C. Brice, Esq., a merchant, having apparently an establishment on the Canara Coast.

4. From the Collector of Bellary he had received no answer. The Chamber of Commerce at Bombay do not consider the Harbour to be requisite, as the Coasting craft are, they say, invariably laid up during the monsoon months, and vessels engaged in the foreign trade would very rarely, in their opinion, come within reach of the Harbour at a time when they would require to avail themselves of its shelter.

5. The Superintendent of Nuggur considers that a nearer direct shipping port to England than Bombay, to which the Coffee and other produce of Mysore has now to be conveyed, could not fail to be advantageous to that Territory, but does not anticipate any immediate increase in the produce of Mysore from the formation of such a port.

6. The Collector of Dharwar, and Mr. Fisher himself, are most sanguine of a large augmentation of trade from the formation of a harbour whence produce can be conveyed at once to England, and Mr. Brice expresses a very high opinion of the value of such a port at some future time, though he considers that, owing to the want of good communications with the interior, and the long period which, under the present system would be occupied in their formation there is no immediate prospect of a large trade. The mind of this Gentleman is evidently divided between his perception of the superior advantages possessed by Beitcole over the ports now in existence, and a fear of a stoppage of all improvements to roads leading to Coomptah and Tudri whence produce is now shipped to Bombay from the prospect of their being superseded by the projected port.

7. The Board are of opinion that the papers now before them supply sufficient grounds for the formation of the projected Harbour. It is stated by Mr. Ogilvy, the Collector of Dharwar, that, owing to the want of a port of direct shipment on the Coast, all the Cotton produced in the Dharwar District must be detained in the country during one rainy season; and Mr. Brice estimates the loss in value thus occasioned at 5½ lacs of Rupees and the loss of interest at 2½ lacs. While labouring under this heavy disadvantage, the cultivation of this staple in Dharwar has, it appears from Mr. Ogilvy's letter, increased from the stimulus of a road to Coomptah, from about 1,90,000 acres to 2,40,000 acres since 1846, and he enumerates many

*Fort Saint George, Public Works Consultation of 18th August 1857.*

other valuable products, such as Linseed, Wheat and Fibres, the culture of which will be much promoted by improved facilities of export.

8. Mr. Fisher meets the objection raised by the Chamber of Commerce in regard to the inutility of a Harbour of Refuge to coasting craft, because they always lay up for the monsoon, by stating that Pattamars not unfrequently ride out the whole monsoon in that part of the coast in which Beitcole is situated and would often probably seek shelter from the strong N. W. winds that prevail after March if the necessary protection existed.

9. Taking into consideration the large extent and great capabilities of the country included in the Districts of Dharwar, Canara, Bellary, the western portion of Mysore and Malabar, it seems quite evident to the Board, that for the full development of their resources, they require a nearer Harbour of direct export to foreign countries than Bombay, and in favor of Beitcole it is stated by Mr. Brice whose observations evince both intelligence and knowledge, that its accommodation for shipping can be made the finest for mercantile purposes out of England.

10. However this may be, Mr. Brice is without doubt, perfectly correct in his opinion, that without sufficient communications with the interior the superior advantages of Beitcole will not suffice to draw trade towards it. He himself advocates a Rail road to Bellary, and Mr. Fisher proposes a Coast Canal, which he states is highly desirable as a local improvement, if no artificial Harbour is constructed at Beitcole, as it would give the people a high way connecting the numerous rivers which now form insuperable impediments to unbroken communication along the coast, in any form. The Districts of Bellary and Canara alone would find employment for both these means of conveyance; and other facilities would require to be supplied for the traffic of Mysore and Dharwar; but it is the province of another Department to consider the question of communications, and the Board are aware that it has recently engaged the attention of a highly competent officer. It is sufficient here to draw attention to the strong opinions expressed of the comparative inutility of the proposed Harbour without such communications. Adverting to the fears expressed by Mr. Brice the Board would deprecate the neglect of roads already under construction to other ports in the prospect of a Harbour at Beitcole, as the value of the traffic which will intermediately take place will alone in their opinion compensate for the expense of placing those roads in good order, and they do not anticipate that they will be useless afterwards.

Ordered that the foregoing Proceedings be submitted for the consideration and orders of Government with reference to the Extract Minutes Consultation of the 8th January 1856, No. 28.

