

- (1) பக்கங்களின் எண்ணிக்கை 30
 (2) புதுக்கித் திருப்பிய நாள் 1/90
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 10/9

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

ப. ம. து துறை

அரசாணை எண். மு. கோப்புத் தாள் எண். <u>2295</u>	அச்சகம் பலவகை
நாள் : <u>23. 8. 1896</u>	198 .

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

சென்னை

23RD AUGUST 1890, No. 2295 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper:—

From C. VINCENT, Esq., Under-Secretary to the Government of India, Public Works Department (Civil Works—Communications), to the Secretary to the Government of Madras, Public Works Department, dated Simla, the 31st July 1890, No. 237 C.

With reference to the correspondence ending with your docket No. 708 R., dated the 23rd September 1887, I am directed to forward herewith copies of the under-noted despatches from Her Majesty's Secretary of State for India and of their enclosures and to request that the Government of India may be favored with an expression of the views of His Excellency the Governor in Council on the proposals of Sir E. J. Reed, M.P., acting on behalf of "the Madura Syndicate (Limited)," for a concession of the exclusive right to "construct and operate" a ship canal through the island of Ramesvaram, also a port and a coaling station on that island. The proposals also include the construction of a railway from Madura to Pamban.

ENCLOSURES.

Despatch from the Right Honorable Viscount CROSS, Her Majesty's Secretary of State for India, to His Excellency the Most Honorable the Governor-General of India in Council, dated India Office, London, 12th June 1890, No. 27 (Public Works).

Herewith is transmitted, for information of Your Excellency's Government, copy of correspondence* which has recently passed between this office and certain promoters of a company for construction of a ship canal through Ramesvaram island.

- * Letter from E. H. Wyles, dated 7th February 1890.
- " to E. H. Wyles, dated 12th March 1890.
- " from Sir E. Reed, dated 15th May 1889.
- " to Sir E. Reed, dated 26th June 1889.
- " to Sir E. Reed, dated 12th March 1890.

2. Your Excellency will learn from this correspondence that the concession of 11th February 1887 granted to Messrs. Barton Grindrod, Elliot Bradbridge, and Henry Jenkins for making the above canal and other purposes, having expired on the 11th February 1890, without any company having been formed to carry out the undertaking, I have not deemed it advisable, having regard to the terms of your Public Works letter, No. 10, dated 7th February 1888, to extend, as desired by the promoters, the period of the concession in question. It has now consequently lapsed.

3. At the same time, you will perceive that Sir E. Reed was last year desirous of making further propositions in respect to the scheme, which, however, he was debarred from doing during the currency of the concession.

4. I have caused Sir E. Reed to be informed by this office letter, dated 12th March 1890, that it is now open to him to submit any proposals he may desire to make, and should he avail himself of this offer Your Excellency shall be duly informed of the fact.

From E. H. WYLES, Esq., to the Under-Secretary of State for India, dated 9, Stone Buildings, Lincoln's Inn, W.C., 7th February 1890.

South India Ship Canal, P.W. 1086.

Referring to my letter in this matter of the 10th April 1889 and to your letters of the 16th April and 26th June 1889, respectively, I am requested by Messrs. Barton Grindrod, Elliot

Bradbridge, and Henry Jenkins, to whom a concession, dated the 11th February 1887, was granted for making the above canal and other purposes, to apply to the Secretary of State for India in Council for a further extension of the time under clause 17 of the concession, to complete the financial arrangements for satisfying the terms of this clause. The Secretary of State for India in Council was pleased, on the 16th April 1889, to extend the time for the commencement of the works contemplated in the concession (under clause 16 thereof), and, on the 26th June 1889, was pleased also to kindly extend the time for completing the subscription of the £250,000 cash, under clause 17 of the concession, to the 11th February instant, and my clients regret that it should be necessary for them to ask for further indulgence in the matter.

2. I beg to assure you that the delays which have arisen in the carrying out of this project have not been through any fault of my clients, the concessionaires, but arrangements which they deemed it advisable to enter into for the purpose of co-operating with others to bring this matter to a successful issue have not been carried out within the time when they hoped they would have been. At this present moment they are negotiating with financial gentlemen who, I understand, are well known to you and to the Secretary of State for India in Council, for the carrying out of this concession, and I am myself in communication with the solicitors to these gentlemen as to the terms to be agreed upon.

3. I desire to repeat my own regret that it should be necessary to have again to ask for the indulgence of the Secretary of State for India in Council, but I feel sure that when I point out to you the great length of time, the trouble and the expense my clients have given and been put to with reference to this project (including the long time spent prior to the grant of this concession in working up the details of the project and a special journey by one of my clients to the island of Ramesvaram itself for the above purpose), and that the unfortunate delay which has occurred is not of their making but of those whom the concessionaires had originally asked to co-operate with them, that the Secretary of State for India in Council will be pleased to grant such a further reasonable period as will enable my clients to satisfactorily complete the arrangements they are negotiating.

