Archives I 10,006—16-8 77.

(1) Number of pages 32

(2) Date of repair 13.5.87

(3) Initials of the Referencer

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W DEPARTMENT

G.O. No. B.P. No.	2982-83	Press. Mis.
Dated	13-11-1882	~~197~~ .

A.H

Not to be folded or roughly handled

13th November 1882, No. 2982 W., Public Works.

2982-83
1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 81.

Read—the following papers :—

From B. GRINDROD, Esq., to His Excellency the Governor of Madras, dated Colombo, 18th October 1882.

I have the honor to address you on the subject of cutting a canal through the island of Rámesvaram, a work that, I think, would meet the approval of every one interested in the Eastern trade, especially with the large traffic of the Bay of Bengal and its numerous ports. I have been assured by a large body of steamship owners that it would be a great boon to them, and a vast saving of expenditure, as the saving of time in going round the island of Ceylon would be fully three to four days. I feel most confident that it would be the means of developing trade, and that the port of Madras would be a gainer, while the port of Colombo would not suffer.

My object, therefore, is to ask from your good Government a concession to cut this canal, terms to be arranged as to the concession.

The canal will in no way interfere with the canal now open, which would still be available for native craft.

The work will be undertaken and carried through by capital raised in England, and your Government would not be called upon for any assistance whatever.

The scheme would include dry docks, of which there are none between Calcutta and Bombay.

The necessity of dry docks becomes more apparent every day, and only lately we have had steamers in the port of Colombo disabled, and after temporary repairs have had to proceed to Bombay to make them of a more permanent character so as to enable them to proceed home.

I am prepared to raise at once the sum of £550,000 or £1,000,000 if required.

Trusting that your Government will not throw in the way any impediments to this most valuable and important undertaking, I have, &c.

Transferred to the Chief Secretary to Government.

(By Order.)

(Signed) A. H. L. BAGOT, Lieut.,
for Private Secretary.

Ootacamund,
27th October 1882.

No. 1252, Marine.

Transferred to the Public Works Department.

(Signed) C. G. MASTER,
Chief Secretary.

Ootacamund,
6th November 1882.

No. 81-A.

From J. H. TAYLOR, Esq., Lieut., R.N.R., Master Attendant, Administrative Department, to the Acting Secretary to Government, Public Works Department, dated Madras, 28th October 1882, No. 9368.

I have the honor, in continuation of my letter of 20th instant, No. 9031, on the subject of the Pámban Pass, to report that Mr. Grindrod, of the Firm of Grindrod and Jenkins, who are moving in this matter, has called upon me in Madras, and I have fully discussed it with him. I found that the proposed Company have never heard of any navigation difficulties other than those of the approaches to Rámesvaram from the southward, and he was much surprised at the information given him, the importance of which he at once realized. He has left his chart with me, being obliged to return at once to Colombo. I have personally always insisted on the uncertainty of what may be called the Point Pedro passage, but I was not aware till yesterday that a report on the subject existed in the records of the Madras Government, and I think I cannot do better than recite it for the information of Government at this day.

In 1848—52, say 40 years ago, a survey was made of Palk's Bay by Mr. J. J. Franklin and Lieutenants Powell and Ethersey, and that survey, the only one existing, is plotted on the chart I submitted with my letter of 20th instant, No. 9031.

In 1854 Mr. J. J. Franklin was in the position I now virtually hold of Superintendent of Madras Marine, and Captain Biden, who has left a name well remembered for experience and judgment as a sailor, was Master Attendant.

Colonel A. Cotton having at that time formulated a scheme for a ship passage through the Pámban, these officers were severally called upon for their opinions. I will now quote extracts from their letters. Mr. Franklin, page 21, paragraph 2:—

> "The improvement of the Pámban channels has been the means of promoting a very active trade between the south-eastern coast of India and the south-western coast of Ceylon, carried on by small craft adapted to the navigation of the adjoining seas; but from the *difficulty and intricacy* of the approaches as well from the *north* as from the south, I am fully of opinion that no large ships or even steamers would attempt the passage, notwithstanding that the channels themselves offered no impediment. I have heard it urged that vessels voluntarily encounter much more difficult navigation than this, and no doubt such is the case, as in the Hoogly, the Thames, and elsewhere; but it is because they have either no alternative, or that the inducements are greater."