(A true Extract.)

(Signed) J. D. SIM,  
*Acting Secretary.*

No. 17. ORDER THEREON, No. 1579; dated 14th August 1857.

On the 8th January 1856, the Board of Revenue and the Chief Engineer were called upon to obtain and lay before Government, information on certain points indicated in paras. 9 to 12 of Extract Minutes Consultation in the Marine Department, dated 24th December 1855, No. 286, in regard to a proposed Harbor of Refuge at the Beitcole Cove in the bay of Sheda-shegur in North Canara. The Chief Engineer replied to this requisition on the 14th March 1856, by placing before Government a letter from Lieutenant Walker of the Engineers, then Civil Engineer of the 3rd Division, in which that Officer stated his inability to furnish the required report, plans and estimates, in consequence of his removal to Bellary. Lieutenant Walker advocated the opening out of roads from the interior to the port, as a measure preliminary to the improvement of the port itself, arguing that no amount of outlay expended on the Harbor would render it useful, if it continued to be cut off from the interior by the want of good roads; and in this opinion, he was supported by Colonel Faber.

*Fort Saint George, Public Works Consultation of 18th August 1857.*

2. The Board of Revenue now submit with their Proceedings recorded above, the result of their correspondence with the Acting Collector of Canara, and that Officer's correspondence with the Collector of Dharwar, the Superintendent of the Nugger Division in Mysore, Mr. Brice a merchant in Canara, and the Chamber of Commerce at Bombay. The Board have failed, however, to elicit specific information on the points indicated by Government, viz. as to the amount of shipping for which a Harbor is required, and an estimate of the trade which would be created by such a work; but they are nevertheless in favor of the project, considering that the papers now before Government supply sufficient grounds for the formation of the projected Harbor.

3. Mr. Fisher's letter furnishes an abstract of the opinions of the different authorities consulted by him; and from it the Government gather, notwithstanding a difference of sentiment in some respects, that the formation of a Harbor at Beitcole would be advantageous to the shipping and commercial interests of the Western Coast, and to the trade of the countries bordering on it, provided that direct communication were maintained with the interior. The Collector of Dharwar equally with Mr. Fisher, is warmly in favor of the work; and the latter, in addition to the improvements of the roads, suggests the formation of a coast Canal, in order fully to develop the Cotton trade of Dharwar, Bellary, and the Doab. By this means also, it is represented, that the port of Beitcole would be made valuable to Canara, Mysore, Coorg, Malabar, and even the countries to the south of the last named province; and Mr. Fisher remarks that the Canal alone, even if no artificial harbor were constructed at Beitcole, would be a desirable local improvement, as it would form a highway connecting the numerous rivers, which now offer serious impediment to uninterrupted communication along the coast. The adverse opinion expressed by the Bombay Chamber of Commerce in their letter to Mr. Fisher, may, not unreasonably be attributed to a fear that the projected work would divert from Bombay a very considerable traffic which now finds in that Port alone conveyance to European markets; and in Mr. Brice's letter, it is not difficult to see that his own personal interests lead him to prefer that public outlay should be made at Tuddry, where he has invested considerable capital.

4. Although therefore the papers now before the Government do not give a unanimous support to the proposed work, there is in them sufficient to convince the Government that the project is worthy of very full and careful investigation. The present aspect of affairs forbids the immediate undertaking of a project, which cannot but be costly from its very nature. His Lordship in Council does not wish at the same time, that it should be lost sight of, and the interval that must ensue before the country can recover from the present Financial pressure, cannot he thinks, be better employed, than in collecting further and more satisfactory data, to determine the utility and probable expense of the Harbor works, and the necessity of those auxiliary improvements which are represented to be essential to develop the main work. With this view, His Lordship in Council resolves to communicate to Colonel A. T. Cotton, all the papers on this topic, commencing with those recorded

Marine Consultation 24th December 1855, Nos. 42-43.  
Public Works Consultation 25th April 1856, " 53-54.

in the Marine Consultation of the 24th December 1855, in order that that Officer may

take the whole subject into his deliberate consideration, and place his opinion before Government.

(Signed) H. FORBES,  
*Acting Secretary to Government.*

N<sup>o</sup> 2143

Extract from the Proceedings of the Board of Revenue, dated 22<sup>d</sup> June, 1857.