4. I would respectfully draw your attention to the fact that this project is one which must be promoted entirely on its own merits, and is not enhanced by either a Government subsidy or a grant of State lands, and the concessionaires have themselves entered into a contract with the owners of the land at Ramesvaram (through which the canal will be cut) for the purchase of the same. I only mention this as one of the facts in asking the Secretary of State for India in Council to appreciate some of the difficulties the concessionaires have had to contend with.

5. I beg, too, that you will accept my assurance that this application for an extension of time is made in the *bona fide* belief that if it is granted such arrangements will be come to as will ensure the carrying out of this project in such a manner as will meet with the approval of the Secretary of State for India in Council.

6. If I were to ask for only a very short period it would, no doubt, give the concessionaires time within which they could complete their arrangements, but it might not be sufficient to actually complete the carrying out of the whole of the financial arrangements (I mean putting the project before the public) and complying, therefore, with clause 17 by obtaining the subscription of £250,000. The extended time granted for the commencement of the works under the concession does not expire until October next, and, therefore, under the above circumstances, I beg to ask that the time given under clause 17 of the concession for the subscription of the £250,000, extended to the 11th February instant, may be further extended for six calendar months from that date, and that the time for the commencement of the works may be extended for six calendar months from the time given by your letter of the 16th April 1889.

From Sir J. E. GORST, to E. H. WYLES, Esq., dated India Office, 12th March 1890.

I am directed to acknowledge the receipt of your letter, dated the 7th February 1890, applying, on behalf of the promoters for formation of a company to construct a ship canal through Ramesvaram island, for an extension of the concession held by them from Government, which concession expired on the 11th February 1890.

2. In reply, I am desired to say that the Secretary of State for India in Council declines to continue the exclusive concession to your clients beyond the date above named, but that it is still open to them to submit any further proposals in connection with this project, which shall receive due consideration from His Lordship in Council, together with any others which may be made to him on the same subject.

From Sir E. J. REED, K.C.B., to the Secretary of State for India, dated Broadway Chambers, Westminster, London, S.W., 15th May 1889.

The proposal to cut a canal through the island of Ramesvaram between the south-eastern coast of India and Ceylon, in order to shorten the passage from the west to Madras and India, has been viewed with considerable favor by yourself and your predecessors, and a year ago

almost reached maturity under the auspices of a public company, of which Lord Napier and Ettrick was to be the Chairman and I the Engineer. In the absence of any financial guarantee or contribution from the Government of India, and of any other certain and secured source of income, however, our financial arrangements could not be completed.

The activity which the French Government is now displaying in connection with the development of the port of Pondicherry, an activity which, as I have learnt, and, I believe, Lord Salisbury has been informed, will lead to the early completion of that port for the service of Southern India, unless the urgent need for it is set aside by the construction of a port at Ramesvaram, induces me to address myself to Your Lordship on this subject, and to invite your prompt and favorable consideration of this very important matter.

I have recently had a considerable conversation with the parties, who have spent so much money upon the Pamban scheme, as to its future. At length all the parties concerned (so far as I have consulted them) have concluded with me that the best method of dealing with this important matter is to give greater prominence to the question of a port and a railway connecting it with Madura than to the "canal" aspect of the matter. I may say that from the time of the first introduction which I had to this business it has always appeared to me that the creation of a port for Southern India on the Madura side would be of very great value to Southern India, and that the accomplishment of this object was a matter of much greater importance and value than the construction of the Pamban canal, valuable as I believe that to be in many ways. What my friends and I, therefore, desire to do is to start afresh, with all the information now in our hands arising from close and exhaustive local surveys both on the island of Ramesvaram and in the adjacent waters, and to bring the construction of the port and of the railway joining it to Madura (by means of a suitable bridge over the existing Pamban passage) and likewise of the sea outlets both north and south—i.e., the canal—into one scheme, which we feel confident we could carry out if we could secure reasonable assistance from the India Office and from the local authorities out there. One thing we should desire would be to give passage to small vessels through our canal on the same terms afforded them by the present Pamban pass, and in consideration of this we should wish to receive from the Government a full equivalent of whatever the present outlay upon the Pamban passage may be. Another thing we should desire would be to obtain a concession for the railway from Madura to Pamban on the best terms that could be allowed to us, in connection with which I may observe that our object might be greatly facilitated by obtaining a grant or grants of land.

Another thing which we should desire would be to have an understanding with the Admiralty, by virtue of which, for a pecuniary consideration, we could give free passage to Her Majesty's ships, and obtain satisfactory terms from the Admiralty for creating a naval coaling station within the limits of our waters and shores.

My friends and I are willing to arrange for my making a visit to Madura, there to concert with the local authorities the best arrangements that may be practicable, but before doing this we should much like to have the best assurances that we can obtain that our objects would be furthered by the Government of India as much as possible. Of course, in view of repeated notifications from the India Office that a guarantee or a subsidy or a financial contribution towards our works is out of the question, in so far as Your Lordship and the Central Government of India, and also the Provincial Government of Madras, are concerned, I do not urge this, although I would beg leave to submit that the creation of a port in Southern India, to which at all times and in all seasons the shipping of the world could resort, and from which the produce of the Madura and other districts might be freely exported, would be of incalculable value to Southern India.

