

(1) Number of pages 16

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

G.O. No.	557	Press Mis.
Dated	25-3-	18 62.

Not to be folded or roughly handled

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following Endorsement of the Acting Deputy Chief Engineer, Central Circle, dated
Chepauk, 7th February 1862, No. 10,331.

Read the following letter from Lieutenant-Colonel G. W. WALKER, District Engineer North
Canara, to the Deputy Chief Engineer, Central Circle, dated Camp Sedasheghur,
23rd January 1862, No. 192 :--

SIR,

1. My letter No. 184 of 11th January has already supplied the information called for in
your Order No. 9,238 of 10th January.

2. I am concerned to find from its enclosures that statements have been made by Bombay
Officers, which cannot fail to impress the Government of India with the idea that the communi-
cations of this District generally are so backward as to neutralize all their efforts to bring down
the Cotton of the Southern Mahratta country to the nearest ports of shipment. I am far from
imputing to those gentlemen any intention of disparaging their brother Officers of another Presi-
dency; but many downright falsehoods on the subject have been propagated by the Bombay
Press, in advocating the transfer of the District, which such one-sided statements may appear to
support. It seems therefore incumbent on me, as having, more or less for upwards of sixteen
years, been identified with the Public Works Department in North and South Canara, to draw
up a statement of the facts of the case, for the information of those interested in the subject,
but not familiar with the localities.

3. Captain Playfair truly states that Hoobly and Bunkapoor respectively are the northern
and southern points of concentration for the Cotton of the Southern Mahratta country; and
that hitherto Coompta has been the only port of shipment. The main communication between
those marts and their port is by Sircy and the Devamunny Ghât, the distances being, from
Hoobly to Coompta 103 miles, whereof 80 is within Canara limits; and from Bunkapoor
to Coompta about 80, miles whereof 60 is within Canara limits. Now what is the compara-
tive condition of the portions within Madras and Bombay limits respectively, and what the
annual outlay per mile for maintenance? I have the authority of an Officer of the Bombay Engi-
neers for stating that in November 1861, while he found the whole 80 miles on our side, gene-
rally bearing the appearance of a well macadamized road, the rest of the road to Hoobly was like
going through a ploughed field. This is accounted for by an annual outlay of Rupees 28,000,
or Rupees 350 per mile within Canara limits, while an originally more costly line within
Bombay limits has been allowed to go to ruin on a pittance of Rupees 80 a mile. The short
branch from Bunkapoor to join the Devamunny line at Palla is a mere trace, unmetalled,
unbridged, and uncared for, on which possibly Rupees 100 a mile may have been originally
spent in clearing away small jungle.

4. But Coompta is also accessible from Hoobly by the Arbyle Ghât line, the total
distance being only 96 miles, or rather less than the route via Devamunny; 67 miles of that
distance lying within Madras territory, and 29 in Bombay. This route was originally laid
out as an alternative line to that by Devamunny Ghât between Moondagode and Coompta,
but at the express desire of the Dharwar officials its main extension inland from Yellapoor was
diverted to Kirwutty (Sungatikop) instead of to Moondagode. The latter branch, alluded to
by Captain Playfair, has remained a District road available to carts in the dry season, while the
Kirwutty, Arbyle, and Coompta main line, has for six or seven years been open for cart traffic in
almost any weather; the two large rivers indeed remaining unbridged, viz., the Gungawully and
Tuddry, but both are provided with ferries, and the ford of the former is temporarily made passable
every year. While so much was done from Kirwutty westwards, partly at the expressed desire
of Dharwar officials, the connecting link to Hoobly within Bombay limits was never developed
beyond a mere trace, of the condition of which, in November 1861, paragraph 4 of my letter
No. 161 of 17th December, gives an account.

5. Now it is this very road, 29 miles in length, to connect Hoobly with the Canara frontier, the possible completion of which by next monsoon is so invidiously contrasted with the failure on the Madras side to complete the Kaiga line, some 65 miles in length, in far more difficult country, within the same date. Whereas that short distance, in almost open country, should many years ago have been opened without reference to the Kaiga line and the new port of Beikál; simply to complete the communication between Hoobly and Coompta by the Arbyle Ghát. No one should be better acquainted with these facts than the very parties who are loudest in calling attention to the so-called neglect of the Madras authorities; they have been admitted over and over again by the Dharwar officials, with expressions of regret that the Bombay Government could not be induced to move in the matter. Surveys, plans and estimates, originally drawn up by Major Hebbert, many years ago, with sole reference to the Arbyle line, are suddenly resuscitated and sanctioned in 1861, and superintendence and labor massed on the line in the current season, to show the zeal of the Bombay Government in opening up a new port to their Southern Cotton fields, while past neglect to complete existing lines to an old port is sedulously ignored.

