

1. Number of pages 22
2. Date of receipt 29-3-38
3. Initials of Receiver
M.R.O. 1-22,400-29-11-80

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.
ca 83/59

G.O. No. 517	Press Mis.
<i>83-84</i>	
Dated 8-3-	1859

Not to be folded or roughly handled

No. 83. Read the following letter from Colonel C. E. FABER, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 7th February 1859, No. 7686.

SIR,

I have the honor to forward herewith a Report in original, from the Superintending Engineer, Northern Circle, on the Port of Sedasheghur and Harbour of Beikul, as called for by Government, in their orders of the 11th December last, No. 2635.

2. Although Captain Orr contributes nothing absolutely novel on a subject already so exhaustingly dealt with, yet the report of so able and experienced an Engineer, as to the indisputable merits of the Project, is very far from being without value, and the Government will not fail to observe, that a much greater length with larger section and higher cost for the breakwater than proposed by Colonel A. Cotton are assigned, and on substantial grounds by Captain Orr.

3. I have great pleasure in drawing the attention of Government to the highly favorable opinion which the Superintending Engineer on Circuit, has conceived of the ability of the local professional Officer, to carry out the minute instructions left with him for maturing and drawing out the detailed Plans illustrative of the proposed works.

4. Lieutenant Hunter's Report and Drawings will be forwarded as soon as they reach the Central Office.

5. The Government will perceive that the most pressing want respecting the Port of Sedasheghur, is the improvement and indeed the almost creation of its inland communications, and I beg leave to strongly recommend an immediate grant of Rupees (10,000,) ten thousand, for completing a two yard trace practicable for Bullocks of the Kygah Ghaut.

Letter from Captain C. A. ORR, Officiating Superintending Engineer, Northern Circle; to Colonel C. E. FABER, Chief Engineer, dated Sedasheghur, 26th January 1859.

SIR,

Agreeably to the orders of Government conveyed in Extract Minutes Consultation, under date 11th December 1858, No. 2685, and in the Extracts from your Proceedings noted in the margin,* I have visited Sedasheghur in company with the Acting District Engineer, and have the honor to report that, being of opinion that the Plan lately submitted by him for the improvement of the Harbour, is of too circumscribed a character to meet the future requirements of the trade of this country, I have instructed him to prepare another on a more comprehensive scale, and very much in accordance with the views of Colonel A. T. Cotton, with whom I quite concur, as to the nature of the works required to make Sedasheghur an almost perfect Harbour of refuge, and a great Commercial Port.

2. Sedasheghur Bay has been too often reported on, to require from me in this place any description. With Beikul Cove it is already capable of sheltering, at one time, many Vessels of small size, and several large Ships from any but the N. W. gales, which, though not common, do occasionally occur on this Coast. It only requires to be protected in that direction to become, throughout all seasons of the year, the safest, as it can easily be made the most convenient Harbour in India; there being deep water so near the shore as to permit of Vessels being brought alongside of, and loaded from wharfs, which may with facility be constructed round two sides of the Bay.

3. All that appears to be necessary, as Colonel Cotton has pointed out, is the construction of a breakwater of loose stone from Carwar Head in a direction towards the Islands of Deoghur and Coornaghur, lying off the mouth of the Black River, some three thousand yards to the Northward. Secondly, the running out in a South-Westerly direction of a similar breakwater from Deoghur, the outermost of the two islands; and thirdly, the filling in of the space between the two islands, six hundred yards in length, with rough stone.

Fort Saint George, Public Works Consultation of 8th March 1859.

4. By these means the whole Bay between Carwar Head and the islands may be made a spacious and secure Harbour, and complete protection from any swell be given to the shores of the Bay where wharfs will have to be erected; for, while Carwar Head and its breakwater, and the two islands with theirs, will shelter all within them from the South Westerly and North Westerly winds, the Oyster Rocks, lying directly Westward, will form a barrier against any swell rolling in from that quarter. The extent of shelter, and the completeness of the protection afforded to shipping in the Bay, or lying alongside wharfs, will depend on the lengths to which the two breakwaters are carried out. Colonel Cotton thinks that one thousand yards from Carwar Head, and five hundred from Deoghur will be sufficient, but believing that the former should not be less than fifteen hundred yards, and will eventually probably require to be even more, I have directed the Acting District Engineer to allow for that length, without providing for leaving any opening, as there is nothing to show that there is any danger of silting taking place, and an opening in the breakwater to the Westward would allow the entrance of a troublesome swell.

