M.R.O. 1—77,006—8-6-37.

(1) Number of pages 16

(2) Date of repair 17—11. 38

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

Comm. 20.1.1862

G.O. No.	133	Press / Mis.
91-92 Dated	19-1-	1862.

Not to be folded or roughly handled

17/4/38

No. 91. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 14th December 1859, No. 8313.

With reference to the correspondence noted marginally, I have the honor to forward herewith the following estimates for works proposed in the North Canara district.

To Government 21st October 1858, No. 4734.
From Government 22nd November 1858, No. 2470.
To Government 24th December 1858, No. 6653.
1 Extract of District Engineer, dated 18th July 1859, (paragraphs 7 and 8) and of Collector's letter, dated 23rd July 1859, paragraph 6 of District Engineer's letter, dated 21st November 1859, paragraph 4

1st. For a canal to connect the Taddri and Gangavalli rivers and for constructing a bridge across the same at Madanagiri. Rupees 62,010.

2nd. For a canal from the Cúmpta river to Haldipúr river Rupees 25,810, formerly submitted but held in abeyance.

3rd. A sketch map with surveys shewing the levels of the two canals and a plan of the proposed bridge accompany the estimates.

2. In his report dated 18th July last, No. 435, the late acting District Engineer stated that the first of the above projects has for its object the means of bringing all the timber now cut in the Gangavalli forest to Taddri for shipment to Bombay, the Gangavalli bar being impassable, and there being considerable trade in the timber, &c. to be found in these jungles. He further reported that it would also complete the communicaion from the Arbyle road to Taddri.

3. The second project, a canal to connect the Cúmpta and Haldipúr rivers, has for its object the means of conveyance to Cúmpta, of all the cotton intended for export as well as other articles coming down the Nílkond or Gairsopah ghâts.

4. The present District Engineer (Captain Walker recently reappointed) also strongly advocates the two projects above referred to. He states that the proposed canals will, in connection with that already sanctioned from the Taddri river to Cúmpta, connect the heads of navigation of the Gáirsopah and Honore rivers, distant 55 miles apart by water, and afford the traffic of the Gáirsopah, Nílkond, Devamani and Arbyle ghâts, access to the ports of Honore, Cúmpta, Taddri and Gungavalli. The District Engineer observes that if all these three works, which form but one scheme, are sanctioned so that they may be proceeded with simultaneously, the same general superintendence will be sufficient for all and their total cost will not exceed Rupees 1,23,811. Their best recommendation in Captain Walker's opinion, is that they will form an important instalment of the West coast canal, which has been so strongly advocated by the Commandant of Engineers in his printed report to Government, dated 3rd March 1858.

21st November 1859, No. 541.

5. The Collector in his letter transmitting the projects to the Central office expresses himself fully in favor of the canals proposed from the Gungavalli to the Taddri rivers, as well as that sanctioned to connect the Taddri and Cúmpta rivers; but the one from Cúmpta to Honore he regards as simply a portion of the coast canal, and does not advocate its construction as an isolated work.

No. 17, 23rd July 1859, paragraph 6.

6. The canal to connect the Cúmpta and Taddri rivers, which was estimated to cost Rupees 36,021 was sanctioned in the budget of 1859-60, but has not been included in the budget just submitted, Captain Walker considers the estimate as already sanctioned sufficient.

7. It is certainly desirable that all these canals should be begun simultaneously; the papers connected with the two new projects are herewith submitted for the consideration of Government, and the plans and estimates have been examined and found to be correct. The total amount of the estimates including the one for the Cúmpta and Taddri canal is Rupees 1,23,811.

N. B.—No traffic return has been prepared as no canal at present exists.

Proceedings of the Madras Government, Public Works Department, for the month of January 1860.

No. 92.

ORDER THEREON, 19th January 1860, No. 133.

The projects submitted in this letter must be laid over for another budget, as funds are not now available for them.

(Signed) T. PYCROFT,
Chief Secretary.

Extract of a letter from the Acting District Engineer Canara dated 18th July 1859 No. 435.-

Vide Letter from Dy Genl Engr No 152 dated 15th March 1858.

