M.R.O. 1—82 400—23-11-50

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cont. 18-8-57

G.O. No. 1527 Press Mis.

16.17

Dated 11-8-1857

Not to be folded or roughly handled

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

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

In Consultation 22nd June 1857.

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 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.)

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

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,

Para. 9.

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

Para. 19.

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 Shedashegur 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.

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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 develope 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 develope 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 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.

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

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

Revenue Department

No. 2143

Extract from the Proceedings of the Board of Revenue, dated 22d. June, 1857.

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 No. 28 Public Works Department Marine, relative to the advantages that may be anticipated from constructing a harbour of refuge at the Cove of Bitkole in Sedashegur Bay of North Canara.

In Lrs 22d. June 1857.

(See enter No. 18)

The practicability of forming a Harbour of refuge near the mouth of the Sedashegur 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 Nuggur, the Chamber of Commerce at Bombay and E. 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

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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. 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 Beitcole over the Ports now in existence, and a fear of a stoppage of all improvements to roads leading to Coomptah and Sudi 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 Agilby, 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 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 Agilby's

letter

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letter, increased from the Stimulus of a road to Coomptah, from about 19,000. to 2,60,000 Tons since 1826 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 unfrequently ride out the whole Monsoon in that part of the Coast in which Beitcole Para 9. 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

Countries than Bombay. and in favor of Beitole 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 Beitole 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 Beitole, 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

Para 13.

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 Beitole, 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 1850 No 28.

(A true Extract)

To, H. Forbes Esq.
Offg Secretary to Government.
Revenue Department.

Offg Secretary.

D. Gils.

Sir

I am directed by the Board of Revenue to transmit herewith a Memorial addressed to the Board by the Inhabitants of Madras praying that a Light House may be erected on the Island of Pulicat, and to request that you will favor the Board with your opinion as to the necessity of granting the prayer of the Memorialists.

I am Sir
Your most obedient Servant
(Signed) W. Morris Secy to the Board of Revenue

To
The Secretary to Government
Fort St George

Madras Marine Department
Dated 8th August 1857
No 1579

Forwarded to the Secretary to Government Fort St George

Madras Marine Department
Dated 8th August 1857
No 1579

Recorded in the Proceedings of the Board of Revenue

Dated 22nd June 1857

No 2143

Pub. Works Dept. 1857 Dec. 1 R
Sir, I am &c. 11th August
No. 1266.

Extract from the Proceedings of the Board of Revenue.

Dated 22nd June 1857

No. 2143

5 Enclos.

S.F.St. 14 Aug. 57 - R. 1579.

Reporting on the proposition for the construction of a harbour of refuge at Beitcherkoil on Redesheguer Bay, South Canara, and submitting the reply of the Collector on the subject.

Copy to Lt. Col. A. Cotton
Comdg Engrs
14 Aug. 1857
R. 1579.

1016.

Sent 8th January 1858 No 42 & 43

Copy via a Lr to Govt
of 16th April 1858 No 9

Copy to Lt. Col. A. Cotton
Comdg Engrs
14 Aug. 1857
R. 1579.

C. 3rd Aug. to R.

in regard to a proposed harbor of refuge at the Bellevale Cove in the bay of Sadashiqua in North Canara. The Chief Engineer replied to this requisition on the 16th March 1858, by placing before Government a letter from Lieutenant Walker of the Engineers, then Civil Engineer of the 3d Division, in which that Officer stated his inability to furnish the required report, plans, and estimates, in consequence of his removal to Bellary. Lieut. Walker advocated the opening out of roads from the interior to the port, as a measure preliminary to the

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 Col. Faber.

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 Bugger Division and Mr Bruce a merchant in Canara, and the Chamber of

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 har-
bor is required, and an
estimate of the trade which
would be created by such
a work. But they are never-
theless 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 dif-
ferent authorities consulted
by

by him, and points the
Government gather, not-
withstanding a difference
of sentiment on some res-
pects, that the formation
of a harbor at Beriberah
would be advantageous
to the shipping and com-
mercial 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 strongly 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 develope
the Cotton trade of Dharwar,
Bellary, and the Deccan. By
this means also, it is rep-
resented, that the port
of Beitcole would be made
valuable to Canara, Ellycong,
Coorg, Malabar, and even
the Countries to the South
of the last named provinces;
and Mr Fisher remarks that
the Canal alone, even if no
artificial harbor were con-
structed at Beitcole, would
be a desirable local improve-
ment, as it would form
a highway connecting the
numerous ports, which
now offer serious impedi-
ments to unintercourse
communication

communication along the
coast. The endeavours of private
persons proposed 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 considera-
ble traffic which now
finds its way to Port
Victoria conveyance to
European markets, and
in Mr Bruce's letter it is
not difficult to see that
his own personal interest
lead him to prefer that
public outlay should be
made at Vingolay, where
he has invested consid-
erable capital.

A Mangles

to Albany to transpose
the papers now before the
Government do not give
a unanimous support
to the proposed work, then
it will then be sufficient to
convince the Government
that the project is worthy
of more full and careful in-
vestigation. The present
state of affairs public
has in no instance 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 last sight of;
and also intends that
direct crisis before His
Country can, however pass
His

the present financial
pressure, cannot be thinks,
be better employed, than
in collecting further and
more satisfactory data,
to determine the utility
and practicable expence of
the harbor works, and the
necessity of their auxiliary
improvements which are
represented to be essential
to develope the main work.
With this view, his Lordship
in Council passes to
communicate to Colonel
A. T. Gallwey, all the papers
on this topic, commencing
with the one recorded in
the Marine Consultation
of the 21st December 1855,
in order that that Officer
may

may take the matter under his deliberate consideration, and place his opinion before Government, after a personal inspection of the locality if he should consider it necessary.

Marine Circ. 31st Aug/55 No 103-103
P.W. Circ. 25th April/56 " 83-571

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Copies to the Bd of Rev [illegible]

1—11— Col A Cotton
with Copies of the papers
noted in the Margin of
paras. 4 & 5 Right Hon.

R

Copy in a Ltr to Bo
of 16th April 1858 No 9

Public Works 1857 Despatch
Dte to Govt 18th August

No 1579

Extract Minute of Govt
of 14th August 1857

Lieut Colonel A. T. Cullen 42nd Madras
1858 to 4475 in 1st June

Copy to Govt of India
11 March 1858
No 435

do Govt of Bombay — 10 June 58
— Do 893

Nos 16 & 17

Communicating to Colonel
A. Cullen all the papers regarding
the Construction of a Harbour
of Refuge at Beltola Cove in the
Dasheghur Bay, North Canara, in
order that that officer may
take the whole subject into
his deliberate consideration and
place his opinion before Govt

C. 3rd Augt 57