5. So far the works for which I have instructed the Acting District Engineer to prepare and submit Plans and Estimates in detail, correspond in every respect with those sketched out by Colonel Cotton, but the cost I fear will very greatly exceed his calculations, as the depth of water is considerably more than he assumed it to be, and the section of the breakwater must, in my opinion, be far wider at the base than he estimated for. Allowing liberally for the plant, without which works of such magnitude as are contemplated cannot be carried out with either economy or expedition, and for the opening of a Canal between the bottom of the Harbour and the Black-River, to allow of Boats which take in their cargoes at Mullapoor, twenty miles up the stream, at the foot of the Ghauts, delivering them at once on Board, or landing them at the wharfs, and also providing for the construction of a road round the shores of the Bay, as is indispensable, I believe the work cannot be completed for less than about fourteen lacs of Rupees, which may however be laid out, from year to year, by degrees as the trade of the port and the shipping frequenting the coast increase, and demand accommodation.

6. It doubtless is very desirable that a Harbour of refuge should be formed on the Coast, but the value of Sedasheghur, as a Port, cannot rise into importance by any works that may be undertaken for its improvement, or the facilities it may be made to offer for shipment, attract European enterprise and capital, unless the communications by which produce can be transported to it from the interior down the Ghauts to Mullapoor, are first opened out and maintained in order. The Estimate ordered to be inserted in the ensuing Budget, for the road from Mullapoor to Hallial, by the Singwarree Ghaut, will, if allowed to be acted on, open one excellent line, but there is another, and a still better, by the Kygah Ghaut and Yellapoor, for which I have requested Lieutenant Hunter to prepare Plans and Estimates without delay, as a necessary adjunct to the Harbour project. By these two routes, Dharwar and the adjoining exporting Districts will practically be brought very considerably nearer to the Coast at Sedasheghur, than they are at present to Coompta and Tuddry, and there can be no doubt therefore that were these lines of communication completed, and Sedasheghur Harbour made as safe at all times, and as convenient as is proposed, trade would rapidly be diverted to the shortest and easiest route, and obtaining a stimulus by the saving effected in carriage, in loading, and indirect shipment to England, instead of to Bombay, would no doubt prosper exceedingly, especially in the article of Cotton.

7. The Kygah Ghaut however has not yet been fully traced, and as the character of the road will entirely depend on the mode in which the line is laid out, which is a laborious and expensive process in a difficult country, I would recommend that a sum of Rupees ten thousand, be at once placed at the District Engineer's disposal, to enable him to explore and open out in the best direction the indispensable preliminary trace of two yards in width.

8. Having thoroughly discussed with the Acting District Engineer, the whole scheme, and settled with him the nature and details of all the proposed works connected with the Harbour at this place, and being satisfied that Lieutenant Hunter is fully competent, and prepared to submit perfectly satisfactory Plans and Estimates for them, I purpose returning to the Presidency with all despatch, leaving to him to embody in the explanatory Report which will accompany those documents, a fuller description of the project.

Fort Saint George, Public Works Consultation of 8th March 1859.

No 84.

ORDER THEREON No. 517; dated 8th March 1859.

Para. 1. The Chief Engineer submits a Report from the Superintending Engineer of the Northern Circle, on the Port of Sedasheghur and Harbour of Beikul. The Government have read this report with interest. They will expect the Plans and Estimates about to be prepared by Lieutenant Hunter for making a Harbour at Beikul; and in sending them up the Chief Engineer will not fail, after careful consideration, and consultation with those most competent to give an opinion, to state the order in which the proposed works should be undertaken, and the rate of progress which he would advise.

2. In connection with the improvement of the Port and Harbour, Major Orr advocates the opening of the Ghauts, and communications by which Produce can be transported from the interior, and refers more particularly to the road from Mullapoor to Hullial by the Singwarree Ghaut, and to another from the Kygah Ghaut and Yellapoor. The former has already been provided for in the Budget, and for the latter Lieutenant Hunter has been requested to prepare Plans and Estimates. As the Kygah Ghaut has not yet been fully traced, Major Orr suggests that a sum of 10,000 Rupees should be placed at the disposal of the District Engineer, to enable him to open out, in the best direction, a trace two yards wide. The Chief Engineer, supports the application.

3. The Government entertain no doubt that both the Roads mentioned in the Report, will, as observed by Major Orr, be necessary adjuncts to the Harbour works, and prove useful in facilitating the transport of Produce from Dharwar and the adjoining Districts. Mr. Fisher the Magistrate of Canara, in a letter to Government, dated 27th May 1858, No. 40, also expressed the same views. It does not appear, however, that these Roads are needed for Military purposes, and this being the case, the Government feel themselves precluded by the stringent orders of the Government of India, from granting even the small sum proposed for making a trace of the Kygah Ghaut.

