Public Works (1897) Department.

13504

13504

G.O., No. 3461 W

DATED 10 December 1897

[Despatch Abstract.]

Kallai Bar; The Collector of Malabar requested to comment upon the S.E.'s report on the subject of the improvement of the Kallai bar and to report whether the want of sufficient space for the export of timber at the port of Beypore could not be remedied with certainty and at a comparatively small cost.

Of 10/12/97

P.W. [illegible]

Indexed 11/12

BACK PAPERS.

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

FURTHER PAPERS.

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

BUILDINGS AND ROADS.
CIVIL WORKS.

Government {1897} of Madras.

PUBLIC WORKS.

Recd. } 1897. *Enclosures*
Regd. *Spare copies*

G.O., No. 3461 W., 10th December 1897.

DECEMBER.

Kallai Bar

The Collector of Malabar requested to comment upon the Superintending Engineer's report on the subject of the improvement of the — at Calicut, and to report whether the want of sufficient space for the export of timber at the port of Beypore could not be remedied with certainty and at a comparatively small cost.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From J. HANNAN, Esq., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated Coimbatore, 30th June 1897, No. 355/W.

With reference to G.O., No. 1005 W., dated 8th April 1897, I have the honour to submit my report therein called for regarding the Kallai harbour at Calicut which I have recently inspected. I also discussed the subject with Mr. Dance, the Collector.

2. Government may be reminded that the port of Beypore is the natural outlet for the timber traffic to Bombay. The bar here is always open and native craft can enter the river at all times and load up in smooth water. All the timber from the Nilambur forests comes down the Beypore river to a point within 4 miles of Beypore. Here it enters a so-called canal and is towed along it a distance of 6 miles to the Kallai backwater. This canal follows a natural depression and its course is very tortuous (please see the Calicut marine chart). The Kallai river, which has but a small catchment basin, taps no forests and brings down no timber; when timber export from Calicut was comparatively light, the Kallai backwater doubtless answered its purpose as a port of export. The bar remained open for a sufficiently long time for the purposes of the trade; but now that the export has assumed large proportions, it is hampered by the closing of the bar. There is also no doubt that it is now a more serious obstacle than it was formerly, as owing to extensive reclamations, the area of the tidal basin has been considerably diminished. There is, therefore, less tidal scour to keep it open. Again, the greater portion of the diminished tidal basin is rendered less effective by being used as a timber depôt being covered with rafts of timber and bamboo. The export trade ought now to go to Beypore.

It must, I imagine, go there eventually, and if so, any money spent to try and keep it at Calicut is only staving off the inevitable.

3. In my humble opinion, the only thing that can now be done at a reasonable cost to facilitate the export trade at Calicut is to construct a permanent duct across the bar. The cuts now made across it became quickly tortuous, and get filled up by the sand slipping in from the margins and by the action of the tidal current on the unprotected sides of the cutting.

4. I would therefore propose to form a duct 700 feet long and 40 feet wide across and at right angle to the axis of the bar formed of two rows of piles 16 feet long and 8" × 8" section driven to a depth of 11 feet below low water. The piles to be 6 feet apart from centre to centre. The upper 5 feet to be planked with 2" planking securely spiked to the piles. The construction of the duct will not certainly obviate clearance, but the clearance required will be very much less than at present, more quickly done and more effective. The cost of the duct will be between five and six thousand rupees.

5. The conservancy of the tidal basin of this river is a matter of prime importance. The river within municipal limits has, I understand, been surveyed some three years ago, but no map has yet been printed. I would suggest that the portion comprising the river and its boundaries should be printed at once to a scale of 16 inches to a mile; on this map should be laid down two lines parallel to the axis of the river within which no rafts should be moored. The exact distance apart of these lines can best be determined when the survey is received. Probably, not less than 200 feet of the centre should be reserved for unimpeded tidal scour. The present tidal limits should be demarcated and no further encroachment permitted and all unauthorized ones resumed.

Memorandum to the Superintending Engineer, IV Circle, dated 16th July 1897, No. 831 D.

The undersigned has the honour to request that the Superintending Engineer, IV Circle, will be so good as to forward for reference the Calicut marine chart referred to in paragraph 2 of his letter No. 355/W., dated 30th June 1897. It appears from this letter that the timber from Nilambur is brought within 4 miles of Beypore where there is a good port; but instead of being shipped there, is taken 6 miles along a canal to Kallai where there is a difficult bar and shipped there. Why this should be the case is not understood and it should be explained.