Read letter from the Collector of Canara dated 18<sup>th</sup> March 1857, in answer to a reference made to him by order of Government dated the 8<sup>th</sup> January 1856 N<sup>o</sup> 28 Public Works Department. Marine, relative to the advantages that may be anticipated from constructing a harbour of refuge at the Cove of Beitoole in Sedashigur Bay of North Canara.

(See entry N<sup>o</sup> 18)

The practicability of forming a Harbour of refuge near the Mouth of the Sedashigur River having been ascertained in the proper Department, information was sought from the Acting Collector of Canara as to the amount of shipping for which such a Harbour is required, and the extent to which the trade of that part of the country is likely to be promoted by the execution of the Work.

The

2. The letter now recorded omits all calculation as to the amount of Shipping. It would no doubt be very difficult to form an Estimate on this point, and Mr. Fisher probably thought that if he could prove that a considerable trade would flow to the new Port a computation of the amount of Tonnage which it would employ might be dispensed with. The Board however regret that he did not attempt to make an approximate Estimate in obedience to the directions of Government.

3. In regard to the benefit to Trade which might be expected from the Project, the Acting Collector consulted the Collectors of Bellary and Dharwar, the Superintendent of Tugger, the Chamber of Commerce at Bombay and S. C. Price Esq. a Merchant, having apparently an Establishment on the Canara Coast.

4. From the Collector of Bellary he had received no answer. The Chamber of Commerce at Bombay do not consider the Harbour to be requisite, as the coasting craft are, they say, invariably laid up during the

the Monsoon Months, and vessels engaged in the foreign trade would very rarely, in their opinion, come within reach of the Harbour at a time when they would require to avail themselves of its shelter. (H)

5. The Superintendent of Tugger considers that a nearer direct Shipping Port to England than Bombay, to which the Coffee and other Produce of Mysore has now to be conveyed, could not fail to be advantageous to that Territory, but does not anticipate any immediate increase in the Produce of Mysore from the formation of such a Port.

6. The Collector of Dharwar, and Mr. Fisher himself, are most sanguine of a large augmentation of trade from the formation of a harbour whence Produce can be conveyed at once to England. and Mr. Price expresses a very high opinion of the value of such a Port at some future time, though he considers that, owing to the want of good communications with the interior, and the long period which, under the present system would be occupied in their

their formation there is no immediate prospect of a large trade. The mind of this Gentleman is evidently divided between his perception of the superior advantages possessed by Beiteole over the Ports now in existence, and a fear of a stoppage of all improvements to roads leading to Coomptah and Tadii whence produce is now shipped to Bombay from the prospect of their being superseded by the projected Port.

7. The Board are of opinion that the papers now before them supply sufficient grounds for the formation of the projected Harbour. It is stated by Mr. Agibay, the Collector of Dharwar, that, owing to the want of a Port of direct shipment on the Coast, all the Cotton produced in the Dharwar District must be detained in the Country during one rainy season, and Mr. Price estimates the loss in value thus occasioned at  $5\frac{1}{2}$  lacs of Rupees and the loss of interest at  $2\frac{1}{2}$  lacs. While labouring under this heavy disadvantage the cultivation of this staple in Dharwar has, it appears from Mr. Agibay's letter

letter, increased from the stimulus of a road to Coomptah, from about <sup>lacs</sup> 19,000. to <sup>lacs</sup> 24,000 since 1820 and he enumerates many other valuable products, such as Linseed, Wheat and Fibres, the culture of which will be much promoted by improved facilities of export.

8 Mr. Fisher meets the objection raised by the Chamber of Commerce in regard to the inutility of a Harbour of refuge to Coasting Craft, because they always lay up for the Monsoon, by stating that Pattamars not infrequently ride out the whole Monsoon in that part of the Coast in which Beiteole is situated and would often probably seek shelter from the strong N. W. Winds that prevail after March if the necessary protection existed.

Para 9.

9. Taking into consideration the large extent and great capabilities of the Country included in the Districts of Dharwar, Canara, Bellary, the Western portion of Mysore and Malabar it seems quite evident to the Board, that for the full development of their resources, they require a nearer Harbour of direct export to foreign Countries

Countries than Bombay. and in favor of Beitoole it is stated by Mr. Brice whose observations evince both intelligence and knowledge, that its accommodations for shipping can be made the finest for mercantile purposes out of England.

