

Public Works (189) Department.

2nd

G.O., No. 1005 W

DATED 29th April 1897

[Despatch Abstract.]

Kallai bar: Desiring the S.E. W. Circle with
remarks to report in consultation with the
Collector ^{Malabar} for some practicable method of
erecting the difficulty experienced with
the —.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	89W		9-1-97				
	4851C		15.12.96				
	6062		25.11.96				
	80M		10.2.96				
	62M		3.2.96				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

memoranda

urgent

P.W. DEPARTMENT.

N^o 10054 of 8-4-97
PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

From the Superintending Engineer IV Circle, No. 123 dated
5th March 1897
" Collector of Malabar, No. 738 dated 21st March
1897.

As the Collector seems to be of opinion that there is some practicable method of meeting the difficulty experienced with the Kallai bar, His Excellency the Governor in Council desires that the Superintending Engineer IV Circle will take an early opportunity of going to Calicut and conferring with the Collector on the subject; the result being reported in due course.

2. His Excellency in Council is desirous that every effort should be made to help the timber trade in Calicut

[P. W. 40.
1,000-16-1-07.]

to solve this difficulty. A.H. 3.4.97

Calicut which is in the hands of Mopillas, and is of importance to many persons there. The Superintending Engineer will accordingly give this matter the most careful attention

RS.

5/4/97

To
The Suptg Engineer IV level
" Revenue Dept.

Malabar Collector's Office

P. W. DEPARTMENT.

The Kallai Bar

Read the following:—

From the Collector of Malabar, No. 738/Pub., dated 21st March 1897.

H. E. the Governor ✓

FOR ORDERS.

Submitted with reference to His Excellency's note dated 13th March 1897 on C.No. 2448.

2. It will be seen from the Collector's letter read above that he has no scheme to propose for keeping the Kallai bar open, as His Excellency was led to believe; and that he, the Collector, seems rather offended that anything of the kind should have been attributed to him.

3. The Executive Engineer considers that the bar cannot be kept open at anything like a moderate cost, and in this view I concur.

4. The explanation of the matter is very simple. When the river is in flood there is a sufficient force of water to clear a passage and to keep it open. When the flood subsides the sea naturally gains the mastery and

Vide His Excellency's note dated 24-11-96 on precis flagged C

Mr. Danner still seems to think there is some way of meeting the difficulty, because he suggests that the local B. Engineer should be consulted. I believe this would rather be an unusual procedure. The Sup. Engineer should take an early opportunity of going to Calicut and of conferring with the Collector on the subject. The Sup. Engineer should then report.

The timber trade of Calicut is important to many people there, mostly Mopillas. We should help them, if we possibly can, and try to make this difficulty. A. 94. 3. 4. 97

closes the river mouth as in the case
of the Cooum at Madras. The only remedy
is constant dredging, the cost of which
would be prohibitive.

FOR ORDERS.

W.
1/4/89

Public Works (1897) Department.

CURRENT No. 3135

from

The Collector of Malabar

Order

No. 738
Pub.

Dated 2/8th } March 1897.
Received 26th }
Registered 26th }

Enclosures — 1 —

Spare copies — —

SUBJECT.

Reporting about the scheme
of keeping the Hallai bar
~~being kept~~ open for
purposes of trade.

S.S. 1-4-97 25/4/97.

BACK PAPERS.

FURTHER PAPERS.

Malabar Collection office
Calicut 25th October 1896.

Page No. 2656
Part 96

27
To
The Executive Engineer,
Wrecknet Division
Calicut.

Sir, I have the honour to request that you will kindly
 inform me what steps you propose to take to
 keep the Wallai River Bar open during the present
 shipping season and how long you think you
 can keep it open.

2. In this Connection I request that you will be so good as to make a detailed enquiry into the Causes of the closing of the Bar of late years. The Bar has of Course been in Existence for a time whereof the Memory of Man runs not to the Contrary. But it is only within the last ten years or so that it has been known to close so soon after the termination of the South West Monsoon and I believe it can be shown that the timber trade at this port has considerably decreased in consequence.

3. I understood from what Mr. Baker told me that nothing can be done under existing circumstances. But cannot those circumstances be altered? A dam for instance is annually renewed some three miles up the river and there has been a systematic reclamation of the river bed. If these or other artificial causes contribute in any way to the silting up of the

LS.

Bar, it might be possible to check or remove them. Your predecessors have apparently fixed their eyes on the Bar when considering what remedial measures should be adopted. I would ask you to look up the river also.

4. The Superintending Engineer suggested in 1888 that the Bar if cut through might be reverted at a cost of about Rs 5,000. But he was not very confident of the success of his scheme and the Government replied that its cost was prohibitive. I think however that if you can arrive at any satisfactory solution of the problem, there will be no difficulty in obtaining funds within reasonable limits. His Excellency the Governor takes a great personal interest in the matter and has directed me Verbally and in writing to see that no efforts are spared to grant the timber Merchants of Calicut some relief.

I have &c

(Sd) G. W. Dance
as Collector.

(True Copy)

W. G. Holland

Asst. Commr.
For Acting Collector

No. 738
Pub

Malabar Collector's Office
Calicut 21st March 1897.

From
G. W. Dance Esquire Esq
Acting Collector of Malabar.

To
The Secretary to Government,
Public Works Department.

Sir,
In reply to your endorsement No. 1533C dated the 17th instant, I have the honour to state that I do not know what the Executive Engineer means by the "Revised Scheme". He wrote to me semi-officially to ask, and I told him that the only revised scheme I knew of was to do something, instead of nothing which has been the scheme followed out hitherto.