(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Chief Engineer.

From J. HANNAN, Esq., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated Coimbatore, 21st July 1897, No. 404/W.

With reference to your momo., No. 831 D., dated 16th July 1897, I have the honour to state that I have not got a marine chart of the port of Calicut. Neither has the Executive Engineer, Calicut, a copy of this chart. The chart, I saw when I was at Calicut, was one belonging to the club at that station. The Port officer's chart was not available, as he had sent it to the head office at Madras to be, as I understood, brought up to date.

2. The only explanation that I can give regarding the export from Calicut instead of from Beypore is that all the timber merchants live at Calicut and have their godowns there. That, originally, the export trade was insignificant, compared with inland trade, so that the difficulty of the bar was not then a determining factor. Indeed, I am disposed to think that the difficulties of the bar are now exaggerated; otherwise the export trade would have betaken itself to Beypore.

3. I have sent a copy of your memorandum under reply, as well as the copy of this letter to the Collector at Calicut, with a request that he will furnish you with the marine chart if he has got a copy, as also to favour you with his remarks as to why Calicut is the port of export instead of Beypore.

From G. W. DANCE, Esq., I.C.S., Acting Collector of Malabar, to the Chief Engineer, Public Works Department, dated Calicut, 9th August 1897, Ref. on C. No. 1763/Pub.

With reference to the letter of the Superintending Engineer, IV Circle, No. 404/W., dated 21st July 1897, I have the honour to state that there is no copy of the marine chart of Calicut on record in my office.

2. I shall furnish a further report shortly as to the reasons for the timber traffic coming to Kallai instead of Beypore.

From G. W. DANCE, Esq., I.C.S., Acting Collector of Malabar, to the Chief Engineer, Public Works Department, dated Calicut, 19th August 1897, No. 2024/Pub.

In continuation of my letter, Ref. on C. No. 1763/Pub., dated 9th instant, I have the honour to subjoin a translation of the reasons assigned for the timber being floated down to Kallai instead of Beypore, by one of the chief local merchants who is especially interested in the Kallai bar:—

Though there is facility for bringing timber from Nilambur to Beypore, lots of timber cannot be secured by fastening in the Beypore river owing to its strong tidal influence.

2. At Beypore, there is no river bank sufficient for the storage of timber belonging to all the merchants of Calicut.

3. The principal trade in Calicut is in timber. Most of the coolies earn their livelihood by doing work in connection with this trade.

4. Most of the timber merchants of Calicut live in this town, and their timber depôts are at Kallai and at the breach.

5. It is in the rainy season that timber is brought from Nilambur and other places, and vessels come for shipment only two or three months after timber is fastened and secured. Till shipment, timber can be secured only in the said places. Further, the purchasers of timber take their lodgings in the Calicut town.

6. Under these circumstances, the timber merchants of Calicut will be put to great loss and hardship if the Kallai bar be not improved."

2. I also subjoin a statement of the fees collected at the Kallai bar since 1893, showing the length of time for which the bar was open each year. If it could be kept open through the hot months by the measures suggested by the Superintending Engineer, we should have a very large increase of fees. Unless, therefore, the Superintending Engineer's scheme is likely to be very expensive, we ought to get a fair interest on the outlay.

Year.	Amount of fees collected.	Length of time for which the bar was open.
	RS. A. P.	
1893-94	713 1 4	10 months.
1894-95	1,171 15 10	10 ,,
1895-96	184 3 5	4 ,,
1896-97	475 1 7	6 ,,

ORDER—No. 3461 W., dated 10th December 1897.

The cost of improving the Kallai bar having been found to be prohibitive, the Government declined to incur any expenditure on the project from public funds; but as the Collector of Malabar was of opinion that there was some practicable method of meeting the difficulty experienced in keeping the bar open, the Superintending Engineer, IV Circle, was directed in G.O., No. 1005 W., dated 8th April 1897, to confer with the Collector on the subject and to report the result.

2. In his letter, No. 355/W., dated 30th June 1897, the Superintending Engineer reports that the port of Beypore is the natural outlet for the export of timber, that the export trade should eventually go to that port, and that any money spent on keeping the trade at Calicut is only staving off the inevitable. He also states that the only thing that can be done at a reasonable cost to facilitate the export of timber at Calicut is the construction of a permanent duct across the bar, which will not obviate the necessity for annual clearance.

