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(2) Date of repair July. 87.
(3) Initials of the Referencer low

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P. M. D. DEPARTMENT

G.O. No.	742. W.	Press.
B.P. No.		Mis.
Dated	7.3.1883	198 .

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 47.

READ—the following despatch from the Right Honorable the Secretary of State for India, to His Excellency the Right Honorable the Governor in Council, Fort St. George, dated India Office, London, 8th February 1883, No. 6 (Public Works):—

Herewith is transmitted, for your Excellency's information, copy of a despatch, with enclosure, which I have this day addressed to the Government of India in respect to a proposal which has recently been made to Government for permission to cut a ship canal through the Island of Rameswaram lying between the coasts of India and Ceylon.

Enclosures.

From the Right Honorable the Secretary of State for India, to His Excellency the Most Honorable the Governor-General of India in Council, dated India Office, London, 8th February 1883, No. 8 (Public Works).

With reference to my predecessor's despatch of the 9th November last, No. 62, requesting to be furnished with the opinion of your Government on the merits of a scheme submitted by Messrs. Bradbridge, Jenkins and Co., for cutting a ship canal across the Island of Rameswaram, between the coasts of India and Ceylon, I transmit herewith, for your Excellency's information, a copy of a report* thereon by Sir James Longden, the present Governor of Ceylon.

* Dated 23rd September 1882.

From Sir JAMES R. LONGDEN, Governor of Ceylon, to the Right Honorable the Secretary of State for India, dated Queen's House, Colombo, Ceylon, 23rd September 1882, Miscellaneous No. 405.

I have the honor to report, for your Lordship's information, that the question of improving the sea passage for steamers between India and Ceylon, commonly known as the Pamban Channel, has again been brought forward on the part of a Joint Stock Company which it is proposed to form to carry out the necessary works.

2. It will be remembered that when this question occupied public attention, both in England and in the East, about ~~two~~ years ago, various schemes were proposed, and were examined and reported upon by competent engineers, and especially by Mr. George Robertson, C.E., an Engineer employed by the Government of India to report on Indian Harbours.

3. Mr. Robertson's second series of reports to the Government of India (printed at Edinburgh, 1878) contains a very exhaustive survey of all the schemes that had been propounded for improving the Pamban Passage, concluding with an opinion that the most feasible and inexpensive course would be to cut a ship canal through the (Indian) Island of Rameswaram at a cost of about 440,000*l*. This is substantially, I am told, the scheme that it is contemplated to carry out, and Mr. Barton Grindrod, of the firm of Grindrod, Jenkins and Co., of this city, waited on me a few days ago to ask what would be the attitude of this Government towards the scheme were a Company formed to carry it out. I informed him, in reply, that, as the matter had not been laid formally before the Government, I could not give him any positive assurance upon it, but that, in my opinion, this Government would not offer any opposition to

the scheme, provided that the present free navigation of the Pamban Channel were not interrupted or burdened with any tolls not at present levied there. At the same time I added that this Government could not be expected to contribute in any way directly or indirectly to the cost of the works. I laid some stress on this latter point, because it was a necessary part of Mr. Robertson's scheme, and will probably be of any new scheme, that lighthouses should be erected and maintained on Duff Island and on the coast of the Jaffna Peninsula for the guidance of vessels approaching the canal, and it was then suggested that the lighthouses should be provided at the cost of this Government, and that this Government should give to the undertaking a guarantee of 5,000*l.* per annum on condition that the Serendib should be allowed to pass through the canal toll free.