× × ×

No 9 opening a Canal to join the Taddy and Gungawally Rivers is a specially useful project. It combines so many advantages that it is a source of wonder to me that it has been so long overlooked. 1st It will form a portion of the Coast Canal 2d It will bring all the timber now Cut in the Gungawally forests to Taddy for shipment to Bombay for the Gungawally bar is impassable and there is considerable trade in the saleable timber, poon Spars &c &c to be found in these jungles and lastly it will complete the Communication from the Ashyle road to Taddy, and obviate the necessity of a bridge over the Pattanphar which must necessarily be a most costly undertaking - It has been Estimated to

Cost

cost some £3,000, Piles but it cannot be built under a lac.

I may here remark that the Canal from Suddy to Coompta has already been sanctioned, but kept in abeyance from the financial difficulties - If this restriction could be removed in the ensuing budget it will be a great boon to Canara but this as well as the other Canal Estimates I should be glad of permission to revise as there are many reasons that induce me to believe that this Estimate will not be sufficient - for the rates of labor have risen - and sundry items such as Land Compensation and the Superintendance requires have not been sufficiently considered -

8. These Remarks Apply to the next work on the list No 10 N. Canal to connect the Coompta and Ankolapoor Rivers Coompta is at present the great sea port of North Canara - There is no reason that it should be as it has every

possible

Vide Asst Engr's Letter No 528 dated 11th June 1859 & Supt Engr's No 1114 dated 6th Sept 1859

possible disadvantage - which Suddy close at hand has every advantage - however it is to and it will be a work of time to remove trade from this place, with the prestige of ages attaching to it and the residence of some hundreds of wealthy merchants utterly sceptical as regards change For these reasons then this Coomptah and Ankolapoor Canal connecting as it may almost be said to do Coomptah with Honore in addition to its advantages as a portion of the Coast Canal is worthy to be brought forward on its own merits as all Cotton for export, as well as any other material coming down the Nulwond or Gairenpaht Ghauts would be conveyed for shipment to Coomptah by this Canal; and as Coomptah and Suddy will be joined by water Communication all that has been here urged will be equally true when Suddy shall supplant Coompta as must be the case and Carrying the reasoning and Canals a step further equally true when Sidasheegur shall eventually swamp

them

them both.-

These three Canal projects then I trust may be brought prominently forward for next years' Budget at present I should be glad of an opportunity to revise the Estimates before the submission of the final Budget List.-

x x x

(Signed) J. L. Hunter Lieut
Ag District Engineer -

Extract of a letter from W. Fisher Esqr Collector of Canara dated 25th July 1859 No. 1.

6. x x x

Lieutenant Hunter's remarks on the value of Canal communication between the Gungavalli and Taddri rivers, and between the latter and Compta, I can heartily endorse but the Canal between Compta and Honore is a mere portion of the East Canal, not having

Any

any great value as an isolated work, though an indispensable link in the Chain of Coast Canals. Goods for Coompta would for the most part take the Bosi Ghaut and the Neelcond route, in preference to the Honeravah Ghaut, and water Carriage, if the Canal was in existence, for, as trade is carried on in this Country, one mode of Carriage from the place of produce to that of Sale is almost a necessity and Something more than a first Consideration with the Native dealer, who is often both farmer, merchant, and Carrier, and brings his own produce to market with the aid of his own Cattle.-

(Signed) W. Fisher
Collector.

Extract of a letter from Captain G. H. Walker District Engineer Canara dated 21st November 1859 No. 541.

No. 3.

the Commandant of Engineers in his Printed
Report to Government of the 3d March 1858.

x x x

(Signed) G. T. Walker Captain
District Engineer Canara

(True Extract)
H. Bell Lieutt Colonel
Chief Engineer.

4.