6. I should further state that as in the case of the Devamunny line, so with the Arbyle line, a sum of Rupees 28,000 is annually available for improvement and maintenance within Canara limits; an expenditure equal to the Budget sanction of the current year with which the Kirwutty and Hoobly road is at last being taken in hand. Again, I would suggest as a topic for inquiry, what has been done within the Dharwar territory for many years past to open feeders from the east side towards the great Cotton marts of Hoobly and Bunkapoor? The chief approach to Hoobly, that from Anigeeree, is to the present day an ordinary cotton-soil wheel track, and I fear that access to Bunkapoor from the eastwards is little better.

7. Lengthy as this letter has already become I must complete my case by showing how far ahead of Bombay we have been in recognizing the importance of such a port as Sedasheghur to the Cotton trade of the interior. No sooner had Lieutenant Taylor's Survey shown the capabilities of the port, than the subject of its connection with the interior was taken up by Canara authorities. Already, for local purposes, to open up the jungly unsettled Taluq of Soopa, had some progress been made with a ghát and road from the head of navigation of the Sedasheghur river on the north banks towards Hullial and Dharwar. While others were (as I thought) wasting time in discussing prematurely what should be done to improve the harbour of Beikál, I endeavoured to keep attention directed to the prime necessity of rendering it directly accessible from the interior. In August 1854 a sum of Rupees 5,000 was allotted for tracing the Kaiga line, on which I had previously fixed in preference to that by the Barbul or Gurmesh Goody Ghát, much higher up the valley of the river. As soon as I could cross over from Bellary (then with Canara under my Engineering charge) the preliminary reconnaissance was made by myself, and an able Surveyor set to work out the traces between fixed points. In February 1855 a bridle-path was commenced along the new trace on which Rupees 2,891-3-11 was expended before the monsoon of that year, completing it to six feet in width throughout the whole length of Ghát, nearly nine miles. Rupees 722-8-2 were expended in maintenance and widening certain portions after the monsoon, and a sketch estimate from which to open out the whole line as a dry weather road was forwarded in time for the Budget of 1856-57; but by some oversight in the Central Office at Madras it was not included therein.

8. Owing to this untoward circumstance in the first instance, and to the general suspension of all sanctions for new works in consequence of the Mutiny, I found on my return to North Canara early in 1860, after upwards of three years absence on furlough and sick leave, that no progress had been made with the work, and that revised estimates sent in meanwhile had been consigned to oblivion. Under these drawbacks I think it does credit to the Madras Government that a sum of Rupees 10,000 was made available on 1st May 1860 for the completion of the traces and preparation of more reliable plans and estimates. In spite of the monsoon no less than 10 miles above ghát, and as much adjoining Beikál, were traced and opened, partly as bridle-path and partly to twelve feet width, by November 1860, making nearly 10 miles of trace in all; and had the able exertions of Mr. Fernandez, a self-trained native,

been emulated by his successor, an English Civil Engineer, carts would have been able to convey up-country produce to the head of navigation of the Sedasheghur river, if not to Beikál itself in April 1861. The Madras Government was ready to devote any required sum of money to the work, and it has been entirely owing to the supineness of its Executive Officer, that any foundation has been given for the accusation that the completion of communication between Hoobly and Sedasheghur, was a subject in which no interest was felt in the benighted Presidency.

9. I must apologize for the length to which this paper has extended, and beg that its purport may not be misunderstood. It is written for no controversial purposes, but simply in vindication of the Government and Department under which I serve. I have refrained from taking the slightest part in newspaper correspondence on the subject, although my name has been opprobriously mentioned therein; but it has seemed incumbent on me, before resigning my present charge, to correct erroneous impressions such as might be adopted by the Supreme Government from the partial statements laid before them by the Officers of another Presidency. I can remember North and South Canara when not a seaport in them except Mangalore was accessible to carts from the interior, and when not a wheeled conveyance was owned in those Districts out of that town; and it is not without personal gratification that I can look round on the improvements effected with moderate means and insufficient superintendence, and compare the present state of those Districts, as regards their communications, with that of any other on the western side of India, whether in this or the adjoining Presidency.

10. Whether any further use be made of this letter or not, my object will be realized if it simply remain on record as an effective protest against the charge that the communications of North Canara have been neglected as long as it remained under the Madras Government, compared with the progress made in the provinces of that Presidency to which it is shortly to be annexed.

1 Original letter, No. 192, dated
23rd January 1862.

Submitted to Government in continuation of the enclosure
in letter from this Office, No. 10,019 of 30th January 1862. The
sketch map which accompanied that letter will, it is hoped, serve to illustrate the present
communication from the District Engineer of North Canara.

(Signed) J. CARPENDALE, Lieut.-Colonel,
Acting Deputy Chief Engineer, Central Circle.

ORDER THEREON, 25th March 1862, No. 557.