3. The Collector of Malabar will be requested to comment on the Superintending Engineer's report and to state the amount of the unexpended balance of the fees levied from traders to meet the expense of keeping the bar open.

4. The most cogent objection to Beypore being used as a port for the export of timber seems to be the want of sufficient space there. The Collector will report whether this defect could not be remedied with certainty and at a comparatively small cost.

(True Extract.)

(Signed) W. B. deWINTON,
Ag. Secretary to Government.

To the Superintending Engineer, IV Circle.
,, Revenue Department.

Exd. T. K. Narayana Aiyangar.

[4 / 500-14-10-97.]

Public Works DEPARTMENT.

Papers to be read in proceedings:—

Again G.O., dated 18 , No.

Again G.O., dated 189 , No.

Print

Current No. 6490 of 1897, dated 30th June , from the S. E. IV Circle

Memo: to the S. E. IV Circle No. 831 D of 16th July 1897

" " 8613 " 1897, " 21st July , " the S. E. IV Circle

" " 8079 " 1897, " 9th August , " the Collector of Malabar

" " 8394 " 1897 " 19th Augt " Do

9P

No. 3461 W, 10.12.97

ORDER.

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2. In his letter No: ~~404~~ 356 W dt 30th June 1897, the Supt. Engineer reports that the port of Beypore is the natural outlet for the export of timber, that the ex trade should even

(printed [illegible])

these reasons are

To The Secy to Govt. Rev. Dept for favour of [illegible]

There is no objection to the draft order in the Rev. Dept

KD
3/12/97

SECY. GOVT. MADRAS 4 DEC 97 REV. DEPT.

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licut is only staving off the
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ratively small cost.

1.12.97

7.3.4
9.12.97

T/B

To
The S. E. IV Circle
" Revenue Deptt.

4/1/98

Public Works DEPARTMENT.

[43/509]

C. Nos.: 8079, 8394 & 8613.

HIS EXCELLENCY THE GOVERNOR. ✓
THE HON'BLE SIR HENRY BLISS, K.C.I.E. ✓
THE HON'BLE MR. GROSE, C.I.E. ✓

SUBJECT.

Construction of a permanent duct across the Kullai Bar at Calicut.

FOR ORDERS.

On the occasion of the tour of Lord Connemara at the end of 1887, the mercantile community of Calicut asked that the bar of the Kullai river might be cut at the expense of Govt. for the convenience of timber merchants. The Govt. considered that sufficient reason had not been shown why the cutting of the bar should be provided for from public or Port Funds, but before passing final orders called for information as to the probable cost of opening a sufficient channel through the sand and revetting it, and as to whether the whole work should be done afresh annually.

Flag A. G. O. No: 188 W d/17 January 1888.

The Suptg. Engineer IV Circle considered that the cheapest and

reasons a

most durable revetments for the sides of the cut would be laterite blocks, 18 inches thick, laid at a slope of 2 to 1 with a backing of gravel 9 inches thick, which could be done for Rs 5000 and that the cost of making and maintaining the cut would be about Rs. 1,355 annually. The Govt. saw no reason to incur the expense of cutting the bar – a work previously undertaken by the timber merchants themselves in their own interest. vide G.O. No: 1627 W d/4 June 1888.

Flag B

In November 1891, the Collector of Malabar requested a reconsideration of the matter. The Govt. replied that they must so far adhere to the previous decision as to decline to sanction any expenditure of public funds on the Kullai bar, but that they had no objection to the officers of Govt. assisting in the collection and expenditure of money which the local merchants offered to raise for cutting the bar and keeping it open in the interests of their timber trade, the work being done under the supervision of the Executive Engineer from the contributions raised by the merchants vide G.O. No: 3422 W d/11th December 1891.

Flag C

In his report recorded with G.O. No: 513 M dated 23rd April 1894, the Sanitary Commissioner revived the question from a sanitary point of view, and the Suptg. Engineer was called on to report on the Sanitary Commissioner's proposals. vide G.O. No: 1214 W d/17 May 1894.