4. Ordered that the above Resolution be communicated to the Judicial Department, with reference to Extract Minutes of Consultation in that Department, dated 4th June 1858, No. 732.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Central Office of Public Works
Fort Saint George 7th February 1859

1859. 3rd March

N^o 7686.

From

The Chief Engineer

To

The Secretary to Government
Public Works Department.

Ma'am

Sir,

I have the honor to forward here-
with a Report in original from the Super-
intending Engineer Northern Circle on the Port
of Sedasheghur and harbour of Beithul as
called for by Government in their orders of the
11th December last N^o 2685.

2. Although Captain Orr contributes
nothing absolutely novel on a subject already so
exhaustingly dealt with, yet the report of so able
and experienced an Engineer as to the indisputable
merits of the Project is very far from being
without value, and the Government will not
fail to observe that a much greater length
with larger section and higher cost for the
breakwater than proposed by Colonel A. Cotton
are assigned and on substantial grounds by
Captain

Captain Orr.

3. I have great pleasure in drawing the attention of Government to the highly favorable opinion which the Superintending Engineer on Circuit has conceived of the ability of the local professional Officer to carry out the minute instructions left with him for maturing and drawing out the detailed Plans illustrative of the proposed works.

4. Lieutenant Hunter's Report and Drawings will be forwarded as soon as they reach the Central Office.

5. The Government will perceive that the most pressing want respecting the port of Sedasheghur, is the improvement and indeed the almost creation of its inland communications, and I beg leave to strongly recommend an immediate grant of Rupees (10,000) Ten thousands, for completing a two yard trace practicable for bullocks of the Hyghat Ghat.

I have the honor to be

Sir,

Central Office of C.E.
Fort Saint George } Your Most Obedient Servant
7th February 1859 }

Wm. Lister Colonel

Chief Engineer.

Public Works Dept

Extract from the Minutes of Consultation
Under date the February 1859.

Read the following
letter from the Chief
Engineer.

(Here entering Feb 1859 N^o 686)

Agreeably to the
recommendation of the
Chief Engineer the Governor
in Council grants ten
thousands Rupees out of
the one lack fund, for
the purpose of making a
trace two yards wide up
the Kygah Ghaut on the
road from Baitkul to
Nellapoor. Due care should
be taken to select the best
line for this trace.

The

Recd by Govt
Public Works
Dept
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of making a
trace two yards
wide up the
Kygah Ghaut
on the road from
Baitkul to
Nellapoor.
Due care should
be taken to select
the best line for
this trace.

Mem. 14 Dec 1859

29 Dec 1859
Cm: 812/1144
N^o 294

From the Chief Engineer
to the Secretary to Government
Public Works Dept

Dated 1st February 1859
Recd 8
N^o 3686

Enclosure. 1
N^o 3686
8th March 1859.
Submitted with observation.
Report from the
Chief Engineer on
the cost of the
and condition of the

by the Engineer

2. The Governor in Council has read Major Orr's Report with interest. He will expect the Plans and Estimates about to be prepared by Lieutenant Hunter for making a harbour at Port Keel; and in sending them up the Chief Engineer will not fail, after careful consideration and consultation with those most competent to ^{give an opinion,} ~~advise him,~~ to state the order in which the proposed works should be undertaken, and the rate of progress which he would advise.—

[Signature]

(Memo: on Pub. Works N^o 291)

Em. C. N^o 310

On the 13th August 1853 the Government sanctioned an estimate of Rupees 9,850 for opening out the road from Pullial to Mullaipoor including the formation of the Singanuram Ghaut, and also granted authority for the disbursement of a further sum of Rupees 1,000 for a cross road between Juggelpet and Simsooty passing through Soopah.

Em. C. N^o 362

On the 10th March 1856, the Government returned to the Chief Engineer an estimate of Rs. 1,9,300, for making the Pullial line a second class road in view to its resubmission, with complete information, for entry in the Budget of 1857-58.

Letter dated 5th Aug^r 1858
N^o 2196 in Em. C. N^o 278
1858. N^o 2072.