In view of the importance of the subject, I am anxious to learn Your Lordship's views upon it, and accordingly beg leave to request either an interview with Your Lordship at which I may more fully set forth the facts of the case.

I will only add two things: first, I believe my friends who are associated with me in this matter would be happy to make such arrangements with the concessionaires of the canal as would obviate any difficulty or claim of any kind emanating from them; and, second, would be equally ready to allow any concessions or considerations that might be granted to us to be so granted either to Mr. Sebag Montefiore and myself (who as you know hold a special position in connection with the Canal Concession Company) or to Lord Napier and Ettrick and myself. I feel confident, likewise, from a communication which I have received from France that, in the event of our constructing such a port at Ramesvaram as I propose, I could obtain from France a relinquishment of the Pondicherry works and a consequent abandonment of French competition.

From Sir J. E. GORST, to Sir E. J. REED, K.C.B., dated India Office, 26th June 1889.

I am directed to acknowledge receipt of your letter of the 15th May 1889, in which you refer to the project of a canal through the island of Ramesvaram, put forward by a company of which Lord Napier and Ettrick was Chairman and yourself Engineer, and submit a new scheme in lieu of the above for the formation of a port at Pamban and a railway from thence to Madras.

In reply, I am desired to inform you that, under the terms of the concession which has already been granted by the Secretary of State in Council to Messrs. Grindrod, Bradbridge, and Jenkins, for a canal and works at Ramesvaram, Lord Cross is precluded from entering into negotiation with other parties for works which would interfere with that project, so long as the concession lasts and its terms are duly observed.

From the same officer, dated India Office, 12th March 1890.

With reference to this office letter, dated the 26th of June 1889, on the subject of a proposed ship canal through the island of Ramesvaram, I am now directed to state that the concession granted by the Secretary of State in Council to certain persons for formation of a company to carry out this project having lapsed on the 11th February 1890, Viscount Cross in Council is prepared to consider any proposals on this subject which you, or any other parties, may desire to submit to him.

Despatch from the Right Honorable Viscount CROSS, Her Majesty's Secretary of State for India, to His Excellency the Most Honorable the Governor-General of India in Council, dated India Office, London, 26th June 1890, No. 30 (Public Works).

Your Excellency will have learnt by my Public Works despatch, No. 27, dated 12th June 1890, that the concession granted to Messrs. Grindrod for the construction of a ship canal through Ramesvaram island has lapsed.

2. Since the date of that despatch proposals have been submitted to me by Sir E. J. Reed, M.P., acting on behalf of a syndicate, for another and enlarged project, including, besides the canal, a port, a coaling station, and a railway from Pamban to Madura.

3. The promoters ask for a concession of the exclusive right to "construct and operate" these works, on conditions which will be found fully explained in their letter, copy of which is forwarded herewith.

4. With regard to the railway, it is suggested that it should be made by themselves under a guarantee, or directly by your Government. If it is found possible to come to an arrangement for the construction of the canal and coaling station, the best course will probably be to allow the South Indian Railway Company to make the line as part of the system in their hands. A provision will be made in the new contract for the execution of branches and extensions that may be found desirable in connection with the present railway.

5. I desire, however, to be furnished with the views of your Government upon the whole of the project and the terms of the proposed concession before discussing them with Sir E. Reed, and I have accordingly informed him that I am in communication with your Government on the subject.

From Sir E. J. REED, K.C.B., to the Secretary of State for India, dated Broadway Chambers, Westminster, London, S.W., 14th May 1890.

In pursuance of my letter of 10th April, addressed to Sir John Gorst, I beg leave now to lay before you the following facts and to submit the following application.

In view of the want of success which attended the efforts of the concessionaires to whom the exclusive right to cut a ship canal across the island of Ramesvaram was granted, and of the expiration of that concession, I have been engaged for some time past with friends and associates in arranging an organization for the better and effectual carrying out of the object in view, and on the 21st of September last we completed and registered a Limited Liability Company, entitled "the Madura Syndicate (Limited)." This company has a very small nominal capital, only sufficient to enable a proper distribution to be made of the interests of the shareholders, who have already expended large sums of money upon this enterprise, amounting in the aggregate to £32,000, and who are prepared to furnish the funds which may be necessary for such further outlays as may have to be made previously to the formation of a public company with large capital for carrying out the works.

The members of this Syndicate Company are well aware of the financial failure that occurred in connection with the late concession, and of all the delays that have ensued thereupon, and desire that I should make it quite clear to Your Lordship that the "Madura Syndicate" is an entirely new and separate organization, which, while it has purchased and is possessed of all the documents, plans, surveys, &c., which have been prepared, is in no other sense connected with the former concessionaires. It should be added that Mr. Barton Grindrod, one of the former concessionaires, has become the holder of one-fiftieth of the shares of this new syndicate, but it is only as a holder of this small fractional interest that he is connected with us, and only this because the principal shareholders desired that one who had performed much work and service in connection with the concession that has lapsed should not be wholly separated from what, we trust, will prove a successful effort to accomplish the great public object in view.

