

(1) Number of pages

14

(2) Date of repair

5-1-39

(3) Initials of the Referencer

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cons. to 2. 60

G.O. No.

255

Press
Mis.

Dated

1-2-1860.

Not to be folded or roughly handled

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No. 1. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer ;
to J. D. BOURDILLON, Esq., Secretary to Government, dated 8th December 1859,
No. 8105.

With reference to the Proceedings of Government, dated 30th August 1859, No. 2080, I
have the honor to forward herewith a report from the District
1 Letter from District Engineer 19th November 1859, No. 542. Engineer of Canara, on the relative merits of the Kaiga and Bar-
bal ghâts, from which it will be observed that that officer is
strongly in favor of the proposed road being made, via the former ghât. Captain Walker who
has had long experience in Canara, is of opinion that the Kaiga line is the shortest and the most
direct that could be selected, and that it possesses, besides, the advantage of attaining the high
land 20 miles sooner than the Barbal ghât.

2. For the reasons set forth by the District Engineer which appear conclusive, I beg that
the sum of Rupees (10,000,) ten thousand, promised in the orders of Government quoted above,
may be granted for opening a 1st class trace and included in the budget of 1860-61.

3. The estimates for the complete formation of the road up the Kaiga ghât, have not yet
been received.

No. 2. ORDER THEREON, 1st February 1860, No. 255.

The Chief Engineer in forwarding* a report from Captain Orr on the port of Sadâs'igar in
North Canara, requested with reference to the remarks of the
* 7th February 1859 No. 7686. latter officer, that Rupees 10,000 might be immediately granted
for completing a two yard trace practicable for bullocks up the Kaiga ghât. Captain Orr had
observed that the port could not rise into importance "unless the communications by which
"produce can be transported to it from the interior down the ghâts to Mallapûr are first opened
"out." Besides the road which had been estimated for, by the Singavâri ghât, Captain Orr
pointed out that there was a still better, by the Kaiga ghât and Yellapûr.

2. The Government in their order upon this proposal referred to a letter† from Mr. Fisher,
Magistrate of Canara, dated 27th May 1858 No. 40, in which
† No. 517 dated 8th March 1859. the same views are expressed ; they were unable however under
the stringent orders of the Government of India, to grant the small sum asked for.

3. Mr. Fisher, in the letter referred to in the previous paragraph, while advocating a more
rapid means of communication than mere cart roads, points out that the roads to Mallapûr from
Hallial via the Asbi ghât and from Hubli and Yellapûr via the
Paragraph 14. Kaiga ghât (which latter was only a trace) "will probably prove
the best lines that cart traffic can take between the cotton growing districts and the coast."

4. The Bombay Government appointed a Commission in March 1859 for the purpose of
reporting on, among other things of a cognate nature, the best approaches from Dhârwar to the
port of Sadâs'igar, and the Kâli Nadi river. Their report of the 25th May 1859 was furnished
‡ 30th July 1859 No. 2005. to this Government by the Bombay Secretary ; ‡ with regard to
the communications, (necessary for opening out of the port to
commerce,) south of the Kâli Nadi the committee were "unanimously of opinion" that a good
road should be made§ "from the point where the Hubli and
§ Report paragraph 30. "Hallial roads to Yellapûr meet, a few miles to the north of this
"latter town" and "that it should proceed down the Barbal ghât along the south bank of the
"river, to the west side of Beikâl cove." They add that this "is the shortest and most direct"
line that could be selected : it moreover "avoids all streams of
"any magnitude:" is in all about 92 miles in length of which the
first 39 miles are already partially made, and of the remaining 53 miles to be constructed "about
10 may be classed as ghât." The committee go on to mention
the Kaiga ghât "as yet only partially traced" and appearing

Report paragraph 33.

Paragraph 34.

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

Paragraph 36.

"to ascend" "too near the coast" "occasioning a considerable descent on the other side. It is besides less direct than the line by the Barbal ghát."

5. The Bombay Chief Engineer in paragraph 3 of his proceedings on the above report states that this recommendation has already been anticipated by instructions from England.

6. In the despatch referred to in the previous paragraph, after entering into the subject of the new harbour at Sadás'gar, the Secretary of State observes that "roads leading to the site of the future harbour, are more immediately required than any improvement of the harbour itself, and no time should be lost in constructing one or both of the roads for which practicable lines have been traced over the Singavári and Kaíga gháts."

7. The subject was alluded to in the despatch from the Government of India to the Home authorities, noted in the margin; * the opinion given there (paragraph 17) was that "both ascents should be made use of (the Kaíga and "the Singavári gháts)."