No 3 Sanctions are for Works which in connection with a Ry of not less than No 2 already sanctioned will connect the heads of Navigation of Gairsuppah and Honore Rivers, distant 55 miles apart by water, and afford the traffic of the Gairsuppah, Nilkund, Davimane and Bebgle Ghauts access to any of the ports of Honore, Coomptah, Mulky or Gungavally. Lieutenant Brooke, Assistant, sent for the Estimates with the intention of revising the Rates but I cannot see that they require it. If all the works which form but one Scheme are sanctioned so that they can be carried out simultaneously the Commr General Superintendence will suffice for all, and their total cost need not exceed the Rupees 123,841 allowed. The last recommendation is that the will form an important instalment of the West Coast Canal so strongly advocated by the

1859 Department

Enclosures in a letter from the Chief Engineer to the Secretary to Govt D.P.W. dated 14 December 1859 No. 8313.

BB 3329/59.

Extracts from letters from the Collector of Dist.t Engr.s of Canara on the subject of opening Canals in that Dist.t

2. On his report dated 18th July last, No 1703, the late Acting District Engineer stated that the first of the above projects had for its object the means of bringing all the timber now cut up the Sangavalli forest to Pudduis for shipment to Bombay, the Sangavalli bar being impassable, and there being considerable trade in the timber for to be found in those jungles. He further reported that it would also complete the communications from this Presidency to Pudduis.

3 The second project a Canal to connect the Cumpta and Pudduis Rivers, had for its object the means of conveyance to Cumpta of all the Teak intended for Export as well as other articles coming down the Dharwar or Kaiserpah Rivers.

4. The present District Engineer Captain Walker recently reappointed, also strongly advocates the two projects above referred to. He states that the proposed Canals will in connection with that already sanctioned from the Pudduis river to Cumpta, connect the heads of navigation of the Kaiserpah and Honore rivers distant 55 miles apart by water, and afford the traffic of the Kaiserpah

Attended

2d Para 4th 5th

to Dharwar, and a part of that accessible to the ports of Honore, Cumpta, Gudduis and Sangavalli. The District Engineer observes that of all these three works, which form but one scheme are sanctioned so that they may be proceeded with simultaneously, the same general superintendence will be sufficient for all and their total cost will not exceed Rupees 1,23,841. His next recommendations in Captain Walker's opinion, is that they will form an important instalment of the West Coast Canal which has been so strongly advocated by the Commandants of Engineers in his Circular No 3 Department dated 3d March 1858.

No 1723 July 59 Para 6.

5. The Collector in his letter transmitting the projects to the Central Office expresses himself fully in favor of the Canals proposed from the Sangavalli to the Pudduis Rivers as well as that sanctioned to connect the Pudduis and Cumpta Rivers, but the one from Cumpta to Honore he regards as simply a portion of the Coast Canal and does not advocate its construction as an isolated work.

6. The Canal to connect the Cumpta and Pudduis Rivers which was estimated to cost Rupees 36,021 was sanctioned in the Budget of 1859 60. but has not been included in the Budget just submitted

Captain

Captain Walker considers the Estimate already sanctioned sufficient.

It is certainly desirable that all these Canals should be begun simultaneously the Waters connected with the two new projects are therefore submitted for the consideration of Government and the Plans & Estimates have been examined and found to be correct, the total amount of the Estimates including the one for the Cuddalore Canal is Rupees 1,23,8[illegible]4.—

Port Blair Dec[illegible]
14th December 1859

I have the honor to be
Sir
Your Most Obedt Servant
[illegible]
Chief Engineer

Lieut Colonel
Superintendent Port Blair

N.B. No Traffic Return has been prepared as no Canal at present exists.—

The Secretary to Government
Public Works Department

Colleray

P.W. Cons. 1st Feby/59 Nos 127 128
" 23d Decr/58 Nos 89-90

No 91 & 92.

Cyt 4th Jany/60 813

P.W.
Secretary
Pro: of Govt. 20th January/60.
" 3329.
Chief Engineer
Chief Secretary to Govt

Dated 14th December/59
Received 4th 20th
No 8313
16-10-

Recommends for entry in the Budget of 1860/61 2 Estimates for 2 Canals viz construction of that connecting from Sumpter to Pudduis, inclusive Canara—
No 133 - 19th January/60
With an Order.

No-133.

133

The projects submitted in this letter must be laid over for another budget, as funds are not now available for them.

10 Copies to the Chief Engr. Dept 20th & to the Secretary

Fort-St George
19th January/60