Captain Biden, who writes more fully, says, page 10, paragraph 2:—

> "In the first place I consider that the navigation of Palk's Bay, to the vicinity of the Pámban channel on the one side, and the navigation of the Gulf of Manaar towards the eastern entrance of that channel on the other side, so very intricate that those seas are neither safe nor easily navigable for large steamers; and to render those seas and the approaches to the Pámban channel so safe and easy of navigation as would ensure the perfect confidence of Commanders of Mail Steamers and sailing ships of the largest class excavating between sand banks to a very considerable extent would be indispensable, and fixed lights, buoys, and beacons in several prominent positions and dangers would be equally necessary, all which shall, in this communication, be pointed out and explained."

And he also in page 19, paragraph 26, explains that he is only treating of vessels with a maximum draft of 21 to 22 feet, whereas now we have to deal with 26 and upwards. Sir John Coode lays down an axiom that a depth of 40 feet at the entrance of the Colombo Harbour is imperative, in view of the size of steamers of the present day, and the effect upon them of the open swell, which will also obtain at Palk's Bay and Gulf of Manaar. I myself, in treating of the possible entrance to a Harbour at Cochin, mentioned 30 feet as a minimum, but I was very anxious not to throw any more discouragement than I could help upon the Cochin undertaking, and I reasoned that very large ships and vessels of war would never be likely to use the Harbour.

Now, an inspection of the chart sent with my letter shows that the ominous letter 5, 30 feet, is not exceeded in the passes, and Mr. Franklin, page 22, paragraph 3, observes that he has reason to believe that the shoals from Calymere to north coast of Ceylon are shifting. It may be that, if sand or mud alone is present, no unfavorable change may have occurred, and a passage be found, but if the formation partakes

of coral, which largely abounds in these seas, and surrounds Rámesvaram, some difficulty, perhaps insuperable, may intervene. As this projected work is throughout in the Madras Presidency, it would not be advisable for Government to promise support without a full knowledge of what points that support may embrace. I can easily, with the assistance of Mr. Baker of Pámban, who is a skilled Surveyor, ascertain the fact of a good passage, or its non-existence. I would in the *Undaunted* take the earliest opportunity offered by the weather, say 15th January, and make as speedy a report to Government as possible. I send the pamphlet containing the record of Captain Biden and Mr. Franklin for reference.

No. 82.

Order—dated 13th November 1882, No. 2982 W., Public Works.

Recorded in continuation of G.O., No. 2883 W., dated 4th November 1882.

2. The Master Attendant has already been authorised to take steps for the examination of the passage, the result of which will be awaited.

3. A copy of these Proceedings will be forwarded to Messrs. Grindrod, Jenkins and Company, for information, in continuation of letter, No. 2884, dated 4th November 1882, in which precise information was asked for as to the nature of the concession which the Madras Government are requested to make.

(Here enter No. 2983 W., dated 13th November 1882.)

(True Extract.)

Lieut.-Col., R.E.,
Ag. Under Secy. to Govt., P.W.D.

To the Master Attendant, Madras.
" Superintending Engineer, Sixth Circle.
" Marine Department.

Exd. C. Howarth.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1882) Madras

PUBLIC WORKS.

Dated November, 13th.

Recd. *Encl.*

G.O., 13th Nov. 1882, No. 2982 V

NOVEMBER.
Nos. 81-82.

Ramesvaram Island.

Letters from Messrs. Grindrod, Jenkins a Company, and the Master Attendant on the s ject of the proposed Canal through the - recorded with remarks.

13th November 1882, No. 2983 W., Public Works.