Ordered to be recorded.

(True Extract.)

Lieut.-Colonel,

Secretary to Government.

Exd S. T. Augustin.

No 192.

District Engineer's Office,
North Canara
Camp Sedaseghur 23 January/62

From

The District Engineer,
North Canara

To

The Deputy Chief Engineer - D.M.
Central Circle

Sir,

My letter No: 184 of 11th January has already supplied the information called for in your Order No: 9238 of 10th January.

I am concerned to find from its inclosures that statements have been made by Bombay Officers, which cannot fail to impress the Government of India with the idea that the Communications of this District generally are so backward as to neutralize all their efforts to bring down the Cotton of the Southern Mahratta Country to the nearest ports of shipment. I am far from imputing to those Gentlemen any intention of disparaging their brother Officers of another Presidency; but many downright falsehoods on the subject have been propagated by the Bombay Press, in advocating the transfer of the District, which such one-sided statements may appear to support. It seems therefore incumbent on me, as having, more or less for upwards of 16 Years, been identified with

with the Public Works Department in
North and South Canara, to draw up a Re-
port of the facts of the case, for the information of
those interested in the subject, but in connection
with the localities.

3. Captain Hayfair has stated
that Bebbie and Pambhapor are the
northern and southern points of concen-
tration for the latter of the Southern Mahratta
Country; and that hitherto Coimpta has
been the only Port of shipment & the main
communication between these Ports and
their Port is by Siry and the Devamunney
Chaut, the distance being, from Bebbie
to Coimpta 103 Miles whereof 20 is within
Canara limits; and from Pambhapor
to Coimpta about 80 Miles whereof 10 is
within Canara limits. Now what is the com-
parative condition of the portions within
Madras and Bombay limits respectively
and what the annual outlay for mile in
maintenance? Have the authorities in
charge of the Bombay Province decided
that in December 1868, when it became known
that 10 Miles on our side, presenting bearing
the appearance of a well maintained
road, the rest of the road to Bebbie was still
going through a ploughed field. The cost
incurred for by an annual outlay of Rs. 20,000
or Rs. 300 for mile within Canara limits,
while an originally more costly line within

Bombay limits has been allowed to go to
ruin on a distance ~~about~~ Rs. 80 a mile. The
short branch from Pambhapor to join the
Devamunney line at Datta, is a mere track,
unmetalled, unbridged, and unmailed for, in
which possibly Rs. 100 a mile may have been
originally spent in clearing away small jungle.
4. But Coimpta is also accessible
from Bebbie by the Arbyle Chaut line, the
total distance being only 96 Miles or rather
less than the route via Devamunney; of Miles
of that distance lying within Madras Territory,
and 29 in Bombay. This route was originally
laid out as an alternative line to that by Deva-
munney Chaut, between Moondagode and Coimpta,
but at the express desire of the Dharwar Officials
its main extension inland from Yellapoor was
diverted to Mirvally (Sungathu Kope) instead
of to Moondagode. The latter branch, alluded
to by Captain Hayfair, has remained a
District Road available to carts in the dry
season, while the Mirvally, Arbyle, and
Coimpta main line has for 6 or 7 years been
open for fast traffic in almost any weather;
the two large rivers indeed remaining un-
bridged, viz the Tungabhadra and the dry,
but both are provided with ferries, and the ford
of the former is temporarily made passable
every year. While so much was done from
Mirvally westwards, partly at the expressed
desire of Dharwar Officials, the connecting
line

link to Pooblee within Bombay limits was never developed beyond a mere trace, of the condition of which in November 1861, para 4. of my letter No. 161 of 17th December gives an account.

5. Now it is this very Road, 29 miles in length, to connect Pooblee with the Kanara Frontier, the possible completion of which by next Monsoon is so invidiously contrasted with the failure on the Madras side to complete the Naga Line, some 65 miles in length, in far more difficult country, within the same date. Whereas that short distance, in almost open country, should many years ago have been opened without reference to the Naga line and the new port of Bittor, simply to complete the communication between Pooblee and Comptaby the Arbyle Channel. No one should be better acquainted with these facts than the very parties who are loudest in calling attention to the so called neglect of the Madras authorities; they have been admitted over and over again by the Bharwar Officials, with expressions of regret that the Bombay Government could not be induced to move in the matter. Surveys, Plans and Estimates, originally drawn up by Major Setford, many years ago, with sole reference to the Arbyle Line, are suddenly resuscitated and sanctioned in 1861, and superintendence and labour expended on the line, in the present season.

Season, to show the zeal of the Bombay Government in opening up a new port to their Southern Cotton Fields, while neglect to complete existing lines to an old port is sedulously ignored.