4. The benefits of the proposed canal to ships bound from the westward to Calcutta and the other ports in the Bay of Bengal are incontestable, but this Government has no special interest in the work. The Pamban Channel, though at times difficult of navigation, has afforded for many years a cheap and convenient means of circumnavigating the island. It has been and is used by the Serendib and by the innumerable native coasting vessels which trade between the ports of India and Ceylon, and is sufficient for their purpose. In any encouragement which may be given to a Company to open a ship canal, the present free navigation of the Pamban Channel should be carefully guarded, for the small coasting trade of the natives is not profitable enough to enable them to pay canal tolls. If this point be conceded, the Government of Ceylon have not in my opinion any right to offer any opposition to the proposed works. It may indeed be questionable whether the opening of the ship canal through Rameswaram Island would not have an unfavourable effect on the commerce of Ceylon, but such a consideration would not justify any opposition to an enterprise so useful to India. But on the other hand, it cannot be expected that the Government of Ceylon would give any pecuniary aid to an undertaking from which the island can derive no benefit.

No. 48.

ORDER—dated 7th March 1883, No. 742 W., Public Works.

Recorded with reference to the letter to the Government of India, No. 440 W., dated 9th February 1882.

(True Extract.)

Major. R.E.,
Under Secy. to Govt., P.W.D.

To the Marine Department.

" Superintending Engineer, Sixth Circle.

" Master Attendant, Madras.

Edw. A. F. Goodall.

Spare Copies

742/2

Govt. of (1883) Madras.
PUBLIC WORKS.

17. *17. 17. 17.*

MARCEL,
Nos. 47-48.

Despatch from the Secretary of State re-
garding the proposed ship canal across—
recorded.

The R. B. H. Co. for
 2 4/8
 7/3

The information
in accompanying
file submitted with
S. G. S. dispatch of
Sept. 1st is referred
to note by the Private
Secy to H. E. the Province

C. H. Sargent
C. H. R.

16 April 1983

Cher

Returned to the
file with references
to note on H.R.
Minute Book of
yesterday's date

26/6/77 R.H.

247
H

My dear Colonel

My writing further has
been heard from the S & S
in India about this W.E.
thinks that some to
be writing to be done, as I
return before you say

A. Lawton

24 April 1883

India Office,
London, 3th February 1885.

Public Works.

No. 8.

To His Excellency The Most Honourable The Governor
General of India in Council.

My Lord Marquis,

With reference to my predecessor's Despatch of the 9th November last, No. 62, requesting to be furnished with the opinion of your Government on the merits of a scheme submitted by Messrs. Bradbridge, Jenkins & Co., for cutting a ship canal across the island of Ranniseram, between the coasts of India and Ceylon, I transmit herewith, for your Excellency's information, a copy of a report* thereon by Sir James Longden, the present Governor of Ceylon.

* Dated 23rd September 1882.

I have the honour to be,

My Lord Marquis,

Your Lordship's most obedient, humble servant,

(Signed) KIMBERLEY.

24/10
ENCLOSURE.

No. 405, Miscellaneous.
My Lord,

Queen's House, Colombo, Ceylon,
23rd September 1882.

I have the honour to report, for your Lordship's information, that the question of improving the sea passage for steamers between India and Ceylon, commonly known as the Paumben Channel, has again been brought forward on behalf of a Joint Stock Company which it is proposed to form to carry out the necessary works.

2. It will be remembered that when this question occupied public attention, both in England and in the East, about ten years ago, various schemes were proposed, and were examined and reported upon by competent engineers, and especially by Mr. George Robertson, C.E., an engineer employed by the Government of India to report on Indian harbours.

3. Mr. Robertson's second series of reports to the Government of India (printed at Edinburgh, 1873) contains a very exhaustive survey of all the schemes that had been propounded for improving the Paumben Passage, concluding with an opinion that the most feasible and inexpensive course would be to cut a ship canal through the (Indian) island of Remiseram, at a cost of about 440,000*l*. This is substantially, I am told, the scheme that it is contemplated to carry out, and Mr. Barton Grindrod, of the firm of Grindrod, Jenkins, & Co., of this city, waited on me a few days ago to ask what would be the attitude of this Government towards the scheme were a Company formed to carry it out. I informed him, in reply, that, as the matter had not been laid formally before the Government, I could not give him any positive assurance upon it, but that, in my opinion, this Government would not offer any opposition to the scheme, provided that the present free navigation of the Paumben channel were not interrupted or burdened with any tolls not at present levied there. At the same time I added that this Government could not be expected to contribute in any way directly or indirectly to the cost of the works. I laid some stress on this latter point, because it was a necessary part of Mr. Robertson's scheme, and will probably be of any new scheme, that lighthouses should be erected and maintained on Delft Island and on the coast of the Jaffna Peninsula for the guidance of vessels approaching the canal, and it was then suggested that the lighthouses should be provided at the cost of this Government, and that this Government should give to the undertaking a guarantee of 5,000*l*. per annum on condition that the Serendeb should be allowed to pass through the canal toll free.