Flag D

The reply submitted in compliance with this order referred to previous reports and pointed out that the matter resolved itself into a question of cost. vide G.O. No: 1498 W d/16 June 1894

Flag E

The Collector of Malabar proposed that the Kullai river should be declared a line of navigation subject to the provisions of Act II of 1890; but as the cost of keeping the channel and bar open was debitable to Port Funds, he recommended that the Port Department should collect the tolls and be responsible for the river and bar being kept open for traffic. These proposals were referred to the Presidency Port Officer who reported that ~~th~~ is was no objection to the co by being of tolls being undertaken in one

ese reasons a

Port Department and to that Department accepting the responsibility for the river and bar being kept open for traffic, but that it was not desirable to incur expenditure in connection with river mouths which were constantly changing. The Collector's proposals were approved in G.O. No: 346 Revenue d/ 10th June 1895 (G.O. No: 197 Marine d/ 4th July 1895.)

at the same time he had to point out

But how he would accept the responsibility of keeping the river and bar open without incurring expenditure does not seem clear. Perhaps, however, he refers to Capital Expenditure

Flag F

When His Excellency Sir Arthur Havelock went on tour to Malabar in September 1896, the Collector brought to notice that he had a scheme for keeping the Kullai bar open. The Collector was accordingly requested to submit his scheme as early as possible. Memo. No: 606 E d/ 25 November 1896

Flag G

In reply, the Collector stated that he had called upon the Executive Engineer to make the necessary suggestions. The Supdg. Engr. was then asked to expedite the revised scheme which had been referred to the Executive Engineer b the Collector. *vide* Memo: No: Execu d/ 15 December 1896.

Flag H

contrib

The Executive Engineer reported that the two suggestions made by the Collector were:-

(1) The removal of a temporary dam placed across the river some 4 miles up, and
(2) The removal of the above dam and the excavation of a cut from a point little above it to the Beypore river.

In regard to the removal of the temporary dam, the Executive Engineer stated that it would not have even the slightest influence on keeping the bar open. As regards the excavation of a cut, the Executive Engineer considered that the cost would be prohibitive; that it would be very difficult to keep the cut open; and that even if kept open, there would be ~~now~~ no flow except during floods in the Beypore river when there would be sufficient water in the Kullai river itself to keep the bar open. He was also of opinion that nothing sh of constant dredging, s by being

ich would

Kut and these reasons a

could be done towards keeping the bar open. ~~The Ex~~ Copy of the Executive Engineer's letter was forwarded to the Collector for report as to whether he still thought that anything could be done towards keeping the bar open. The Collector was still of opinion that there was some practicable method of meeting the difficulty experienced with the Kullai bar and the Suptg. Engineer was therefore directed to take an early opportunity of going to Calicut and to report on the subject after conferring with the Collector vide G.O. No: 1005 W d/ 8 April 1897. Flag I

The Suptg. Engineer accordingly inspected Calicut and after discussing the subject with the Collector reported as follows:-

"Govt. may be reminded that the port of Beypore is the natural outlet for the timber traffic to Bombay. The bar here is always open and native craft can enter the river at all times and load up in smooth [illegible]ter. All the timber from the Excee[illegible] d/ forests comes down the contrib[illegible] a point wi[illegible]

+ Not received

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ered with rafts of ti ndo er and bamboos. The export trade ought w to go to Beypore. It must, imagine, go there eventually, and if so, any money spent to try and keep it at Calicut is only staving off the inevitable."

The Suptg. Engineer stated that the only thing that could be done at a reasonable cost was to construct a permanent duct across the bar which would cost between Rs 5,000 and 6,000, and that the construction of this duct would not obviate the annual clearance, which would be required on a less scale, but could be done more quickly and effectively. The Suptg. Engineer was asked to furnish for reference the marine chart referred to in his letter and to report why timber from Nilambur was brought within 4 miles of Beypore and yet instead of being shipped at that good port, taken 6 miles along a canal to Kullai where there was a difficult bar and shipped at that place. vide Memo: No: 831 D d/ 16th July 1897

Flag J

Flag K. In C. No: 8613 the Suptg. Engineer states that no copy of the Marine Chart is available and that the only explanation he can give regarding the export from Calicut instead of from Beypore is that all the timber merchants live at Calicut and have their godowns there. He also states that originally the export trade as compared with the inland trade was so insignificant that the difficulty of the bar was not then a determining factor. He also adds "Indeed I am disposed to think that the difficulties of the bar are now exaggerated; otherwise the export trade would have betaken itself to Beypore".

The Collector also states that no copy of the marine chart is available and forwards, vide

Flag L. C. No: 8394, a translation of the reasons assigned, for the timber being floated down to Kullai instead of Beypore, by one of the chief local merchants who is specially interested in the Kullai bar, and these reasons a

(1) Though there is facility for bringing timber from Nilambur to Beypore, lots of timber cannot be secured by fastening in the Beypore river owing to its strong tidal influence.