10. However this may be Mr. Brice is without doubt, perfectly correct in his opinion, that without sufficient communications with the Interior the superior advantages of Beitoole will not suffice to draw trade towards it. He himself advocates a Rail road to Bellary and Mr. Fisher proposes a coast canal. which he states is highly desirable as a local improvement; if no artificial Harbour is constructed at Beitoole, as it would give the people a high way connecting the numerous rivers which now form insuperable impediments to unbroken communication along the coast, in any form. The Districts of Bellary and Canara alone would find employment for both these means of conveyance; and other facilities would require to be supplied for the traffic of Mysore and Dhawan; but it is the

Para 19.

the province of another Department to consider the question of communications, and the Board are aware that it has recently engaged the attention of a highly competent officer. It is sufficient here to draw attention to the strong opinions expressed of the comparative inutilty of the proposed Harbour without such communications. Adverting to the fears expressed by Mr. Brice the Board would deprecate the neglect of roads already under construction to other Ports in the prospect of a Harbour at Beitoole, as the value of the traffic which will intermediately take place will alone in their opinion compensate for the expense of placing those roads in good order, and they do not anticipate that they will be useless afterwards.

Ordered that the foregoing Proceedings be submitted for the consideration and orders of Government with reference to the Extract Minutes Consultation of the 8<sup>th</sup> January 1850 No. 28.

To, A. Forbes Esq.  
Secretary to Government.  
Revenue Department.  
C. G. H. L.

(True Extract)

A. M.  
Secretary.

Public Works Department  
No 1579-

Extract from the Minutes of Consultation  
Under date the 14<sup>th</sup> Aug<sup>r</sup> 1857

Reads the following  
Extract from the Proceedings  
of the Board of Revenue.

Proceeds 22<sup>nd</sup> June 1857 No 2143

On the 8<sup>th</sup> January  
1856, the Board of Revenue  
and the Chief Engineer were  
called upon to obtain and  
lay before Government, an  
information on certain  
points indicated in paras  
9 to 12 of Chief Engineer's  
Consultation, in the  
Marine Department, dated  
24<sup>th</sup> December 1855 & 1856.

A  
1  
1857

Done at Bombay 15<sup>th</sup> Aug<sup>r</sup> 1857

By me a Ld. Secy  
15<sup>th</sup> Aug<sup>r</sup> 1857

By me a Ld. Secy  
15<sup>th</sup> Aug<sup>r</sup> 1857

Extract from the Proceedings  
of the Board of Revenue  
Dated 22<sup>nd</sup> June 1857  
No 2143

Done at Bombay 15<sup>th</sup> Aug<sup>r</sup> 1857

By me a Ld. Secy  
15<sup>th</sup> Aug<sup>r</sup> 1857

By me a Ld. Secy  
15<sup>th</sup> Aug<sup>r</sup> 1857

By me a Ld. Secy  
15<sup>th</sup> Aug<sup>r</sup> 1857

in regard to a proposed  
harbor of refuge at the  
Beitolo Cove in the bay  
of Sedashegu in North  
Canara. The Chief Engineer  
replied to this requisition  
on the 15<sup>th</sup> March 1856, by  
placing before Government  
a letter from Lieut.enant  
Walker of the Engineers,  
then Civil Engineer of the  
13<sup>th</sup> Division, in which that  
Officer stated his inability  
to furnish the required  
report, plans, and estimates,  
in consequence of his per-  
manent removal to Bellary. Lieut.  
Walker advocated the open-  
ing out of roads from the  
interior to the port, as a  
measure preliminary to  
the

the improvement of the port  
itself, arguing that amount  
of outlay expended on the  
harbor would render it  
useful, if it continued to  
be cut off from the interior  
by the want of good roads,  
and in this opinion, he was  
supported by Col. F. J. J. J.

The Board of Revenue  
now submit with their ex-  
ceeding proceedings, recorded above,  
the result of their corre-  
spondence with the acting  
Collector of Canara, and  
that Officer's correspondence  
with the Collector of Dharm,  
the Superintendent of the  
Cuddalore Division (volly-  
gore), Mr. B. Price a merchant  
in Canara, and the Chamber  
of

of Commerce at Brimley.