4. The benefits of the proposed canal to ships bound from the westward to Calcutta and the other ports in the Bay of Bengal are incontestable, but this Government has no special interest in the work. The Paumben Channel, though at times difficult of navigation, has afforded for many years a cheap and convenient means of circumnavigating the island. It has been and is used by the Serendeb and by the innumerable Native coasting vessels which trade between the ports of India and Ceylon, and is sufficient for their purpose. In any encouragement which may be given to a Company to open a ship canal, the present free navigation of the Paumben Channel should be carefully guarded, for the small coasting trade of the Natives is not profitable enough to enable them to pay canal tolls. If this point be conceded, the Government of Ceylon have not in my opinion any right to offer any opposition to the

proposed works. It may indeed be questionable whether the opening of the ship canal through Remiseram Island would not have an unfavourable effect on the commerce of Ceylon, but such a consideration would not justify any opposition to an enterprise so useful to India. But on the other hand it cannot be expected that the Government of Ceylon would give any pecuniary aid to an undertaking from which the island can derive no benefit.

I have, &c.,
(Signed) J. R. LONGDEN, Governor.

The Right Hon. the Earl of Kimberley,
&c., &c., &c.,

249
7/6

N^o. 5

Public Works Department,
8th February 1883.

Cop 7

Letter to the Government of India,
No. 8. & Enclosure

Referred to in Public Works Letter
Madras, No 6, dated 8th Feb 1883

249

Public Works

No. 6

No. 8 dated 8 February 1883.

India Office.

London 8th February, 1883.

J. G.

Sir,

Herewith is transmitted
for your Excellency's information
copy of a despatch with
enclosure, which I have
this day addressed to the
Government of India in
respect to a proposal
which has recently been
made to Government for
permission to cut a ship
canal through the Island
of Ramiseram lying between
the coasts of India and
Ceylon.

I have the honor to be,
Sir,

His Excellency

The Right Honorable
The Governor in Council

Fort St. George.

Your most obedient
humble servant

J. G. P. H. S. S. S.

No. 1
 Mr. 1835
 Public Works
 8 Feb 1883

Copy
 Letter to Lord St. George
 1883

Recd 9 March 1883

Public Works

No. 6

No. 8. dated 8. February 1883.

India Office,
 London. 8th February, 1883.

2/9

Sir,

Herewith is transmitted for your Excellency's information copy of a despatch, with enclosure, which I have this day addressed to the Government of India in respect to a proposal which has recently been made to Government for permission to cut a ship canal through the Island of Ramisram lying between the coasts of India and Ceylon.

I have the honor to be,
 Sir,

His Excellency
 The Right Honorable
 The Governor in Council,
 Fort St. George.

Your most obedient
 humble servant
 Kimberley

1892

No 742 W. of J. Van Nostrand

Recorded with re-
-ference to the letter
to the Govt. of India
No 440 and 9 February 1883

8 2/5



2/3/5

Recd 1 March 1863
Recd 3 March 63

The Marine Department
 The South Pole 5 6
 Name, Abundant Madonna
 C. G. P. 1893

W. H. O. L.

Public Works
Jth Feb 1843

The
Letter to Lord St George
p. 6

51-7-07 ✓

1935-

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2/9

7 Mar. 3 740 h.

47-48

Rameewaren Island

Despatch from the
-tary of State regarding
the proposed ship canal
across ———— recorded

45
7

Entered in the Receipt Book