(2) At Beypore there is no river bank sufficient for the storage of timber belonging to all the merchants of Calicut.

(3) The principal trade in Calicut is in timber. Most of the coolies earn their livelihood by doing work in connection with this trade.

(4) Most of the timber merchants of Calicut live in this town and their timber depôts are at Kullai and at the beach

(5) It is in the rainy season that timber is brought from Nilambur and other places and vessels come for shipment only two or three months after timber is fastened and secured. Till shipment, timber can be secured only in the said places. Further the purchasers of timber take their lodgings in the Calicut Town.

(6) Under these circumstances the timber merchants of Calicut will be put to a great loss and hardship if the Kullai bar be not improved.

The Collector forwards the following statement showing the fees collected since 1893 and the length of time for which the bar was open each year, and states that if the bar be kept open during the hot months, the fees will be largely increased, and that unless the Supty. Engineer's scheme is likely to be very expensive, a fair interest on the outlay should be got.

Year	Amount of fees collected			Length of time for which the bar was open
	Rs	A.	P	
1893-94	713	1	4	Ten months
1894-95	1,171	15	10	——— Do ———
1895-96	184	3	5	Four months
1896-97	475	1	7	Six months.

It seems to ~~be~~ me doubtful whether the reasons given against transferring the export trade from Kullai to Beypore are sufficiently strong to justify the expenditure of a large sum on a doubtful scheme for the improvement of the Kullai bar and it would perhaps be as well if the Collector personally inquired into the matter on the spot and satisfied himself by an inspection of the Port of Beypore that the objections raised are reasonable.

It will no doubt be inconvenient to the merchants who live in Calicut to have the trade transferred to Beypore, and if the scheme proposed by the Supdg. Engineer were certain to be successful, I would advocate its adoption; but I believe that not only will the annual cost of clearing the proposed duct be considerable, but that the duct will have to be periodically extended, as its effect will be to advance the bar out the sea.

5/10/97
W

mai [illegible] 5/10/97

I think, if we continue to levy the fees charged to these traders, imposed, I believe, for the avowed purpose of keeping the Kullai bar open, — we are bound to expend the money in that purpose, ~~or~~ ~~remit the fees~~. The Collector might be asked to comment on the Supt. Engineer's Report. He [illegible] should also be asked to say what is the amount of the unexpended balance of the fees.

15/11/97

A.S.H
5.11.97

There is no objection to the above. But I much doubt the feasibility of any scheme for opening the Kallai bar and keeping it open. These operations on bars are about the most difficult and doubtful & expensive known to Engrs., I believe — & The most cogent objection to using Beypore seems to be the want of suff. space there. But probably that defect c. be remedied with certainty & at comparatively small cost. We might ask about this also.

W.S.
11/11/97

Public Works (1897) Department.

CURRENT No. 6490

Order

From The Supg. Engineer, 4th Circle

No. 355/W

Dated 30th June 1897

Received 3.7.97

Enclosures —

Spare copies —

SUBJECT.

Kullai harbour at Calicut

Submits Report regarding the —

r.L.S 280

BACK PAPERS.

G.O.	No.	Department.	Date.
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	2944	C –	23-6-97
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	1005	W. –	8-4-97
	89	W. –	9-1-97
	4851	C –	15-12-96
	606	E "	25-11-96
	62	M "	3-7-96
	8	M "	5-1-96
	383	M "	16-12-95
	197	M "	4-7-95
	27	M "	27-11-95
	1498	W.	16-6-94
	1214	W	17-5-94

note

marine papers with C.W. 62 of 98

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Superintending Engineer's office
4th Circle
No. 355/W Coimbatore 30th June 1897

From
J. Hannan Esqr
Superintending Engineer
4th Circle

To,
The Chief Engineer
P.W. Department

Sir,

With reference to G.O. No. 1005 W dated 8th April 1897, I have the honor to submit my report therein called for regarding the Kullai harbour at Calicut which I have recently inspected. I also discussed the subject with Mr. Dance the Collector.