6. I should further state that as in the case of the Devamunny Line, so with the Arbyle Line, a sum of Rs. 28,000 is annually available for improvement and maintenance within Kanara limits; an expenditure equal to the Budget sanction of the current year with which the Shivnatty and Pooblee Road is at last being taken in hand. Again, I would suggest as a topic for inquiry, what has been done within the Bharwar Territory for many years past to open roads from the East side towards the great cotton tracts of Pooblee and Pimnapoor? The chief approach to Pooblee, that from Unigum, is to the present day an ordinary Cotton-wheel-track, and I fear that access to Pimnapoor from the eastwards is little better.

7. Lengthy as this letter has already become I must complete my case by showing how far ahead of Bombay we have been in recognizing the importance of such a Port as Sedasheghur to the cotton trade of the interior. No sooner had Lieutenant Daylor's survey shown the capabilities of the Port, than the subject of its connection

with

with the interior was taken up by Canara
Authorities. Already, for local purposes,
to open up the jingly unsettled District
of Coorg, had some progress been made
with a Ghaut and Road from the Head
of Navigation of the Sedasheghur River,
on the North & South, towards Mullik
and Dharwar. While others were (as I
thought) wasting time in discussing pre-
maturely what should be done to improve the
Harbour of Brittool, I endeavoured to direct
attention directed to the prime necessity of
rendering it directly accessible from the interior.
In August 1854, a sum of Rs. 5000 was al-
located for tracing the upper line, on which
I had previously fixed in preference to that
by the Markel or Guinness's Coady Ghaut,
much higher up the valley of the River.
As soon as I could escape over from Bellary,
(then with Canara under my Engineering
charge), the preliminary reconnaissance
was made by myself, and an able sur-
veyor set to work out the traces between
fixed points. In February 1855, a bridge
path was commenced along the new
trace on which Rs. 2894 3 11, was expended
before the monsoon of that year, comple-
ting it to 6 feet in width throughout the whole
length of Ghaut, nearly 9 miles. Rs. 722 8 2,
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open out the whole line as a dry weather
road, was forwarded in time for the Bud-
get of 1856-57, but by some oversight in
the Central Office at Madras, it was not
included therein.

8. Owing to this untoward circumstance
in the first instance, and to the general
suspension of all sanction for two months
in consequence of the Mutiny, I found on
my return to North Canara early in 1860,
after upwards of 3 years absence on Durlough
and Sick Leave, that no progress had been
made with the work, and that revised
Estimates sent in meanwhile had been con-
signed to oblivion. Under these drawbacks,
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vernment that a sum of Rs. 10,000 was made
available in May 1860 for the completion of
the traces and preparation of more reliable
plans and Estimates. In spite of the monsoon,
no less than 10 miles above Ghaut, and as
much adjoining Brittool, were traced and
opened, partly as bridge paths and partly to
12 feet width, by November 1860, making nearly
30 miles of trace in all; and had the able
superintendent of Mr. Domaney, a self-trained
Native, been imitated by his successor, an
English Civil Engineer, Carts would have
been able to convey up-country produce
to the Head of Navigation of the Seda-
sheghur

the other river, if not at Trivellool itself
in April 1861. The Madras Government
was ready to devote any ^{required} sum of money
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to the supineness of its Executive Officer,
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taking the slightest part in Newspaper
Correspondence on the subject, although
my name has been opprobriously mentioned.
Therein, but it has seemed incumbent on
me, before resigning my present charge, to
correct erroneous impressions such as
might be adopted by the Supreme Govern-
ment from the partial statements laid
before them by the officers of another
Presidency. I can remember North and
South Canara when not a seaport in them
except Mangalore was accessible to
Coast from the interior, and when not a
wheel of conveyance was owned in them.

more difficult than
without personal gratification that I can
look down on the improvements effected
with moderate means, and insufficient su-
perintendence, and compare the present
state of those Districts, as regards their
communications, with that of any other
on the Western side of India, whether in
this or the adjoining Presidency.

10. Whether any further notice be made
of this letter or not, my object will be rea-
lized if it simply remain on record
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that the Communications of North Canara
have been neglected as long as it remained
under the Madras Government, compared
with the progress made in the provinces
of that Presidency to which it is shortly
to be annexed.

I have the honor to be,
Sir,
Your Most Obedt Servt.

Edmund Walker Lieutenant Colonel
District Engineer North Canara

15

Dr. J. May, Capt. E. Hall,
B. & P. Bank,
7th February 1862.

Martins
J. D. C. Engineer &c.

To
Lieutenant Colonel R. H. French.
Chief Engineer and Secretary to Government
Fort Saint George. W^{est}

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L. Harz

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103 Hancock St
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Submitting statements
in proof that the
communications in
North America have
more than kept pace
with those of the rest
of the world of
the same day (Tuesday)
Referring to orders
No 238 of 10th of May

23rd March 1857 - 465

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