I have already mentioned that a sum of £32,000 has been expended upon engineering and other missions, surveys, borings, the preparations of plans and sections, and other related works and services, the whole results of which "the Madura Syndicate (Limited)" has acquired, and if it should be of interest to Your Lordship and the Council to inspect some of the plans, &c., thus obtained, I would be glad to personally bring a selection of them for the purpose, or to take any other step to this end which may be preferred. It would, I feel sure, be a satisfaction to Your Lordship and the Members of the Council to see with what pains and thoroughness the proposed canal has been practically studied and prepared for by the combination which I now represent.

I will now beg leave to state to Your Lordship that we are of opinion that this enterprise does not present itself in either the most attractive or the most useful form when it stands alone as it did in the late concession as a ship canal. As soon as I became connected with this matter as Engineer,—being a member, and Member of the Council of the Institution of Civil Engineers,—I formed the opinion that, valuable as such a canal through the island of Ramesvaram might prove to navigation, it would, if connected by railway with railway system of South India, offer a much more valuable advantage as the site for a port for exports and imports and for other commercial purposes. It would be alike presumptuous and needless for me to point out to Your Lordship and Council how greatly South India needs such a port; I will merely say, in words which recently received the approval of Lord Napier and Ettrick, "at present no port exists suitable for sea-going steamers along the entire coast from Bombay to Calcutta, ships trading on this long coast line having to be lighted on the unprotected shore." The same is necessarily true as regards a coaling station. By adding to the proposed canal wharf accommodation for ships situated, say, midway between its extremities, we should at once endow South India with a port and coaling station, second, perhaps, to none in the world for accommodation, tranquillity, and facility of protection.

It is, of course, absolutely essential to the formation and prosperity of such a port that the railway from Madura to Pamban should be undertaken, and its completion by the time it will be needed should be fully assured. This railway, only about 74 miles in length, has long been contemplated by the Madras Government, and doubtless by the Imperial Government likewise, and I believe surveys for it have already been made. Assuming this railway to be built and connected with the canal port, the latter would undoubtedly become a flourishing place, of inestimable advantage to the people and trade of Southern India.

From this point of view we regard the proposed works at Ramesvaram as the construction of a commercial port and coaling station for South India in a situation which puts its successful construction and maintenance beyond doubt, and with direct access southwards to the Gulf of Manar and northwards to Palk Strait, the two canals of access at the same time constituting together a single ship canal directly connecting the seas north and south of Ceylon, and thus materially improving our maritime operations during both peace and war.

I have, therefore, the honor to submit, on behalf of "the Madura Syndicate (Limited)," which, as I have said, has expended large sums of money upon the enterprise and is in possession of full information concerning it, first, that a concession be granted to us of the exclusive right to construct and operate a port, coaling station, and canal as aforesaid at the island of Ramesvaram, the said concession being generally upon the same lines as the former one, but extending as suggested to the port and coaling station as well as to the canal; and, second, that a further concession be granted to us for the construction of the Madura-Ramesvaram Railway, with the usual Government guarantee of interest upon the capital laid out, or else that the Government take such other steps as may with certainty secure the construction and completion of that railway by the time the port and canal are ready for use.

I am confident, My Lord, that you and the Council will see how closely these two enterprises are bound together and how fallacious it would be for us to construct the port and canal without the railway being assured to us. We are perfectly prepared, and indeed should much prefer, to ourselves construct both the railway and the other works as one joint enterprise, provided we receive reasonable assistance from the Government, having in view the immense advantages to South India which the enterprise would yield alike to Imperial and to commercial interests. The assistance which we think it would be reasonable to give us is—(1) a guarantee for the railway (to which we believe the Madras Government is very favorable); (2) such a financial contribution (either in a lump sum or annually) towards the canal as would be about equivalent to the cost of the existing Pamban channel, we giving in return by the canal free facilities to the coasting trade and traffic equivalent to those now afforded; (3) a contribution (also in lump or annually), in consideration of which we would give free passage to all Imperial vessels, war ships and other, and likewise to all vessels employed in supplying a Government coaling station with fuel for Government vessels, observing that this latter contribution might fairly consist of two parts, one to be supplied by the Government of India and the other by the Admiralty.

I do not say that the above assistance in the form stated is indispensable, but it is what appears to me and my associates most reasonable, and to fall much short of what the great importance of the enterprise would thoroughly justify. That which does appear to us to be absolutely necessary is either the guarantee for the railway or an undertaking to have it constructed in good time.