2 Government may be reminded that the port of Beypore is the natural outlet for the timber traffic to Bombay. The bar here is always open and native craft can enter the river at all times and load up in smooth water. All the timber from the Nilambur forests comes down the Beypore river to a point within four miles

It appears [illegible] [illegible] that the timber is brought within 4 miles of Beypore where there [illegible] a good port & harbour [illegible] being sheltered there [illegible] [illegible] 4 miles along [illegible] [illegible] Canal to Kallai where there [illegible] [illegible] [illegible] shipping there [illegible] then seem sufficiently [illegible] miles of Beypore. Here it enters a so called canal and is towed along it a distance of 6 miles to the Kallai back water. This canal follows a natural depression and its course is very tortuous (please see the Calicut marine chart). The Kullai river which has but a small catchment basin taps no forests, and brings down no timber, when timber export from Calicut was comparatively light, the Kullai backwater doubtless answered its purpose as a port of export. The bar remained open for a sufficiently long time for the purposes of the trade, but now that the export has assumed large proportions it is hampered by the closing of the bar. There is also no doubt that it is now a more serious obstacle than it was formerly as owing to extensive reclamations, the area of the tidal basin has been

been

where is the chart [illegible]

14/7/[illegible]

W

The chart has not been received. [illegible] 14/7

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It must, I imagine, go there eventually and if so any money spent to try and keep it at Calicut is only staving off the inevitable.

3. In my humble opinion the only thing that can now be done at a reasonable cost to facilitate the export trade at Calicut is to construct a permanent duct across the bar. The cuts now made across it become quickly tortuous, and get filled up by the sand slipping in from the margins and by the action of the tidal current on the unprotected sides

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sides of the cutting.

4. I would therefore propose to form a duct 700 feet long and 40 feet wide across, and at right angle to the axis of the bar formed of two rows of piles 16 feet long and 8"×8" section, driven to a depth of 11 feet below low water. The piles to be 6 feet apart from centre to centre. The upper five feet to be planked with 2" planking securely spiked to the piles. The construction of the duct will not certainly obviate clearance, but the clearance required will be very much less than at present more quickly done, and more effective. The cost of the duct will be between five and six thousand rupees.

5 The conservancy of the tidal basin of this river is a matter of prime importance. The river within

within

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within Municipal limits has I understand been surveyed some 3 years ago but no map has yet been printed. I would suggest that the portion, comprising the river and its boundaries should be printed at once to a scale of 16 inches to a mile; on this map should be laid down two lines parallel to the axis of the river within which no rafts should be moored. The exact distance apart of these lines can best be determined when the survey is received. Probably not less than 200 feet of the centre should be reserved for unimpeded tidal scour. The present tidal limits should be demarcated, and no further encroachment permitted and all unauthorized ones resumed.

I have the honor to be
Sir
Your most Obedt. Servant
J Hunnan
Superintending Engineer
4th Circle

D/

P. W. D.

8 P

Memorandum

No. 831 D of 16 July 1897

The undersigned has the honour to request that the Suptg. Engineer, IV Circle, will be so good as to forward for reference the Calicut Marine chart referred to in para. 2 of his letter No. $\frac{355}{IV}$ dated 30th June 1897. It appears from this letter that the timber from Nilambur is brought within 4 miles of Beypore where there is a good port but instead of being shipped there is taken 6 miles along a canal to Kallai where there is a difficult bar and shipped there. Why this should be the case is not understood and it should be explained.

15/7/97
E. W.

Rw.

To

The Suptg. Engr., IV Circle. D. of No. 16/7/97

~~FOR ORDERS.~~

Public Works (1897) Department.

CURRENT No. 8613

Order

From The Supg. Engineer,
4th Circle.

No. 404/W

Dated 21st July 1897.

Received 23-7-97

Enclosures Recd ✓ 27-8-97

Spare copies ✓

SUBJECT.

Calicut Marine Chart.

Reports regarding the — and of the export at Calicut instead of Beypore —

[illegible] 7/7/97 [illegible]

Pw.

o/s
50

Recd after 6 p.m.

8310

Sent to the [illegible] the 26-7-97

circ 8-11-97.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

No 404
W.

Supg: Engineers Office 4th Circle
Coimbatore 21st July 1897

From

J Haman Esqr
Supg: Engineer
4th Circle.

UP

To,

The Chief Engineer
P.W. Department.
Madras.

Sir,

With reference to your Memo No 831 D dated 16th July 1897, I have the honor to state that I have not got a marine chart of the Port of Calicut. Neither has the Executive Engineer Calicut a copy of this chart. The chart, I saw when I was at Calicut, was one belonging to the club at that station. The Port officers' chart was not available, as he had sent it to the Head Office at Madras to be, as I understood brought up to date

2. The only explanation that I can give regarding the export from Calicut instead of from Beypore is

is that all the timber merchants live at Calicut and have their godowns there. That originally the export trade was insignificant compared with the inland trade so that the difficulty of the bar was not then a determining factor. Indeed I am disposed to think that the difficulties of the bar are now exaggerated otherwise the export trade would have betaken itself to Beypore.