25 3

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 83.

Letter—from

The ACTING SECRETARY to the GOVERNMENT of MADRAS,
Public Works Department,

To

Messrs. GRINDROD, JENKINS and COMPANY,
Colombo.

Gentlemen,

In continuation of my letter, No. 2884, dated 4th November 1882, I am now directed to forward, for your information, a copy of the Proceedings of Government, dated the 13th November 1882, No. 2982 W., with which is recorded a further communication from the Master Attendant, Madras, on the subject of the proposed ship channel through Rámesvaram.

2. You will observe that an examination of the approach to the proposed channel is about to be undertaken by Captain Taylor, the results of which will doubtless be of value.

3. Your letter of the 18th October, which has since come to hand, affords no more information than previous communications as to the nature of the concession which you desire to obtain from the Madras Government. I am accordingly to request that the information asked for in my letter, No. 2884, dated 4th November 1882, may be supplied as early as may be convenient.

I have the honor to be,
Sir,
Your most obedient servant,

Colonel, R.E.,
Offg. Secy. to Govt., P.W.D.

Fort St. George,
13th November 1882.

Exd. C. Howarth.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1882) Madras.
PUBLIC WORKS.

Dated November, 13th.

Recd. Encl.

13th Nov. 1882, No. 2983 W.

NOVEMBER.
No. 83.

Ramesvaram Island.

FORWARDING copy of Proceedings on the subject of the proposed canal through the — to Messrs. Grindrod, Jenkins and Company.

BRADBRIDGE JENKINS & Co LONDON.
GRINDROD JENKINS & Co COLOMBO.

13 Nov/82 No. 2983

COLOMBO 11th October 1882

"Rammeswaram Canal"

To His Excellency
The Governor of Madras
Madras.

Sir,

I have the honor to address you on the subject of cutting a canal through the Island of Rammeswaram, a work that, I think, would meet the approval of every one interested in the Eastern trade, especially with the large traffic of the Bay of Bengal and its numerous ports.

I have been assured by a large body of steam-ship owners that it would be a great boon to them, and a vast saving of expenditure, as the saving of time in going round the Island of Ceylon would be fully three to four days. I feel most confident that it would be the means of developing trade and that the port of Madras would be a gainer, while the port of Colombo would not suffer.

My object therefore is to ask from your good Government a concession to cut this canal, terms to be arranged as to the concession.

The Canal will in no way interfere with the canal now open, which would still be available for native craft.

The work will be undertaken and carried through

by

27 October 1882.

298
5A

FORWARDING copy of Proceedings
subject of the proposed canal through
to Messrs. Grindrod, Jenkins and Co

27 October 1882.

P2

by Capital raised in England and your Government would not be called upon for any assistance whatever.

The scheme would include dry docks, of which there are none between Calcutta and Bombay.

The necessity of dry docks becomes more apparent every day and only lately we have had steamers in the port of Colombo disabled and after temporary repairs have had to proceed to Bombay to reach those of a more permanent character so as to enable them to proceed home.

I am prepared to raise at once the sum of R 1,00,00,000 or £1,000,000 if required.

Trusting that your Government will not throw in the way any impediments to this most valuable and important undertaking.

I have the honor to be
Sir
Your obedient Servant
Barton Grindrod

…ngh
…, Jenkins and Co

To A.G.W.

2982/8

Rameswaram Canal

I send on this file without the latest letter from Mr. Grindrod which was shown to me yesterday morning and was to have been formally transferred by the Chief Secretary: It will come in due course, but has not yet reached.

The letter gives no more information than previous communications.

R.S.
2/11

~~Petition~~ A letter from Mr. B. Grindrod

2982/8

Dated 18th October 1882.

P3

TRANSFERRED to the Chief Secretary to Government, Department

(By Order.)

Arthur H. Bagot Lieut
~~CAPTAIN, R.E.~~
for Private Secretary.

GOVERNMENT HOUSE,
Ootacamund
27 October 1882.