In conclusion, I have no doubt that, after the failure of the former concessionaires, Your Lordship and the Council of India will desire to be satisfied as to our financial competence to carry out the work should a concession be granted to us. As a matter of business that competence cannot possibly be proved at the present moment, nor until we know the mind of the Government as to the Madura-Ramesvaram Railway. All that I can do at this stage, and all I respectfully submit which it is right to expect of us, is to undertake to prove our competence to your satisfaction within a brief period, say one year, from the completion of the terms of the concession, the actual signature of the concession being deferred, if you please, for that period unless we have previously satisfied Your Lordship.

The sending out of repeated missions to South India, the preparation of the plans, &c., which I am ready to submit to you, and the readiness to add to the past outlay such further preliminary outlay as may be needed, are proofs of no small financial competence on the part of our Syndicate Company, and I hope it will not be without its weight if I add that we have associated with our Syndicate Company financiers who have carried out many undertakings, some larger than the present one. We do not desire, however, to rest upon, or even to do more than mention, these facts; what we do rest upon, and what we trust you will regard from a business point of view as sufficient and ample is our readiness, after negotiating with yourself and your advisers the terms of the concession and bringing them into readiness for execution, to defer the signature of the documents until we have satisfied you of our financial ability to carry the concession out and to undertake to do this within one year at most.

ORDER—dated 23rd August 1890, No. 2295 W., Public Works.

Communicated to the Marine Department, with reference to G.O., No. 742 W., dated 7th March 1883, and previous correspondence, for report on Sir E. J. Reed's proposals to construct a ship canal through the island of Ramesvaram and a port and coaling station on that island.

2. The Consulting Engineer for Railways will report on the subject of para. 4 of the Secretary of State's despatch, No. 30, dated 26th June 1890.

(True Extract.)

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

To the Marine Department.
" Consulting Engineer for Railways.
" Superintending Engineer, VI Circle.
" Revenue Department.

Exd. A. D. Xavier.
Spare Copies

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BUILDINGS AND ROADS.
CIVIL WORKS.

Gobt. of {1890} Madras.

PUBLIC WORKS.

Dated August, 23rd.

Recd.

Encl.

G.O., 23rd Aug. 1890, No. 2295 W.

AUGUST.

Ship Canal through the Island of Ramesvaram

Letter from the Government of India requesting the opinion of the Madras Government regarding the proposal of Sir E. J. Reed, M.P., for a concession of the exclusive right to "construct and operate" a —, a port and a coaling station on that island, as well as the construction of a railway from Madura to Pamban, communicated to the Marine Department and the Consulting Engineer for Railways for report.

India Office,
London, 12th June 1890.

Public Works,
No. 27.

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

MY LORD MARQUIS,

Ramiseram Canal project.

* Letter from E. H. Wyles, dated 7th February 1890.
Letter to ditto, dated 12th March 1890.
Letter from Sir E. Reed, dated 15th May 1889.
Letter to ditto, dated 26th June 1889.
Letter to ditto, dated 12th March 1890.

Herewith is transmitted, for information of your Excellency's Government copy of correspondence* which has recently passed between this Office and certain promoters of a Company for construction of a ship canal through Ramiseram Island.

2. Your Excellency will learn from this correspondence that the concession of 11th February 1887 granted to Messrs. Barton Grindrod, Elliot Bradbridge, and Henry Jenkins, for making the above canal and other purposes, having expired on the 11th February 1890, without any Company having been formed to carry out the undertaking, I have not deemed it advisable, having regard to the terms of your Public Works Letter, No. 10, dated 7th February 1888, to extend, as desired by the promoters, the period of the concession in question. It has now consequently lapsed.

3. At the same time, you will perceive that Sir E. Reed was last year desirous of making further propositions in respect to the scheme, which, however, he was debarred from doing during the currency of the concession.

4. I have caused Sir E. Reed to be informed by this Office letter, dated 12th March 1890, that it is now open to him to submit any proposals he may desire to make, and should he avail himself of this offer your Excellency shall be duly informed of the fact.

I have the honour to be,

My Lord Marquis,

Your Lordship's most obedient humble Servant,
(Signed) CROSS.

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ENCLOSURES.

No. 1.

9, Stone Buildings, Lincoln's Inn, W.C.,
7th February 1890.

Sir,

South India Ship Canal. P. W. 1086.

Referring to my letter in this matter of the 10th April 1889, and to your letters of the 16th April and 26th June 1889 respectively, I am requested by Messrs. Barton Grindrod, Elliot Bradbridge, and Henry Jenkins, to whom a Concession, dated the 11th February 1887, was granted for making the above Canal and other purposes, to apply to the Secretary of State for India in Council for a further extension of the time under Clause 17 of the Concession, to complete the financial arrangements for satisfying the terms of this clause. The Secretary of State for India in Council was pleased, on the 16th April 1889, to extend the time for the commencement of the works contemplated in the Concession (under Clause 16 thereof), and on the 26th June 1889 was pleased also to kindly extend the time for completing the subscription of the 250,000/ cash, under Clause 17 of the Concession, to the 11th February instant, and my clients regret that it should be necessary for them to ask for further indulgence in the matter.

