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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Despatches to England.

Per G.O. No.	28	Press Mis.
Dated	16-5-1860.	

Not to be folded or roughly handled

PUBLIC WORKS DEPARTMENT.

No. 78 of 1860.

TO THE RIGHT HONORABLE THE SECRETARY OF STATE FOR INDIA.

RIGHT HONORABLE SIR,

We have the honor to lay before you the accompanying papers, regarding the long projected scheme of constructing a Harbour of Refuge at the Cove of Bétkal in the Bay of Sedashegar in North Canara.

Part of General 1872 Scheme 1860-1861 Nos. 255-274
From Chief Engineer, 3rd March 1860, No. 10,947, giving cover to the following:—
Letter from the Officiating Superintending Engineer, Northern Circle, 26th January 1859.
Do. Acting District Engineer of Canara, 18th April 1859, No. 350.
Do. District Engineer of Canara, 12th December 1859, No. 1.
Do. Lieutenant Taylor, I. N., 6th February 1860, No. 1.
Memo. by Captain Carpendale, Assistant to the Chief Engineer.
Abstract Estimate and 4 Plans.
Proceedings of Government, 25 April 1860, Nos. 856.

2. The Project reviewed by the Chief Engineer is one prepared by Lieutenant Hunter, when Acting District Engineer of Canara, under instructions left him by Major Orr, late Deputy Chief Engineer of the Northern Circle, and in general pursuance of the views of Colonel A. T. Cotton as explained in his memorandum of the 3rd March 1858*. Colonel Bell

has considerably modified the Project; the estimated cost being thus reduced from 15,61,600 Rupees as proposed by Lieutenant Hunter to 8,30,000 Rupees. In this final view of the Project, Colonel Bell has personally consulted Colonel Cotton, Majors Orr and Horsely, and Captain Carpendale, and Lieutenant A. Taylor of the Indian Navy, the able Officer who has long been employed on the Survey of the West Coast, and also, who from his nautical knowledge, long experience on the West Coast, and intimate acquaintance with the seasons, weather, currents, &c., at Sedashegar, is most competent to pronounce an opinion on the point at issue.

4. The modified Plan makes the most of the natural advantages possessed by Bétkal as a Harbour. These are such that even now it is capable of affording secure anchorage to a small number of large vessels; and there is nothing to prevent the use of the Port as it stands at present as a Harbour for trade, but the want of trade. To create such a trade it is only necessary to open a communication between the Port and the productive country above the gháts from which it is now cut off. Colonel Bell recommends that a Landing Pier should be constructed during the time that the ghát is in course of formation. Referring you to the Chief Engineer's letter and our Resolution for the details of the proposed Harbour works, we may mention in this place that the chief works proposed are a Breakwater of a thousand feet in length, and a Landing and Shipping Pier of wood and stone. The latter work has been recommended for early construction at an outlay of 51,000 Rupees; but deducting the estimated cost of a Pile-driving machine to be afterwards returned to Store, the amount is reduced to 31,000 Rupees.

5. Approving of this proposal, we have directed the amount of 51,000 Rupees to be entered in the Budget of 1861-2, as no funds are available for the work in 1860-1. It will still be ready in time for the Road down the Kyga ghát, leading direct to Bétkal, the immediate opening of a trace over which we have sanctioned under an advance of 10,000 Rupees. Our object in now transmitting the present papers is to request that you will procure the opinion of one or

more of the Engineers of the highest reputation in connection with Harbour improvements, as to the proper works to be constructed at Sedashegar. Lieutenant Taylor himself returned to England by the Steamer of the 14th March; and he will be able to give the Engineer to whom the papers may be referred, the fullest and most exact information as to the circumstances of the place, the requirements of the Port, the weather, the materials of construction at hand, &c.

We have the honor to be,

Right Honorable Sir,

Your most obedient humble Servants,

FORT SAINT GEORGE,
16th May 1860.

Exd. Wm. Thomas.

FORT SAINT GEORGE.
PUBLIC WORKS DEPARTMENT.

Letter to the Right Honorable
the Secretary of State for India,
Dated 16th May
No. 77 of 1860.