On the 16th August 1858, the Officiating Chief Engineer submitted an estimate amounting to Rs. 1,15,600

for

for the completion of the road and in a subsequent letter that Officer stated that a further sum of Rupees 10,800 would be necessary for temporary establishment. Colonel Lawford reported that the expenditure on the Singawasee Elephant road, on the first estimate of Rupees 9,850 above referred to was Rupees 13,681, of which Rs. 3,685 were from the discretionary funds; that the outlay on the cross road between Juggulpet and Sumsoddy, was Rupees 1,106, on the sanctioned amount of Rupees 1,000; that notwithstanding a few mistakes, the progress made was as satisfactory as could be expected from the outlay sanctioned. The Estimate submitted on the 1st August 1858 contemplated making the line a second class dry weather road, fit for wheeled traffic throughout from Hullah to the dusky line. The

* dated 30th Sept 1858
No. 128 in E.M. 7th Oct.
1858 No. 207²

* Letter dated 1st Augt
1858 No. 2196.

The following are the particulars of the estimate.

Earthwork, gravelling, &c.	Rs. 57,110
8 Bridges of different dimensions	35,330
28 Tunnels of different sizes	22,860
	<u>1,15,600</u>
Add	
Superintendence for two years.	10,800
	<u>Total 1,26,400</u>

* E.M. 7th Oct 1858
No. 2072 p. 7

* Item No. 27 of Statement
No. 1.

* Rs. 5,000 was sanctioned for this road in 1854 and entered in the Budget of 1854/55 (Page 50)

The above sum of Rupees 1,26,400 was ordered for entry in the Budget of 1859/60 for the sanction of higher authorities, and the Officiating Chief Engineer was at the same time required to send up for insertion in the same Budget Estimates for the roads from Hullah to Tirum via Juggulpet and from Juggulpet to Sumsoddy via Soopah. These Estimates have not yet been submitted.

As respects the Southern line, an estimate amounting to Rupees 70,330 for a second class road from Mullaipoor via the Kygah

Lygal Ghaat to Idoozoongy was submitted on the 26th Sept 1857 but was returned to the Chief Engineer on financial grounds on the 27th November following for resubmission hereafter. The estimate has not since been reformed. A sum of Rs 5,000 for tracing this line apparently, was sanctioned in 1854, and entered in the Budget of 1854/55 (Page 50)

E.M.C. N. 2192

17x
P.H.D.
No. 517
Extract from the Minutes of Consultation
Under date the 8th February 1859.

Read the following letter from the Chief Engineer.
(Here enter 15th February 1859 N 7686)

At. The Chief Engineer submits a report from the Superintending Engineer of the Northern Circle on the Port of Sedasteghin and Harbour of Baithal. The Government have read this report with interest. They will expect the Plans and Estimates about to be prepared by Sir Walter Hunter for making a harbour at Baithal, and in sending them up the Chief Engineer will not fail, after careful consideration and consultation with those most competent

St
G

W. H.

competent to give an opinion,
to state the order in which the
proposed works should be under-
taken, and the rate of progress
which he would advise.

2. In connection with
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and Harbour, Major Orr
advocates the opening of the
ghats and communications
by which produce can be trans-
ported from the interior, and
refers more particularly to the
road from Mullajoor to Hullah
by the Singwarree Ghat, and
to another from the Hygah
Ghat and Yellapoor. The
former has already been provided
for in the Budget, and for the
latter Lieut. Hunter has been
requested to prepare plans and
estimates. As the Hygah Ghat
has not yet been fully tried
Major Orr suggests that a sum

of 10,000 Rupees should be placed
at the disposal of the District
Engineer to enable him to open
out in the best direction a track
two yards wide. The Chief
Engineer supports the application.

3. The Government
entertain no doubt that both
the roads mentioned in the
report, will, as observed by
Major Orr, be necessary adjuncts
to the Harbour works, and prove
useful in facilitating the trans-
port of produce from Dharwar
and the adjoining Districts.
Mr. Fisher the Magistrate
of Coimbatore in a letter to Govt.
dated 27th May 1858, No. 40, also
expressed the same views but
beyond the one object to be
attained by the opening of the
roads, which the Government
admit to be in itself of sufficient
importance, it does not
appear,

Public Works 1859 Depart.
Cons 8th March.

N^o 517.

Extract of Cons.

8th March 1859.

From the Chief Engineer 4/22
1859 Cons 23/13 4th

(Requesting the Chief

Engineer to send up the Plans &
Estimates about to be prepared by Lt.
Senior for making a Harbour at
Bentley and at the same time to
state in order in which the proposed
works should be undertaken and
the rate of progress which he would
advise and for reasons stated declining
to grant even the small sum
proposed for making a trace of the
"Lygon Chant" and directing that
the same be communicated to
the Judicial Department.

N^o 83 + 84.