I beg to assure you that the delays which have arisen in the carrying out of this project have not been through any fault of my clients, the concessionaires, but arrangements which they deemed it advisable to enter into for the purpose of co-operating with others to bring this matter to a successful issue have not been carried out within the time when they hoped they would have been. At this present moment they are negotiating with financial gentlemen who, I understand, are well known to you and to the Secretary of State for India in Council, for the carrying out of this Concession, and I am myself in communication with the solicitors to these gentlemen as to the terms to be agreed upon.

I desire to repeat my own regret that it should be necessary to have again to ask for the indulgence of the Secretary of State for India in Council, but I feel sure that when I point out to you the great length of time, the trouble, and the expense my clients have given and been put to with reference to this project (including the long time spent prior to the grant of this Concession in working up the details of the project, and a special journey by one of my clients to the Island of Ramiseram itself for the above purpose), and that the unfortunate delay which has occurred is not of their making but of those whom the concessionaires had originally asked to co-operate with them, that the Secretary of State for India in Council will be pleased to grant such a further reasonable period as will enable my clients to satisfactorily complete the arrangements they are negotiating.

I would respectfully draw your attention to the fact that this project is one which must be promoted entirely on its own merits, and is not enhanced by either a Government subsidy or a grant of State lands, and the concessionaires have themselves entered into a contract with the owners of the land at Ramiseram (through which the canal will be cut) for the purchase of the same. I only mention this as one of the facts in asking the Secretary of State for India in Council to appreciate some of the difficulties the concessionaires have had to contend with.

I beg, too, that you will accept my assurance that this application for an extension of time is made in the *bona fide* belief that if it is granted such arrangements will be come to as will ensure the carrying out of this project in such a manner as will meet with the approval of the Secretary of State for India in Council.

If I were to ask for only a very short period it would, no doubt, give the concessionaires time within which they could complete their arrangements, but it might not be sufficient to actually complete the carrying out of the whole of the financial arrangements (I mean putting the project before the public), and complying, therefore, with Clause 17 by obtaining the subscription of 250,000*l.* The extended time granted for the commencement of the works under the Concession does not expire until October next, and therefore, under the above circumstances, I beg to ask that the time given under Clause 17 of the Concession for the subscription of the 250,000*l.*, extended to the 11th February instant, may be further extended for six calendar months from that date, and that the time for the commencement of the works may be extended for six calendar months from the time given by your letter of the 16th April 1889.

I have, &c.,
(Signed) ERNEST H. WYLES.

The Under Secretary of State
for India.

No. 2.

India Office,
12th March 1890.

Sir,

I am directed to acknowledge the receipt of your letter dated the 7th February 1890, applying, on behalf of the promoters for formation of a Company to construct a ship canal through Ramisweram Island, for an extension of the Concession held by them from Government, which Concession expired on the 11th February 1890.

In reply, I am desired to say that the Secretary of State for India in Council declines to continue the exclusive concession to your clients beyond the date above named, but that it is still open to them to submit any further proposals in connection with this project, which shall receive due consideration from His Lordship in Council, together with any others which may be made to him on the same subject.

I have, &c.,
(Signed) JOHN E. GORST.

E. H. Wyles, Esq.

No. 3.

Broadway Chambers, Westminster,
London, S.W., 13th May 1889.

My Lord,

The proposal to cut a canal through the island of Ramisweram, between the south-eastern coast of India and Ceylon, in order to shorten the passage from the west to Madras and India, has been viewed with considerable favour by yourself and your predecessors, and a year ago almost reached maturity under the auspices of a public Company, of which Lord Napier and Ettrick was to be the Chairman and I the Engineer. In the absence of any financial guarantee or contribution from the Government of India, and of any other certain and secured source of income, however, our financial arrangements could not be completed.

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The activity which the French Government is now displaying in connection with the development of the port of Pondicherry, an activity which, as I have learnt and I believe Lord Salisbury has been informed, will lead to the early completion of that port for the service of Southern India, unless the urgent need for it is set aside by the construction of a port at Ramisweram, induces me to address myself to your Lordship on this subject, and to invite your prompt and favourable consideration of this very important matter.

I have recently had a considerable conversation with the parties, who have spent so much money upon the Paumben scheme, as to its future. At length all the parties concerned (so far as I have consulted them) have concluded with me that the best method of dealing with this important matter is to give greater prominence to the question of a port and a railway connecting it with Madura than to the "Canal" aspect of the matter. I may say that from the time of the first introduction which I had to this business it has always appeared to me that the creation of a port for Southern India on the Madura side would be of very great value to Southern India, and that the accomplishment of this object was a matter of much greater importance and value than the construction of the Paumben Canal, valuable as I believe that to be in many ways. What my friends and I, therefore, desire to do is to start afresh, with all the information now in our hands arising from close and exhaustive local surveys both on the island of Ramisweram and the adjacent waters, and to bring the construction of the port and of the railway joining it to Madura (by means of a suitable bridge over the existing Paumben passage), and likewise of the sea outlets both north and south—i.e., the canal—into one scheme, which we feel confident we could carry out if we could secure reasonable assistance from the India Office and from the local authorities out there. One thing we should desire would be to give passage to small vessels through our canal on the same terms afforded them by the present Paumben passage, and in consideration of this we should wish to receive from the Government a full equivalent of whatever the present outlay upon the Paumben passage may be. Another thing we should desire would be to obtain a concession for the railway from Madura to Paumben on the best terms that could be allowed to us, in connection with which I may observe that our object might be greatly facilitated by obtaining a grant or grants of land.