Submitting papers regarding the scheme of constructing
a Harbour of Refuge at the Cove of Bétkal in the
Bay of Sedashegar in North Canara.

No. 28 Public Works Dept.

7/10

The Right Honble
the Secretary of State
for India,

Right Honble Sir,

We have the honor to
From Chief Engr, 3rd March/60, No 1009 lay before you the accompanying
giving over to the following.

Letter from the Off^{ce} of Engr, N.C. ing papers, ~~corrected by a reader~~
26 January/59.

- do. Acting District Engr of Canara, long projected scheme of con-
18 April/59, No 350.

- do. District Engr of Canara, structing a harbour of refuge
12 Dec/59, No 1.

- do. Lieut Taylor, I. N. 6 Feb/60. No 1. at the cove of Bétkal in the
Bay of Sedashegar in North
Canara.

Abstract Estimate & 4 plans. 2 The project reviewed

Pro of Govt: 25 April/60, No 350. by the Chief Engr is one pre-
pared by Lieut Hunter, then
acting District Engr of Canara,
under instructions left him
by Major Orr, late D^y Chief
Engr of the North Circle, and to
which is required

in general accordance of
with the views of Col. R. T.
as explained in his me-
morial of the 3. March
1858. Col Bell has considerably
modified the project, and has
reduced the estimated cost from
15,64,000 Rs. to 8,30,000 Rs. In
this final view of the project,
Col Bell has embodied the
views of Col Cotton, Majors
Orr and Horsely, Capt. Carpen-
dale and Walker, the latter of
the Indian Army, etc. etc.
The project has been
long been completed
and the survey
of the west coast
of India has been
further had the advantage
of the most complete
knowledge, long experience on
the west coast, and intimate
acquaintance with the seasons,
the weather, currents &c. &c.
led ashore, is most competent

There are such that even
now it is capable of afford-
ing secure anchorage to a
small number of large
vessels, and the