8. The Government of Madras, in communicating† the report of the Bombay committee, referred to in paragraph 4 supra, to the Chief Engineer requested him to report his opinion as to which is the preferable line, viz. the road which had been planned to ascend by the Kaíga ghát to Yellapúr, or the one by the Barbal ghát which was recommended by the Bombay committee.

9. Colonel Bell in the letter recorded at the head of these proceedings replied to this requisition. He forwards a report‡ from the District Engineer of Canara, and supports Captain Walker's recommendation in favor of the Kaíga ghát, observing that that "line is the shortest and the most direct that could be selected, and that it possesses, besides, the advantage of attaining the high land 20 miles sooner than the Barbal ghát."

10. Captain Walker also observes that the Barbal line, by going close to the Black river, "necessarily also crosses all the drainage on the south side of its valley;" that while by the Barbal ghát, it is 37 miles from Mullapúr to Yellapúr (to which several miles additional must be allowed for improved slope of a new ghát), by the Kaíga ghát it is only 30 miles from Mullapúr to Iddagunji on the A'rbaíl road, from which it is six miles by the made road to Yellapúr, so that the Kaíga and not the Barbal is the shortest and most direct line that could be selected: that the Kaíga ghát does ascend to descend again, near Iddagunji, but not "considerably" as asserted by the committee, and that the high sites fit for European settlers are most accessible by this ghát. He adds that it is impossible "to work a ghát of equally easy slopes" as there are "on the Kaíga line, up the hills near Barbal without much more loss of distance and greater expense."

11. The Governor in Council after fully considering all the papers connected with the question is inclined to coincide in Captain Walker's views. Without in any way detracting from the sentiments expressed by the Bombay committee, he is of opinion that Captain Walker's judgment may be safely relied upon in the matter. He is thoroughly acquainted with the localities, and is an officer of acknowledged ability, and in a question of this kind, local knowledge is everything.

12. The importance of opening a communication between Sadás'gar and the country above the gháts has been fully discussed in the previous paragraphs. It is therefore unnecessary to say more on that point. The Governor in Council resolves now to sanction 10,000 Rupees for opening a trail over the Kaíga ghát, as promised in the order of 30th August 1859, No. 2080, and the District Engineer will send up an estimate§ for making a finished ghát for entry in the next budget.

(Signed) T. PYCROFT,
Chief Secretary.

Central Office of Public Works
Fort Saint George 8th December 1859.

N^o 8105

From

The Chief Engineer

To

The Secretary to Government
Public Works Department.

Public

Sir,

With reference to the Proceedings of Government dated 30th August 1859, N^o 2080, I have the honor to forward herewith a report from the District Engineer of Canara on the relative merits of the Kaíga and Barbal Gháts from which it will be observed that that officer is strongly in favor of the proposed road being made via the former Ghát. Captain Walker who has had long experience in Canara, is of opinion that the Kaíga line is the shortest and the most direct that could be selected, and that it possesses, besides, the advantage of attaining the high land 20 miles sooner than the Barbal Ghát.

2.

For the reasons set forth by the
District

District Engineer which appear conclusive, I beg that the sum of Rupees 10,000, Ten thousand, promised in the orders of Government quoted above may be granted for opening a 1st Class track & included in the Budget of 1860/61.

3 The Estimates for the complete formation of the road up the Kyga Ghat, have not yet been received.

I have the honor to be

Sir,

Your Most Obedient Servant

A. Bell Lt. Col.

Chief Engineer.

Central Office of P.W.
Fort Saint George
8th December 1859.

Captain.

For Lt. Col. Long & Mr. Birch

P. May

M. Deppath

No 255

Proceedings of the Madras Government
Under date the 1st February 1860
Read the following
letter from the Chief Engr.

Submitting a report from
Captain Walker. District
Engineer of Tanjore on the
Comparative merits of the
Hyga & Barbal ghats, in con-
nection with the formation
of a road up one or other of
them.

* 7 February 1859 No 7686

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(How entered December 1859
No 8105)

The Chief Engr. in
forwarding a report from Capt.
Cor on the port of Sidastigun
in North Canara, requested
with reference to the remarks
of the latter Officer that Rs.
10000 might be immediately
granted for completing a tur-
yard track practicable for
bullocks up the Hyga ghat.
Captain Cor had obser-
ved that the port could not
rise into importance "un-
less the communications by which
produce can be transported
to it from the interior down the
ghats to Mallapur as first
opened out." Besides the road
which had been estimated for
by the Lingwarri ghat Capt.
Cor pointed out that there

2nd October 1859. No 53-54

2nd Oct 1859. No 3214
Chief Engr. 1859. No 7686

Copy in letter to Eng. Land
16th May 1860. No 28

from the Chief Engineer
to the Secretary to Government
Civil Works Dept.