Another thing which we should desire would be to have an understanding with the Admiralty, by virtue of which, for a pecuniary consideration, we could give free passage to Her Majesty's ships, and obtain satisfactory terms from the Admiralty for creating a naval coaling station within the limits of our waters and shores.

My friends and I are willing to arrange for my making a visit to Madura, there to concert with the local authorities the best arrangements that may be practicable, but before doing this we should much like to have the best assurances that we can obtain that our objects would be furthered by the Government of India as much as possible. Of course, in view of repeated notifications from the India Office that a guarantee or a subsidy or a financial contribution towards our works is out of the question, in so far as your Lordship and the Central Government of India, and also the Provincial Government of Madras, are concerned, I do not urge this, although I would beg leave to submit that the creation of a port in Southern India, to which at all times and in all seasons the shipping of the world could resort, and from which the produce of the Madura and other districts might be freely exported, would be of incalculable value to Southern India.

In view of the importance of the subject, I am anxious to learn your Lordship's views upon it, and accordingly beg leave to request either an interview with your Lordship at which I may more fully set forth the facts of the case.

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I will only add two things: first, I believe my friends who are associated with me in this matter would be happy to make such arrangements with the concessionaires of the canal as would obviate any difficulty or claim of any kind emanating from them; and, second, would be equally ready to allow any concessions or considerations that might be granted to us to be so granted either to Mr. Sebag Montefiore and myself (who as you know hold a special position in connection with the Canal Concession Company) or to Lord Napier and Ettrick and myself. I feel confident, likewise, from a communication which I have received from France, that, in the event of our constructing such a port at Ramiseram as I propose, I could obtain from France a relinquishment of the Pondicherry works, and a consequent abandonment of French competition.

I have, &c.,
(Signed) E. J. REED.

The Secretary of State
for India.

No. 4.

India Office,
26th June 1889.

Sir,

I am directed to acknowledge receipt of your letter of the 15th May 1889, in which you refer to the project of a canal through the island of Ramiseram, put forward by a Company of which Lord Napier and Ettrick was Chairman and yourself Engineer, and submit a new scheme in lieu of the above for the formation of a port at Paumben and a railway from thence to Madras.

In reply, I am desired to inform you that, under the terms of the Concession which has already been granted by the Secretary of State in Council to Messrs. Grindrod, Bradbridge, and Jenkins, for a canal and works at Ramiseram, Lord Cross is precluded from entering into negotiation with other parties for works which would interfere with that project, so long as the Concession lasts and its terms are duly observed.

I have, &c.,
(Signed) JOHN E. GORST.

Sir E. Reed, K.C.B.

No. 5.

India Office,
12th March 1890.

Sir,

With reference to this Office letter dated the 26th of June 1889, on the subject of a proposed ship canal through the island of Ramiseram, I am now directed to state that the Concession granted by the Secretary of State in Council to certain persons for formation of a Company to carry out this project having lapsed on the 11th February 1890. Viscount Cross in Council is prepared to consider any proposals on this subject which you, or any other parties, may desire to submit to him.

I have, &c.,
(Signed) JOHN E. GORST.

Sir E. Reed, K.C.B.

N^o 3

Public Works
12th June 1890

Two Copies

Letter to the Govt of India
N^o 27 & Enclosures

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India Office,
London, 26th June 1890.

Public Works,
No. 30.

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

MY LORD MARQUIS,

Ramiseram Ship Canal: proposals by
Sir E. J. Reed, M.P.

Your Excellency will have learnt by my
Public Works Despatch, No. 27, dated 12th
June 1890, that the concession granted to
Messrs. Grindrod for the construction of a ship
canal through Ramiseram island has lapsed.

2. Since the date of that Despatch proposals have
been submitted to me by Sir E. J. Reed, M.P.,
acting on behalf of a syndicate for another and
enlarged project, including, besides the canal, a
port, a coaling station, and a railway from Pamban
to Madura.

3. The promoters ask for a concession of the
exclusive right to "construct and operate" these
works, on conditions which will be found fully
explained in their letter, copy of which is forwarded
herewith.

4. With regard to the railway, it is suggested
that it should be made by themselves under a
guarantee, or directly by your Government. If it
is found possible to come to an arrangement for the
construction of the canal and coaling station, the
best course will probably be to allow the South
Indian Railway Company to make the line as part
of the system in their hands. A provision will be
made in the new contract for the execution of
branches and extensions that may be found
desirable in connection with the present railway.

