BACK PAPERS.

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

FURTHER PAPERS.

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

Revenue (1897) Department.

CURRENT No. 3095.

From W. M. Standen Esqr. Director Goat Cinchona Plantations Nilgiris.

No. 22

~~Order~~ Ecst. No. 1992 Mis.

Transferred to the Financial Department.

Sd/ T. E. Marjoribanks
Offg. Asst. Secy. to Govt.

Fort St. George,
13th April 1897

To
The Financial dept.

Dated 31st March 1897.
Received 9—4—97
Registered 10—4—97
Enclosures 5
Spare copies

SUBJECT.

Memo of altered Grants for 1896-97:

Returns— completed and states that the Revised Estimate of Rs 78,800 has been retained as the major Grant.

Revs. 15-4-97

2/14.

Revenue (189/) Department.

GOVERNMENT OF MADRAS
21 MAY 97

MISCELLANEOUS SERIES.

G.O., No. 1991

DATED 13th April 97.

[Despatch Abstract.]

Commg. to the Board of Revenue. Proge P.W. Dept.
directing the Supt.g. Engineer, with remarks, to
report on some practical method of meeting
the difficulty experienced with the Kallidi
river Bar in the Malabar Dt.

BACK PAPERS.

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

FURTHER PAPERS.

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

D

Revenue (1897) Department.

CURRENT No.

From P. W. Dept.

Order Mis. No. 1991 dt 13th april 97.

Communicated

to the Board of Rev.

No. 1005 D

Dated 8-4-97

Received 10-4-97

Registered 10-4-97

Enclosures

Spare copies

1/4/97.

A.R.
12/4/97

List.

To the Board of Rev (Sep. Rev) Dept. 19-4-97.

SUBJECT.

Directing the Supdtng Engineer, with remarks, to report on some practical method of meeting the difficulty experienced with the Kallai river Bar in the Malabar Dn.

BACK PAPERS.

G.O.	No	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date

From the Acting Collector of Malabar, to the Executive Engineer West Coast Division, No: 2653/Pub. '96., dated 25th October 1896:-

I have the honour to request that you will kindly inform me what steps you propose to take to keep the Kallai 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 ~~contrary~~ memory of man runneth 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 understand 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 systamatic reclamation of the River bed. If these or other artificial causes contribute in any way to the silting up of the 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 rivetted at a cost of 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

however that if you can arrive at any satisfactory solution o
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.

Letter from the Acting Collector of Malabar, to the Secretary to Government Public Works Department, No:738/Pub., dated 21st March 1897:-

In reply to your endorsement No:1533 C 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 demi Officially to ask, and I told ~~him~~ 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 Ref. on C. No:2656/Pub and I shall be obliged by your directing Mr. Wood to answer it.

× Copy attached.

3. I submit that Mr. Wood does not appear to realize that he is the professional adviser of the Collector in Engineering matters. It is not for me to suggest remidies 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 the reason why. And if Mr. Wood persists in his attidute of non possumus I shall be very ~~pleased~~ pleased to ask the District Board Engineer, 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 scheme" 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

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 revers.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."

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Letter from the Executive Engineer West Coast Division, to the Superintending Engineer IV Circle, No:110 S.E., dated 20th Mxxxx February 1897:-

In reply to your No:765/W.C., dated 19th December 1896, I have the honour 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 practix--cally 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 miles long, would cost a probitive 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 kxx River to keep the Bar open.

2. Another proposal was made some years ago to fix a per--manent outlet and rivet both sides at a cost of Rs.5,000, but the cost of this was considered prohibitive.

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

4. When the fresh water flow ceases which it does about [illegible] or November the littoral drift must soon ch[illegible]e up the outlet

5. It must be borne in mind that the cat[illegible]ment area of the kx

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 back water 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 dont think it would be of any use.

Endorsement by the Superintending Engineer IV Circle, No:123/W dated 5th March 1897:-

Copy forwarded to the Chief Engineer Public Works Department, with reference to his memorandum No:4851 C, dated 15th December 1896.

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urgent

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT

Read the following.

From the Superintending Engineer IV Circle, No. 123/W dated 5th March 0897.

copies attached.

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

Order thereon No: 1055-W dated 8th April 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 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.

(True Extract)

C.H.B. Burton
under Secy: to Govt:

To

The Superintending Engineer IV Circle.

,, Revenue Department.