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Dep. G.O. No.	<i>L</i>	Press ☒ Mis
Dated	<i>28-3-1859.</i>	

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PUBLIC WORKS DEPARTMENT.

PUBLIC.

No. 4 of 1859

TO

THE RIGHT HONORABLE LORD STANLEY,
SECRETARY OF STATE FOR INDIA.

MY LORD,

Para. 1. We have the honor to reply to your Lordship's letter in this Department, dated 19th January 1859, No. 2.

Letter dated 19th January 1859, No. 2.

Para. 1 @ 4. Refer to the correspondence with Messrs. Brice and Co. for the establishment of Boydell's Traction Engine on the Road from Hoobly in Dharwar to the Port of Tuddry, and to the objections which exist to the proposed arrangement. Direct that any negotiations with the above Firm if not proceeded too far, should be broken off; or if an agreement has been entered into, that steps should be taken for bringing it to a close as soon as possible.

2. Since the date of our letter to the late Court of Directors, to which the above Dispatch is a reply, a further correspondence has taken place on the subject of the proposal of Messrs. Brice and Co. to work Boydell's Traction Engines on the Road from Tuddry to Hoobly. We beg to submit a copy of this

Dy. Coas. 16th Novr. 1858 Nos. 48-49. correspon-
" " 11th Jan. 1859 " 75-76. dence, and
" " 20th " " 31-32. solicit atten-
" " 15th March " " 96-97. tion to our
" " 29th " " 19622 Resolution of
the 15th March 1859, No. 577, from which

your Lordship will observe that we have not overlooked the real merits of the case, and that we were alive to the objections which have occurred also to the Home Government.

4. @ 6. Will supply one of Boydell's Traction Engine, not however for the purpose of being placed on the Vellore and Bangalore Road, but for use on the Hoobly and Tuddry Road, or on some other Road leading from the Cotton country beyond the Ghauts to a Port on the Western Coast. For this purpose the Engine will be consigned to Bombay.

3. Some misapprehension seems to exist as to the intentions of this Government in applying for one of Boydell's Traction Engines. We applied for the Engine expressly to meet a want in the Military Service, viz. to be used in the conveyance of Commissariat Stores on a line of road wherever such Stores are constantly passing, and where so powerful a means of transport would be very valuable. We think

that the employment by Government of the Engine in the manner proposed would be legitimate and unobjectionable. The Home Government however disapprove of this proposition, and contemplate apparently that this Government should work the Engine as a public carrier on the Cotton Roads. We see no necessity for thus entering into private trade to the injury of lawful traders, and on the other hand we have serious objections to such a course; we therefore beg in communicating this our view of the case, to solicit your authority to employ the Engine as originally proposed by this Government exclusively for the public service of the State, and we request that your Lordship will be pleased to order the destination of the Engine to be changed from Bombay to Madras.

4. The considerations recorded by this Government in Extract Minutes Consultation 15th March 1859, which forms a part of the correspondence transmitted with this letter, seem to make it probable that Messrs. Brice and Co. will be prepared to give up their demand of the monopoly of the Road to Hoobly; and as nothing will then be wanting beyond the mere permission to employ their Engine on that line, such permission may be freely given. We cannot but think that much more good will be effected by an example thus set by a private agency, than if the Engines were worked by Government.

7. Advise to the condition of the Roads leading from Dharwar to the Coast.

5. We communicated this para. to the Chief Engineer with reference to our Resolution of the 15th March 1859, No. 577 noticed in the preceding paragraph, and directed the attention of the Public Works Department generally to the intention of the Home authorities as respects keeping up Roads not only in Canara, but in all the Districts of this Presidency.

Enclosed

8. Relating to the Tuddry Harbour.

Messrs. Brice & Co. any considerable outlay on another port only thirty miles further North, viz. Sedasheghur, may not be very properly avoided. To this question we must reply decidedly in the negative. The Right Honorable the President visited both Ports in 1856, and examined both with the assistance of Colonel A. T. Cotton of the Engineers, and Lieutenant Taylor of the Indian Navy; and he has recorded a Minute on the subject, a copy of which we beg to submit for your Lordship's information. He states that there can be no comparison between the two Ports; that Tuddry is a convenient place for a small exportation, sufficient perhaps for the trade of the neighbouring Districts which is entirely in the hands of Messrs. Brice & Co.; that the entrance to the Harbour is confined and will not admit Vessels of large tonnage; whereas Sedasheghur has all the requisites for the formation of a large Harbour, well protected from the

Reports on the Harbour of Beitkul in Sedasheghur Bay, of which 60 copies were sent to the late Court of Directors, with letter dated 10th August 1858 No. 9.

* Page 9 and 12 to 16.
Para. 7 and 28 to 44.

South West Monsoon, an advantage which it is believed is not even possessed by Bombay. It has also much better accommodation for Quays, Store-houses, &c. along its shores. For a better and more full description of the relative value of the two Ports we would refer your Lordship to the Report* of Lieutenant Taylor of the Indian Navy, recently printed with other papers for distribution to the Engineer Officers, and which our President can vouch for, of his own knowledge, as substantially correct.

6. In para. 8 of this Dispatch a question is raised whether, looking to the favorable description given of the Tuddry Harbour by

South West Monsoon, an advantage which it is believed is not even possessed by Bombay. It has also much better accommodation for Quays, Store-houses, &c. along its shores. For a better and more full description of the relative value of the two Ports we would refer your Lordship to the Report* of Lieutenant Taylor of the Indian Navy, recently printed with other papers for distribution to the Engineer Officers, and which our President can vouch for, of his own knowledge, as substantially correct.