Letter 8th December 1859
No 9
No 8105

W. 1. H. H. H.

Reports with reference
to Proceedings dated 30th August
1859 No 2080 on the relative
merits of the Barbal and
Hyga ghats for the
proposed road to ascend.

No 1.

223 June 1859

No 255. 1st February

was a still better, by the Styga
ghat and Yellapur

2. The Govt in their order upon
this proposal referred a letter from
Mr. Fisher, Magistrate of Kanara,
dated 27th May 1858 No. 49, in which
the same views are expressed;
they were unable however under
the stringent orders of the Govt
of India, to grant the small
sum asked for.

3. Mr. Fisher, in the letter re-
ferred to in the previous para,
while advocating a more rapid
means of communication than
mere cart roads, points out that
the roads to Hallapur from
Stallial via the areoly ghat &
from Stallial & Yellapur via the
Styga ghat (which latter was
only a trace) will probably
prove the best lines that
cart traffic can take between
the cotton growing Districts
and the coast.

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pointed a Commission in
March 1859 for the purpose of re-
porting on, among other things
of a cognate nature, the best
approaches from Dharwar to the
mouth of Sidasagar & the Kali
river. Their report of the

No. 517 dated 8th March 1857.

para 14

30th July 1859 No. 2015

Report para 30

Report para 33

para 34

9
25th May 1859 was furnished to
this Govt. by the Bombay Secre-
tary, with regard to the com-
munications (necessary for
opening out of the port to
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Hadi. The Committee were
"unanimously of opinion"
that a good road should be
made from the point where
the Stibli and Stallial's
roads to Yellapur meet, a
few miles to the north of the
latter town & that it should
proceed down the Barhalghat
along the south bank of the ri-
ver, to the west side of Beit-
pur, &c. They add that this
"is the shortest and most
direct line that could be
selected: it moreover avoids
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length of which the first
39 miles are already partially
made, and of the remaining
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on to mention the Styga
ghat "as yet only partially
traced" and appearing to occur
"too near the coast" occasion

"a considerable descent on
"the other side. It is besides
"less direct than the line by
"the Barbalghat."

para 36.

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proceedings on the above report
states that this recommen-
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6. In the Despatch
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the subject of the new har-
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in constructing one or both of
the roads for which practicable
lines have been traced over
"Sungawari & Hyga ghats."

From Secretary of State for
India No. 3. 6th October 1858
para 5

Feb 4, 3 of 1859
Southern Mahratta
Railway
dated 18 June 1859
para 5:6 and 15, 16, 17

20th Aug 1859, 1: 2000.

Para 3

20th Aug 1859, 1: 542.

The subject was alluded
to in the Despatch from the Go-
vernment of India to the Home
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the opinion given there (para 17)
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Committee.

9. Col^l Bell in the letter
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10. Capt. Walker also observes that the Barbal line, by going close to the Black river, necessarily also crosses all the drainage on the south side of its valley, so that while by the Barbal ghat, it is 37 miles from Mallapur to Yellapur (to which several miles additional must be allowed for improved slope of a new ghat, by the Kyga ghat it is only 30 miles from Mallapur to Oddagöngi on the arduous road, from which it is 6 miles by the made road to Yellapur, so that the Kyga and not the Barbal is the shortest and most direct line that could be selected. That the Kyga ghat does ascend to descend again, near Oddagöngi, but not "considerably" as asserted by the Committee, and that the high sites fit for European settlements are most accessible by this ghat. He adds, it is impossible to work a ghat of equally "easy slopes" as there are on the Kyga line, up the hills near Barbal without much more "loss of distance and greater expense."

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+ vide para 3. 30th August 1859
Rs. 2080 - Concluding sentence.

J. P. L. W.

10 Copies. Chief Engineer, with an Encl. Dis. P. 2-
The 4. 1859

2 Sept^r/59 No 3754.

Copy in L^o C. D/15th April/59
No 18.

Public Works 1860 Depart^r.
Pro. of Govt. 10th February.

No 255.

Pro. of the Madras Govt.
D/1st February/60.

From the Chief Eng^r D/21st Feb/60
C No 491 in No 20 In Arch: 86 & 88

Sanctioning Rs 10000
for opening a trace over the
Kalaigahat in Canara.

No 1 + 2.

Jan/27th