5. I desire, however, to be furnished with the
views of your Government upon the whole of the
project and the terms of the proposed concession
before discussing them with Sir E. Reed, and I
have accordingly informed him that I am in com-
munication with your Government on the subject.

I have the honour to be,

My Lord Marquis.

Your Lordship's most obedient humble Servant,
(Signed) Cross.

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ENCLOSURE.

Broadway Chambers, Westminster, London, S.W.,
14th May 1890.

My Lord,

In pursuance of my letter of 10th April, addressed to Sir John Gorst, I beg leave now to lay before you the following facts, and to submit the following application.

In view of the want of success which attended the efforts of the concessionaires to whom the exclusive right to cut a ship canal across the island of Ramisseram was granted, and of the expiration of that concession, I have been engaged for some time past with friends and associates in arranging an organization for the better and effectual carrying out of the object in view, and on the 21st of September last we completed and registered a Limited Liability Company, entitled "The Madura Syndicate, Limited." This Company has a very small nominal capital, only sufficient to enable a *proper distribution to be made of the interests of the shareholders*, who have already expended large sums of money upon this enterprise, amounting in the aggregate to 32,000*l.*, and who are prepared to furnish the funds which may be necessary for such further outlays as may have to be made previously to the formation of a public Company with large capital for carrying out the works.

The members of this Syndicate Company are well aware of the financial failure that occurred in connection with the late concession, and of all the delays that have ensued thereupon, and desire that I should make it quite clear to your Lordship that the "Madura Syndicate" is an entirely new and separate organization, which, while it has purchased and is possessed of all the documents, plans, surveys, &c., which have been prepared, is in no other sense connected with the former concessionaires. It should be added that Mr. Barton Grindrod, one of the former concessionaires, has become the holder of one-fiftieth of the shares of this new Syndicate, but it is only as a holder of this small fractional interest that he is connected with us, and only this because the principal shareholders desired that one who had performed much work and service in connection with the concession that has lapsed should not be wholly separated from what we trust will prove a successful effort to accomplish the great public object in view.

I have already mentioned that a sum of 32,000*l.* has been expended upon engineering and other missions, surveys, borings, the preparations of plans and sections, and other related works and services, the whole results of which "The Madura Syndicate, Limited," has acquired, and if it should be of interest to your Lordship, and the Council to inspect some of the plans, &c., thus obtained, I would be glad to personally bring a selection of them for the purpose, or to take any other step to this end which may be preferred. It would, I feel sure, be a satisfaction to your Lordship and the Members of the Council to see with what pains and thoroughness the proposed Canal has been practically studied and prepared for by the combination which I now represent.

I will now beg leave to state to your Lordship that we are of opinion that this enterprise does not present itself in either the most attractive or the most useful form when it stands alone, as it did in the late concession, as a ship canal. As soon as I became connected with this matter as Engineer,—being a member, and Member of the Council of the Institution of Civil Engineers,—I formed the opinion that, valuable as such a canal through the island of Ramisseram might prove to navigation, it would,

No 5

Public Works
26th June 1890

Two Copies
Letter to the Govt of India
No 30 & Enclosure.

All communications
should be addressed to
the Secretary.

No. 237 b.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT
CIVIL WORKS.
Communications.

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The Secretary to the Government of
Madras, Public Works Department.

Simla, the 31st July 1890.

Sir,

With reference to the correspondence ending with your despatch No. 708 B, dated the 23rd September 1887, I am directed to forward herewith copies of the undernoted Despatches from Her Majesty's Secretary of State for India and of their enclosures and to request that the Government of India may be favoured with an expression of the views of His Excellency the Governor in Council on the proposals of Sir E. J. Reed M. P., acting on behalf of "The Madura Syndicate, Limited," for a concession of the exclusive right to "Construct and operate" a Ship Canal through the island of Rameswaram

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his,

Your most obedt. Servt.,

C. Vincent

Under Secy: to the Govt of India.

Documents accompanying:

1. Copy of Despatch from Her Majesty's Secy. of State for India, No 27 P.W. dated the 12th June 1890, and enclosures.
2. - Ditto - No. 30 P.W. dated the 26th June 1890, and enclosure.

5.0 N. 310 W a/s. 2.84
 742 W. 7.3.83
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PUBLIC WORKS DEPARTMENT.

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despatch in 20 dated 26
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Handwritten notes, possibly "Handwritten in Chinese" and "Handwritten in English".

Despatch
2/9/90

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- Mr. Marine Dept
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- S.S. VI Circle
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Govt. of India

PUBLIC WORKS

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No. 230 of 1890 No. 229570

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Ship Canal through the
Island of Ramswatam.

Letter from the Govt of India
regarding the opinion of the
Madras Port Commission
on the proposal of Sir S. J.
Reed M. P. for a concession
of the huge lease right to
"Cannock & Operati" a
a port & a coaling station
on that island, as well as
the construction of a railway
from Madras to Pamban
Canal to the Marine Deptt. &
C. for R. & G. Report.

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