We have the honor to be,

My Lord,

Your Lordship's most obedient

humble Servants,

Fort Saint George,

25th March 1858.

Exd. Wm. Thomas.

No. 4 of 1859.

To The Right Honorable the Secretary
of State for India.

My Lord,

1. We have the honor to reply to your Lordship's letter in this department dated 19th January 1859 No. 2.

Letter dated 19th Jan'y 1859 No. 2.

2. Refer to the correspondence with Messrs. Brice & Co. for the establishment of a traction engine on the road from Fossil in Dharwar to the port of Ludhry, and to the objections which exist to the proposed arrangements. Direct that any negotiations with the above Firm if not proceeded too far, should be broken off; or if an agreement has been entered into, that steps should be taken for bringing it to a close as soon as possible.

By order: 16th Nov 1858 No. 48-49.
" 11th Jan'y 1859 " 45-46.
" 25th " " 31-32
" 15th March " 96-97.
" 29th " " 19-22

2. Since the date of our letter to the late Court of Directors, to which the above Dispatch is a reply, a further correspondence has taken place on the subjects of the proposal of Messrs. Brice & Co. to work a traction engine on the road from

Ludhry,

Enclosed to Goobli. We beg to submit a copy of this correspondence, and solicit attention to our resolution of the 15th March 1859, &c. &c. from which your Lordship will observe that we have not overlooked the real merits of the case, and that we were alive to the objections which have occurred also to the Home Government.

3. Some Misapprehension seems to exist as to the intentions of this Government in applying for one of Roydall's traction engines. We applied for the engine ~~was required~~ precisely to meet a want in the ~~service of the Military~~ ^{to be used in} service, ~~to meet~~ the conveyance of

4. Will supply one of Roydall's traction engine, not however for the purpose of being placed on the Bellary and Bangalore road, but for use on the Goobli and Encodry road, or on some other road leading from the bottom in country beyond the ghats to a Port on the Western Coast. For this purpose the engine will be conveyed to Bombay

wherever such stores are constantly passing, and where so powerful a means of transport would be very valuable.

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of Commissariat stores on a line of road ~~contingently~~ ^{used} for that purpose and where it is much needed, and we think that the employment by Government of the engine in the manner proposed would be legitimate and unobjectionable. The Home Government however disapprove of the proposition, and contemplate apparently that this Government should work the engine as a public carrier on the bottom roads. We see no necessity for thus entering into private trade to the injury of lawful traders, and on the other hand we have serious objections to such a course; we therefore beg in communicating this our view of the case, to solicit your authority to employ the engine

engines as originally proposed by this Government exclusively for the public service of the state and we request that your Lordship will be pleased to order the destination of the engines to be changed from Barbours to Madras. The considerations recorded by this Government in extract allus. Cons. 15th March 1859, which forms a part of the correspondence transmitted with this letter, seem to make it probable that Messrs. Price & Co. will be prepared to give up their demand of the monopoly of the road to Poobli, and as nothing will then be wanting beyond the mere permission to employ their engines on that line, such permission may be freely given. ^{cannot but think} we believe that much more

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more goods will be effected by an example thus set by a private agency, than if the engines were worked by Government.

7. ^{of advert to the condition of the roads} leading from Shorwar to the Coast. We communicated this paper to the Chief Engineer with reference to our resolution of the 15th March 1859 & 1857 noticed in the preceding paragraph, and directed the attention of the Public Works Dept^y generally to the intention of the Home Authorities as respects keeping up roads not only in Coimbatore but in all the Districts of this Presidency.

8. Relating to the Endley Harbour. 6. In para 8 of this dispatch a question is raised whether looking to the favorable description given of the Endley Harbour by Messrs. Price & Co. any considerable outlay on another port only thirty miles further north

North Vizt. Sedashighur may
not be very properly avoided.
To this question we must in
reply decidedly in the negative.
The Right Honorable the
President visited both ports
in 1856 and examined both
with the assistance of Colonel
A. Leighton of the Engineers,
and Lieut. Long of the
Indian Navy, and has recorded
his estimate on the subject
a copy of which we beg to
submit for your Lordship's
information. He stated
that there can be no comparison
between the two ports,
that Enodry is a convenient
place for a small exportation
sufficient perhaps for the
trade of the neighbouring
district which is entirely in
the hands of Messrs. Price & Co.
that the entrance to the harbour

Reports on the Harbour of Port Blair in
Sedashighur Bay. of which 60 copies
were sent to the late Court of Directors
with letter dated 13th August 1858 &c.

* Page 9 & 12 to 16.
para 7 & 28 to 41.

Fort St. George
25th March 1859

is confined and will not
admit ~~of~~ ^{of} vessels of large tonnage,
whereas Sedashighur has all
the requisites for the formation
of a large harbour, well protected
from the South West Monsoon,
an advantage which it is be-
lieved is not even possessed by
Bombay. It has also much
better accommodation for quays,
storehouses &c along its shores.
For a better and more full de-
scription of the relative value of
the two Ports we would refer
your Lordship to the report of
Lieut. Long of the Indian Navy
recently printed with other
papers for distribution to the
Engineers Officers, and which
our President can vouch for
of his own knowledge, as sub-
stantially correct.

JA

P.W.D.

N^o 4

Letter to the Right
Honorable the Secretary of
State for India.

Dated 25th March 1859.

Orig. }
Dup. } For Mr. Sturges
Trip: For Mr. Sturges Bengal 14th Apr.

Replying to his Lord-
ship's letter in the Depart-
ment dated 19th January 1859

2.

Copy to the Secy of India
of 29th March 1859 No 735

29th March