3. I have sent a copy of your memo under reply as well as the copy of this letter to the Collector at Calicut with a request that he will furnish you with the marine chart if he has got a copy, as also to favour you with his remarks as to why Calicut is the port of export instead of Beypore.

I have the honor to be
Sir
Your most Obedt Servant
W Hammer
Superintending Engineer
4th Circle

RH

Ref. on C. No. 1763
P. 97

Malabar Collr's office
Calicut 9th August 1897

From
G. W. Dance Esqr
Actg Collector

To
The Chief Engineer
P. W. Department
Madras.

Sir,

+ not read

With reference to the letter of the Superintending Engineer IV Circle No. 4409/W dated 21st July 1897. I have the honour to state that there is no copy of the Marine Chart of Calicut on record in my office.

2. I shall furnish a further report shortly as to the reasons for the timber traffic coming to Kallai instead of Beypore.

I have the honour to be,
Sir
Your most obedt. Servt

for Collector

Mg
9-8-97

Public Works (1897) Department

From

The Collector of Malabar

To

The Chief Engineer,
P. W. Department
Madras

Current No: 8079
vide 8394/97

Accd: 14-8-97

G. O. No.	2252 W of 18-8-97
	8312 M of 16-7-97
	2944 C of 23-6-97
	1514 W of 4-6-97
	1005 W of 8-4-97
	89 W of 7-1-97
	4851 C of 15-12-96
	606 E of 25-11-96
	86 I of 10-2-96
	62 I of 3-2-96
	383 I of 16-12-95
	197 I of 4-7-95
	27 I of 27-11-95
	1498 W of 16-6-94

Dated 9 August 97
Despd

Stating that there is no Copy of Marine Chart of Calicut on record in my office

Sd 4079 27/8
[illegible] 1/9/97

417/9

No 2024/Pub.

Malabar Collector's office.
Calicut, 19th August 1897.

6

From,

G. W. Dance Esqr. I.C.S.
Ag Collector of Malabar.

To

The Chief Engineer,
Public Works Department,
Madras.

Sir,

In continuation of my letter Ref on No 1763/Pub dated 9th instant, I have the honor to subjoin a translation of the reasons assigned for the timber being floated down to Kallai instead of Beypore, by one of the chief local merchants who is especially interested in the Kallai bar.

Cu. 8079 Sent to H C on 21.8.97 marine Chart – stating that there is no copy of the – on record in his office –

" Though there is facility for bringing timber from Nilambur to Beypore, lots of timber cannot be secured by fastening in the Beypore river owing to its strong tidal influence

The difference [illegible]

(2) At Beypore, there is no river bank sufficient for the storage of timber belonging to all the merchants of Calicut

Cost [illegible] Beypore or Kallai

(3). The principal trade in Calicut is in timber. Most of the coolies earn their livelihood by doing work in connection with this trade.

(4) Most of the timber merchants of Calicut live in this town and their timber depôts are at Kallai and at the beach.

(5) It is in the rainy season that timber is brought from Nilambur and other places and vessels come for shipment only two or three months after timber is fastened and secured. Till shipment, timber can be secured only in the said places. Further the purchasers of timber take their lodgings in the Calicut Town.

(6) Under these circumstances, the timber merchants of Calicut will be put to great loss and hardship if the Kallai bar be not improved."

2. I also subjoin a statement of the fees collected at the Kallai bar since 1893 showing the length of time for which the bar was open each year. If it could be kept open through the hot months by the measures suggested by the Superintending Engineer, we should have a very large increase of fees. Unless, therefore, the Superintending Engineer's scheme is likely to be very

expensive, we ought to get a fair interest on the outlay.

Statement

Year	Amount of fees collected Rs	a	p.	Length of time for which the bar was open
1893-94	713	1	4	– 10 months.
1894-95	1171	15	10	– 10 months
1895-96	184	3	5	– 4 months.
1896-97	475	1	7	– 6 months.

I have the honor to be
Sir.
Your most obedient Servant

Treasury Deputy Collector
for Ag Collector

Me
20.8.97

Public Works 1897 Department

Current No. 8394

34612/5-11-97

Cus 6490

Cus 8479

3862/13

From

The Collector of Malabar

To

The Chief Engineer
Public Works Dept
Madras

Dated August 19. 1897

Received } 23-do
Registered }

No.