The Board have failed, however, to elicit specific information on the points indicated by Government, viz as to the amount of shipping for which a harbor is required, and an estimate of the trade which would be created by such a work, but they are, nevertheless, in favor of the project, considering that the papers now before Government supply sufficient grounds for the formation of the projected harbor.

3 Mr. Fisher's letter furnishes an abstract of the opinions of the different authorities consulted by

by him, and from it the Government gather, notwithstanding a difference of sentiment in some respects, that the formation of a harbor at Beidale would be advantageous to the shipping and commercial interests of the Western Coast, and to the trade of the countries bordering on it, provided that direct communication were maintained with the interior. The Collector of Dharmar equally with Mr. Fisher, is warmly in favor of the work, and the latter, in addition to the improvements of the roads, suggests the formation

formation of a coast Canal,  
in order fully to develop  
the Cotton trade of Sharwar,  
Bellary, and the Deccan. By  
this means also, it is re-  
presented, that the port  
of Beitedo would be made  
valuable to Canara, Mysore,  
Coorg, Malabar, and even  
the Countries to the South  
of the last named province;  
and Mr Fisher remarks that  
the Canal alone, even if no  
artificial harbor were con-  
structed at Beitedo, would  
be a desirable local improve-  
ment, as it would form  
a highway connecting the  
numerous rivers, which  
now offer serious inconve-  
nient to uninterrupted  
communication.

(19)  
communication along the  
coast. The adverse opinion  
expressed by the Bombay  
Chamber of Commerce in  
their letter to Mr Fisher, may  
not unreasonably be attributed  
to a fear that the projected  
work would divert from  
Bombay a very consider-  
able traffic which now  
finds in that ~~Port~~ <sup>Port</sup>  
alone conveyance to  
European markets; and  
in Mr Briggs's letter, it is  
not difficult to see that  
his own personal interest  
lead him to prefer that  
public outlay should be  
made at Verdolay, where  
he has invested consid-  
erable capital.

Although

1. Although therefore  
the papers are before the  
Government do not give  
a unanimous support  
to the proposed work, there  
is in them sufficient to  
convince the Government  
that the project is worthy  
of very full and careful in-  
vestigation. The present  
aspect of affairs forbids  
the immediate undertaking  
of a project, which cannot  
but be costly from its very  
nature. His Lordship in  
Council does not wish  
at the same time, that it  
should be lost sight of;  
and the interval that  
must elapse before the  
country can recover from  
the

the present financial  
pressure, cannot be think-  
ing better employed, than  
in collecting further and  
more satisfactory data,  
to determine the utility  
and probable expenses of  
the harbor works, and the  
necessity of those auxiliary  
improvements which are  
represented to be essential  
to develop the main work.  
With this view, His Lordship  
in Council, resolves to  
communicate to Colonel  
A. T. Hollow, all the papers  
on this topic, commencing  
with those recorded in  
the Marine Consultation  
of the 24<sup>th</sup> December 1855,  
in order that that Officer  
may

may take the whole sub- Marine Case. 3<sup>rd</sup> Dec/52 Dec 1853  
- put into his deliberate P. H. Case. 25<sup>th</sup> April/56 "53-57

consideration, and place

his opinion before the com-

mittee; after a personal

inspection of the locality

if he should consider it

necessary.

B. L.

Copies to the Admiralty. 5<sup>th</sup> Dec 57

1 - to Col. A. Pitt-Rivers

with copies of the papers  
noted in the Memoir of  
para. 4 & 5 High. Engrs

R

Copy in a L to L  
of 16<sup>th</sup> of April 1858 N. 7

Public Works 1857 Department  
D<sup>to</sup> to Comr. 18<sup>th</sup> August.

1857/9.

Extract from: of Comr.  
D<sup>to</sup> 11<sup>th</sup> August 1857.

From Colonel G. C. Colborne of the Ordnance  
1858 in 1855 in 1857.

Copy of India -  
11 March 1858.  
N. 435 -  
to Govt. of Bombay - 10 June 1858.  
N. 1093 -  
1856 + 17.

Communicating to Colonel  
G. C. Colborne all the papers regarding  
the construction of a Harbour  
of Refuge at Deetolo Cove in the  
Lachyut Bay, North Canara, in  
order that that officer may  
take the whole subject into  
his deliberate consideration and  
place his opinion before Govt.

C. 34 Aug. 1857