2. As for the "two suggestions made by the Collector" I must again plead ignorance of Mr. Wood's meaning. I enclose for your reference a copy of my letter dated 25th October 1896 Reg C No. 2656 and I shall be obliged by your directing ^{But} Mr. Wood to answer it.

3. I submit that Mr. Wood does not appear to realize that he is the ^{professional} ~~personal~~ adviser of the Collector in engineering matters. It is not for me to suggest remedies to him. It is for him to suggest them to me. That there is no remedy I will not believe until I am clearly told a reason why. And if Mr. Wood persists in his attitude of non possumus I am very pleased to ask the District Board Eng

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Reg
22.3.97

or one of his subordinates, to prepare a scheme
— whether it is prohibitive is only for the
Government to say — for submission to the
Superintending Engineer. Of course in that
case I would ask the Government to give
the District Engineer a reasonable fee for
his trouble.

4. I do not wish to add to the number of
impracticable "revised schemes" or "suggestions"
that unprofessional persons have been obliged
to put forward because they cannot get the
Executive Engineer to suggest anything. But
I subjoin an extract from a letter of the Head
Quarter Deputy Collector for what it may be
worth. Mr. Wood does not appear to think
that is much because he has not favoured
me with any remarks on it.

"The tendency of the rivers on this Coast
seems to be for the bar to divert from
North to South unless they are intercepted by
rocks at the mouth of the rivers. It is a
matter for consideration whether the bar
may be kept open permanently by any
artificial means such as the erection of a
masonry wall on the northern bank of
the river to stop diversion."

I have the honour to be
Sir
Your Most Obedient Servant

[Signature]
Acting Collector

Public Works (1897) Department.

CURRENT No. 2448

His Excellency the Governor

The Engr. Engineer's letter now submitted should be forwarded to the
For Orders. Collector for remarks. Mr. Damer will then say if he thinks
anything can be done towards keeping this Bar open. 7.4.97

Submitted in the
reference to His Excellency's letter
of 14.12.76 on C. No. 1363.

From
The Superintending Engineer
South Circle
* 7 lay A

The previous history of
this question is given in the
series of correspondence
attached to Memo No 606 E
of 25 November 1896.

* 7 lay C No. 123.
Dated 5th March 1897
Received 8.3.97
Enclosures
Spare copies

[Signature]
1533C of 14/3/97
Endd.

SUBJECT.

Copy forwarded to
the Collector, Malabar, who is
requested to be so good as to
state whether he now thinks
that anything can be done
towards keeping the bar open.

Kullai Bar
Submits report on the
scheme of keeping the
open

15/3/97
To The Collector, Malabar
[Signature]
18/3/97

BACK PAPERS.

G.O.	No.	Department.	Date.
89W		P. W.	7-1-86
68512		"	15-11-86
6062		mar.	25-11-86
Precis of correspondence on the subject of the Mullai Bar.			
80		marine	10-2-86
62		"	3-2-86
8		"	8-1-86
383		"	16-12-85
197		"	4-2-85
27		"	27-11-85
498W		P. W.	16-6-84
1214W		"	17-5-84
1627W		"	4-6-88
30		marine	2-1-88
188W		P. W.	17-1-88

FURTHER PAPERS

Executive Engineer's office,
West Coast Division,
Calcutta, 20th February, 1897.

From,

C. W. Wood, Esq.,

Executive Engineer,
West Coast Division.

To

The Superintending Engineer,

Fourth Circle,
Coimbatore.

Sir,

Sir,
In reply to your No. $\frac{765}{102}$, dated 19th December 1896, I have the honor to report that the so called revised Scheme for keeping the Kallai Bar open is apparently two suggestions made by the collector.

(1) The removal of a temporary dam which is placed across the river some 4 miles up about October when flow has practically ceased in order to keep the tidal water from inundating some low paddy flats. The removal of this dam would not, I am convinced, have the slightest influence on keeping open the bar.

(2) The second suggestion brought forward by the Port officer Captain Hamilton proposes the removal of this dam and the excavation of a cut from a point a little above it to the Beypore river. This cut would be about

3

3 miles long, would cost a prohibitive amount, would be very difficult to keep open and even if kept open there would be no flow except when there were floods in the Beypore river, at which times there would be sufficient water in the Kallai river to keep the bar open.

2. Another proposal was made some years ago to fix a permanent outlet andrevet both sides at a cost of Rs 5000, but the cost of this was considered prohibitive.

3. My opinion is that nothing can be done towards keeping the bar open short of constant dredging the cost of which would be prohibitive.

4. When the fresh water flow ceases which it does about October or November the littoral drift must soon choke up the outlet.

5. It must be borne in mind that the catchment area of the Kallai river is very small and that there is no large tidal basin.

6. The wholesale and apparently unrestrained reclamation that has been going on in the backwater and its branches has very likely contributed towards the earlier closing of the bar in late years, if it is a fact, which is open to question, that the bar does

close earlier.

7. I may say that there is no large scale survey of the river and its branches, if you think any useful object would be attained by having one made I will apply for sanction for a surveyor and have one made. Personally I don't think it would be of any use.

I have &c,

(Sd) C. W. Wood,

Executive Engineer.

No 123 dated 5th March 1897.

Copy. Forwarded to the Chief Engineer, P.W.D with reference to his memorandum No 4851C, dated 15th December 1896.

Warran

Supg. Engineer, & Field