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A letter ~~Petition~~ from Mr B. Grindrod

2982/8

Dated 18th October 1882

Transferred to the Chief Secretary to Government, Department

(By Order.)

Arthur H. W. Bagot Lieut
~~Captain, R.A.~~
for Private Secretary.

Government House,
Ootacamund
27 October 1882.

No 1252

Transferred to the Public Works depart.

Ordd.
6.11.82. } C. G. Master
Chief Secretary

G.O. 2883-4 W.A.P. 4.11.82

Marine (1882) DEPARTMENT.

From
The Private Secretary
To the Right Hon. the Governor,

To

The Chief Secretary to Government,
Department.

Dated 27 } October 1882.
Recd. 27 }

No. 786

Enclosure.

No.

Subject.

Transfers a ~~petition~~ Letter from
Mr B. Grindrod praying that concession may be made for cutting a canal through the Island of Rammeseram.

Cir 8/4 R 10/11

P 4 2982/9

No

Administrative Department.

No. 9368

Madras,
Marine Office,
28th October 1882.

From
J. H. TAYLOR, Esq., Lieut., R.N.R.,
Master Attendant,
Administrative Department,
Madras,

To
Colonel J. H. M. Shaw Stewart R. E.
Acting ~~Chief~~ Secretary to Government,
Public Works ~~Marine~~ Department,
Fort Saint George.

Sir,

I have the honor, in continuation of my letter of 20th instant, No. 9031, on the subject of the Paumben Pass, to report that Mr Grindrod of the Firm of Grindrod and Jenkins, who are moving in this matter, has called upon me in Madras, and I have fully discussed it with him. I found that the proposed Company have never heard of any navigation difficulties other than those of the approaches to Rameswaram from the Southward, and he was much surprised at the information given him, the importance of which he at once realized. He has left his chart with me, being obliged to return at once to Colombo. I have personally always insisted on the uncertainty of what may be called the Point Pedro passage, but I was not aware

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30

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In 1854 Mr J. J. Franklin was in the position I now virtually hold of Superintendent of Madras Marine and Captain Biden, who has left a name well remembered for experience and judgment as a Sailor, was Master Attendant.

Colonel A. Cotton having at that time formulated a scheme for a ship passage through the Pamben, these officers were severally called upon for their opinions. I will now quote extracts from their letters. Mr Franklin, page 21, para 2 —

"The improvement of the Pamben
"channels has been the means of promoting
"a very active trade between the South eastern
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"coast of India and the South Western coast
"of Ceylon, carried on by small craft adapted
"to the navigation of the adjoining seas; but
"from the difficulty and intricacy of the
"approaches as well from the North as from
"the South, I am fully of opinion that no large
"ships or even Steamers would attempt the
"passage, notwithstanding that the channels
"themselves offered no impediment. I have
"heard it urged that vessels voluntarily
"encounter much more difficult navigation
"than this, and no doubt such is the case, as
"in the Hoogly, the Thames and elsewhere;
"but it is because they have either no
"alternative, or that the inducements are
"greater"

Captain Biden, who writes more fully, says, page 10, para 2 —

"In the first place, I consider
"that the navigation of Palk's Bay, to the
"vicinity of the Pamben channel on the one side,
"and the navigation of the Gulf of Manaar
"towards the eastern entrance of that channel
"on the other side, so very intricate that
"those seas are neither safe nor easily
"navigable for large Steamers; and to render
those

"these seas and the approaches to the Pamben Channel so safe and easy of navigation, as would ensure the perfect confidence of Commanders of Mail Steamers and sailing ships of the largest class, excavating between sand banks to a very considerable extent would be indispensable, and fixed lights, buoys, and beacons in several prominent positions and dangers would be equally necessary, all which shall, in this communication, be pointed out and explained."] And he also in page 19, para 26, explains that he is only treating of vessels with a maximum draft of 21 to 22 feet, whereas now we have to deal with 26 and upwards. Sir John Coode lays down an axiom that a depth of 40 feet at the entrance of the Colombo Harbour is imperative, in view of the size of Steamers of the present day, and the effect upon them of the open swell, which will also obtain at Palk's Bay and Gulf of Manaar. I myself, in treating of the possible entrance to a Harbour at Cochin, mentioned 30 feet, as a minimum, but I was very anxious not to throw any more discouragement than I could help upon the Cochin undertaking