Submits translations of the reasons assigned by the timber merchants of Calicut for timber being floated down to Kallai instead of to Beypore.

HC

again 3/9/97

OW

This report is submitted with reference to Go. No. 1005 W of 8.4.97 –

In submitting it to His Excy. some remarks by P.W. on the S.E.'s proposals seem necessary.

For orders –

Cr
9.7.97

W.

Proposed note for H.E. herewith submitted

C.A.W.
10.7.97.

See [illegible] remarks

P. W. Department.

Read the following :—

FOR ORDERS.

The proposals made by the Superintending Engineer in his letter No. 355/W dated 30th June 1897 seem to be sound *primâ facie*; and it is considered that a Survey plan and estimate might be called for. But it will scarcely be possible to do anything until the weakened establishment of the Circle can be brought up to normal strength.

C.H.W.B.
10.7.97.

FOR ORDERS.

Office

G. mw.

The Collector's letter is No. 2024 d/ 19.8.97 & bears Current No. 8394 – It was sent to H.C. Ordy. on the 24 August 1897

FJ
1/9/97

No. I forward this file to DPW, as you are probably keeping Cur. 8394 there in anticipation of its return. Probably the papers will not come again.

C

1/8/97

This was sent down to [illegible] this morning ~~[illegible]~~ with a note to R.H.

[illegible]
2.9

File. Keep this with the current reference [illegible]
3/9

R.

mw
Eo. 225-2W / 7. 8. 97
[illegible]
FJ 30/8/97

[illegible]
29/9/97

RK

I think the Collector has sent in the further report promised in para 2 of his 8079 - but I am afraid the paper has gone on to O.O.G. -

Please give me no & date of the letter, its Cco, & date sent to O.O.G.

P.T. over

31/8/97

FOR ORDERS.

807

Lr. 851 Dd 16.7.97

Calicut marine Chart. I.S.W. asked to forward the — for reference

HC

The papers connected with this subject ~~[illegible]~~ have been put up with Cno 7127 & sent to Madras with a endorsement on the 7.8.97

22520
7.8.97

25.8.97

Madras
Rw. 27/8/97

RK

Put up
29/8/97

MW
E.O. 22520
7.8.97
Put up
30/8/97

FOR ORDERS.

8075
8300

There are a lot of papers about the Kallar lease — the Collector recently wrote upon the subject, & he made complaints about the Dy Dir's delay in replying to his proposals.

89 W of 87
1005 W
8.4.97

Please look up the papers.

[illegible]

SAW

Papers on the subject are al. [illegible] with No. 831 D.S. 16.7.97.

20/8/97

~~attended~~

Put up 87

To HC

CM
21.8.97

papers [illegible]

G.L.S. 416 sent again 3/

14/7/97

As H. E. is [illegible]
[illegible] in this matter
I think a short précis of
the instructions may be made

22/9/97

The Collector of [illegible]
the Supdg. Engineer report that
no copy of the Calicut Marine
chart is available in their office,
and they both explain the
reasons for the timber from
Nilambur being taken to
Kallai instead of to Beypore

Orders are solicited as to whether
the note for orders drawn up by
D.W. on the 10th July 1897 should
be submitted, as it is, to H. E.
or what modifications should
be made therein

18/9/97

Sent again 3/

ERS.

C. Nos: 8079
8394
& 8613

W
through D.W.

In Memo: No: 831 D d/ 16th July 1897, the S. E. IV Circle was asked to furnish for reference the Calicut Marine Chart referred to in his letter No: $\frac{355}{W}$ d/ 30th June 1897 and to explain the reasons why timber from Nilambur is taken to Kallai instead of to Beypore, although the latter place is nearer.

The Collector of Malabar and the Supdg. Engineer report that no copy of the Calicut Marine chart is available in their office, and they both explain the reasons for the timber from Nilambur being taken to Kallai instead of to Beypore

Orders are solicited as to whether the note for orders drawn up by D.W. on the 10th July 1897 should be submitted, as it is, to H. E. or what modifications should be made therein

18/9/97

H.E.

L.O. 56

Papers quoted by S.E. are put up with C. 7127 of 1897 & sent to H.E. on the 26.7.97. For orders whether these may be kept over till they return.

29.7.97

Yes & await answer from Collector.

29/7/97

L.O.
29/7

g. L.S. 416 Sent