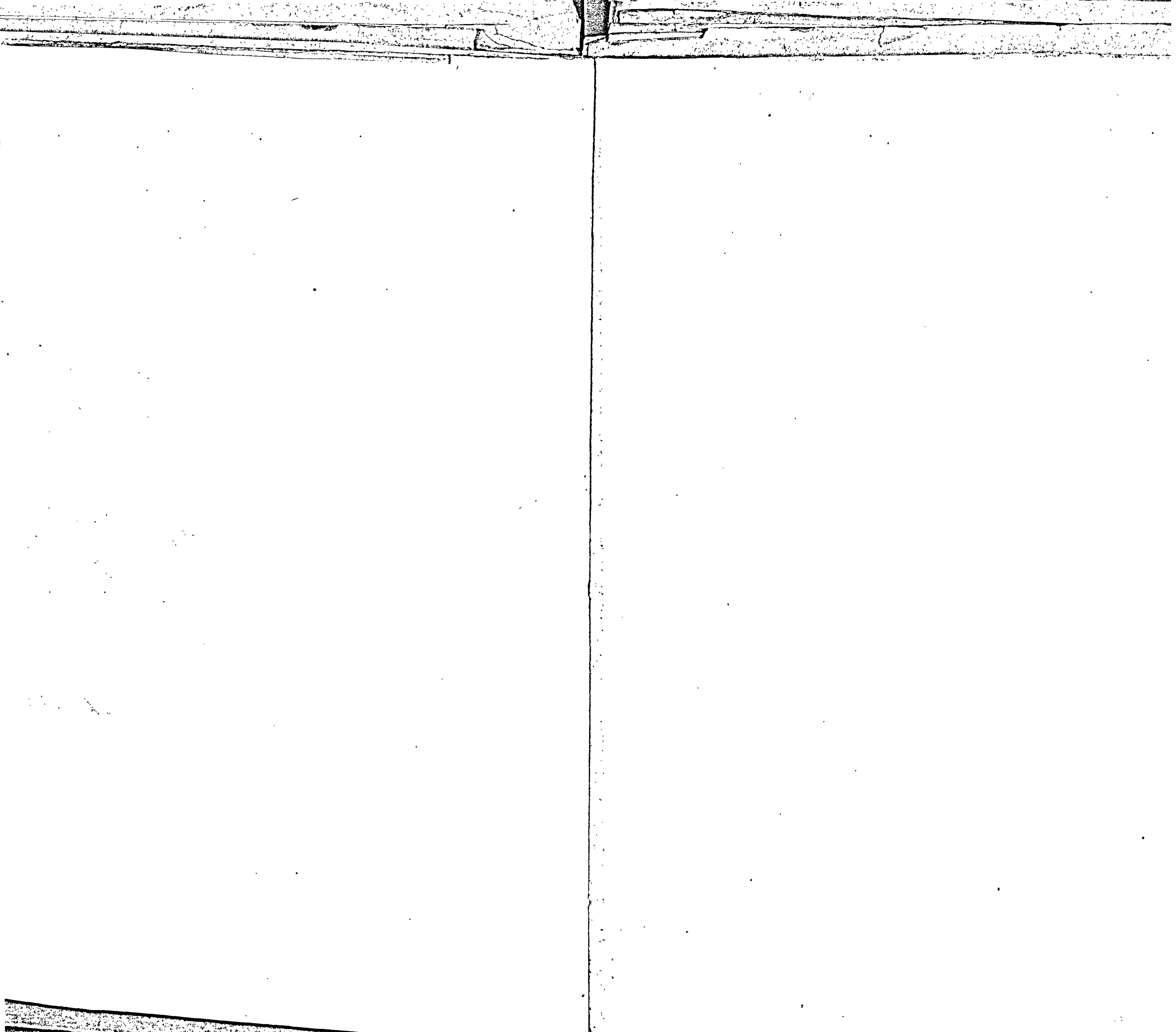
to promote in point of
the point at present the mode
fixed plan makes the most of
the natural advantages of the
by Kikkal as a harbour. In-
deed it is concluded that there
is no thing to prevent the use of
the port as it stands at present
as a harbour for trade, but the
want of trade is such, which
it is only necessary to open a
direct communication
rather required between the port
and the productive country
above the gharat
from which it is cut off. There
is no positive improvement
the port itself, nevertheless Col
Bell seems to think the point
a landing pier should be
for consideration whether or
constructed during the time
improvement of the harbour
that the shall be in
might be effected while the
course of formation is
communication is in progress.
Referring
leaving you to refer to the Chief
Engineer's letter and our resolution
of the proposed harbour works
in the details, we may men-

tion in this place that the
chief ~~works~~ proposed are a break-
ing of a thousand feet in length
and a landing and shipping
pier of wood and stone, and that
the latter work has been recom-
mended ^{early} for construction at an
outlay of 57,000 Rs, but deducting
the estimated cost of a pile driv-
ing machine to be afterwards
returned to store, the amount
is reduced to 31,000 Rs.

5. Approving of this
proposal, we have directed the
amount of 57,000 Rs to be en-
tered in the budget of 1861/62,
as no funds are available for
the work in 1860/61, but that
~~it may be undertaken in the~~
coming year. It will still be ready
in time for the road down the
Kyzghat, leading direct to
Bikkul, the immediate opening
of a trace over which we have
sanctioned under an advance
of 10,000 Rs. Our object in now

transmitting the present papers,
is to request that you will
procure the opinion of one or
more of the Engineers of the highest
reputation in connection with
harbour improvements, as to
the proper works to be constructed
at Sedashegar. Lieut Taylor
has himself since returned to
by the steamer of the 14th of March
England, and he will be able to
give the engineer to whom the
papers may be referred, the fullest
and most exact information
as to the circumstances of the
place, the requirements of the
port, the weather, the materials
of construction at hand &c.

J.A.



E. W. D.

No 28 of 1860

Letter to the Right Hon^{ble}
the Secretary of State
for India.

Dated 16th May
~~April~~ 1860

Original copy of the Steamer *Kermes*
via Southampton 23rd May 1860

Copy Mr. Gar of In: 23 May/60

Submitting papers regarding
the scheme of constructing a harbour
of refuge at the cove of Bettah in the
bay of Sedashegar in North
Canara.

Answered 16th August/60 N. 50
do — do 16th April/61 N. 50

c13th April 1860