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Madras ?

opportunity

opportunity offered by the weather, say 15th January, and make as speedy a report to Government as possible. I send the pamphlet containing the record of Captain Biden and Mr Franklin for reference.

I have the honor to be
Sir
Your Most Obedient Servant

J W Taylor
Master Attendant
Administrative Department.

MR

P. W. (1882) DEPARTMENT.

No. P. 7593

From

THE MASTER ATTENDANT,
ADMINISTRATIVE DEPARTMENT,
Madras,

To

THE ~~CHIEF~~ SECY. TO GOVERNMENT,
P. W. ~~MARINE~~ DEPARTMENT,
~~Fort St. George.~~
Ootacamund.

G.O. 2883 W. d/ 4.11.82
G.O. 2884 W d/4.11.82

No.

Dated 28th } October 1882.
Received }

No. 9368

Subject.

Report to Mr Grindrod having called and discussed the project of Rameswaram Canal, and proposes making a Survey in January next and submitting a report to Government.

Cu 9/11 D 9/11
Mc 2/11

No 2982 W
2984
13

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT,

UNDER date the 13th Nov/82

Read the following:—

From Messrs Grindrod Jenkins & Co. Colombo } H.E. d/ 18th October/82

From the Master Attendant Madras } H.E. No 9368 d/ 28th Octr/82

Recorded in continuation of G.O. No 2883 W d/ 4th Nov 1882—

2. The Master Attendant has already been authorised to take steps for the examination of the passage, the result of which will be awaited.

3. A copy of these Proceedings will be forwarded to Messrs Grindrod, Jenkins, & Co, for information, in continuation of letter No 2884 d/4th Nov/82 in which precise information was asked

asked for as to the nature of the Concession which the Madras Govt are requested required to make.

(A.E. No 2983 W dt. 13th Novr 1882)

To/

Messrs Grindrod Jenkins & Co.

Colombo

Gentlemen,

In continuation of my letter No 2884 dt 4th November 1882, I am now directed to forward for your information a copy of the Proceedings of Government dated of the 13th Novr 1882 No 2982 W, with which is recorded a further communication from the Master Attendant, Madras, on the subject of the proposed ship channel through Rameswaram.

2. You

40/41

Despd 17/11

Master Attendant, Madras

Superintending Engr: Sixth Circle

Marine Departmt

29/14

P 8

2. You will observe that ~~a survey of the passage~~ an examination of the approach to the proposed channel is about to be undertaken by Captain Taylor, the results of which will doubtless be of value.

3. Your letter of the 18th October, which has since come to hand, affords no more information than previous communications as to the nature of the Concession which you desire to obtain from the Madras Government. I am accordingly to request that the information asked for in my letter No. 2884 dt 4/11/82 may be supplied as early as may be convenient.

24/

Despd with 25 spare copies of letter & order 17/11/8

2-11-82

R.J.

[illegible] Esqr

31-7-07

7643
7593

Gobt. of 1881 Madras.

PUBLIC WORKS.

To

14/11

Dated

Issued

Recd. Encl.

G. O., 13 Nov. 1882 No. 2982 W
2983 W

Nos. 81 & 82

Rameswaram Island.

Letters from Messrs Ermidrad, Jenkins & Co. & the Master Attendant on the subject of the proposed Canal through the — recorded with remarks

---

Rameswaram Island

Forwarding copy of Ros. on the subject of the proposed Canal thro' the — to Messrs Ermidrad Jenkins & Co. Entd in Despt Rr

Jn 13/11