(1) பக்கங்களின் எண்ணிக்கை 20

(2) புதுக்கித் திருப்பிய நாள் 24-9-90

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

(140)

தமிழ்நாடு அரசு

P.W.D. துறை

அரசாணை எண்.
மு. கோப்புத் தாள் எண். 1080 / 1081

அச்சகம்
பலவகை

நாள் : 18-4-1891 198 .

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

G.P 10. Sheets

ஆவண. கா-1—18,000—15-8-87.

1080-81
1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers:—

Office note from the Consulting Engineer for Railways, dated Ootacamund, 8th September 1890, No. 599-A.

With reference to G.O., No. 747 D., dated 5th September 1890, and previous correspondence, has the honor to forward a note by the Consulting Engineer on the subject called for.

Enclosure.

Note by the Consulting Engineer for Railways, dated Ootacamund, 8th September 1890.

[G.O., No. 2295 W., dated 23rd August 1890, and G.O., No. 747 D., dated 5th September 1890].

Plans and estimates for the construction of a railway from Madura to Pámban along the south bank of the Vaigai river were made in 1887. The distance was 91⅓ miles and the estimated cost was Rs. 55,09,637 or Rs. 60,324 per mile which should prove sufficient.

2. If the railway is taken *viâ* Sivaganga crossing from the north to the south side of the Vaigai river near Paramakudi the length of the line will be about 101 miles and the estimated cost Rs. 61,05,512 which will probably be slightly exceeded as additional waterways will have to be added for the distributaries of the canals under construction in connection with the Periyár Project. Rupees 62,00,000 should in any case suffice.

3. With respect to whether the railway on the south bank of the Vaigai from Madura to Pámban or from Madura *viâ* Sivaganga and Paramakudi to Pámban will best serve the traffic of the country passed through, authorities are much divided, but on the whole the balance of opinion would appear to lean towards the latter alignment.

4. With respect to traffic, the country through which the railway would pass is described to be fertile and fairly populous so that a considerable local traffic might be expected; there would also be a large pilgrim traffic to the Hindu shrines at Rámesvaram. On the whole therefore, taking into consideration the extra traffic that would be brought to the South Indian Railway which is practically Government property, it is probable that the net returns from a branch railway from Madura to Ramnad would amount to 4 per cent. on its estimated cost, and if a large harbour and coaling station were constructed at Pámban there appears to be no doubt that the proposed branch would be a paying concern.

5. I think Government might safely undertake to construct the branch railway from Madura to Pámban *viâ* Sivaganga as soon as the capital of the Harbour Company has been fully subscribed. When constructed it would of course be worked as part of the South Indian system.

(Signed) T. GRACEY, Lieut.-Colonel, R.E.,
Offg. Consulting Engineer for Railways.

From Captain H. A. STREET, H. M's.I.M., Presidency Port Officer, to the Chief Secretary to Government, Marine Department, dated Madras, 15th September 1890, No. 1062-445 G.

In compliance with the instructions contained in Marine Department Reference on No. 790 of 1890, dated 11th September 1890, I have the honor to submit, for the consideration of the Government, with respect to the proposals of Sir E. Reed, M.P., as contained in the papers which accompanied the reference above quoted, the following remarks, viz :—

(*a*) The original idea in connection with the making of a canal through the island of Rámesvaram was, I believe, that it would afford a short cut to foreign-going vessels proceeding from Europe to Madras, Calcutta or Rangoon and *vice versâ*, and that it would also be of use to coasting steamers when these vessels are not required to call at Trincomallee and Galle; but to enable the canal to be of use to deep draft vessels, it is necessary that the sea approaches to it should be perfectly easy for such vessels, and though this important point was brought to the notice of the Government by my predecessor, the late Captain Taylor, in his letters No. 9368, dated 28th October 1882, and No. 1000, dated 2nd February 1883, I observe that Sir E. Reed makes no reference to the fact that neither of the two passages through the shoals between Point Calimere on the coast of India and Point Pedro on the island of Ceylon are "fit for large vessels such as pass through the Suez Canal." I think it very doubtful indeed if the passages in question could be improved to the extent necessary to make it likely that they would be used generally by foreign-going vessels, and, as the late Captain Taylor pointed out, "prudent commanders will certainly not run risks."

(*b*) Assuming, therefore, that Captains of foreign-going vessels would rarely, if ever, pass through this canal, it would only be of use to coasting and light draft steamers, and perhaps, also, to the small native craft if the present Pámban channels are not kept clear.

(*c*) In time of war, it would, no doubt, be largely used by men of war of *light* draft, and as the coaling and "lying in wait" station for such vessels during war time, Pámban with a canal close by would, no doubt, be considered a most valuable port and one of great strategical importance.

(*d*) The coaling facilities which Sir E. Reed proposes to afford would be, in my opinion, rarely taken advantage of by either Indian marine vessels or merchant steamers, as the former when employed in the Bay of Bengal coal either at Calcutta or Rangoon, and the latter, if calling at Colombo *en route*, would probably prefer to coal there while working cargo in order to avoid detention in passing through the canal.

(*e*) The tapping of the Madura district by means of a railway from Madura to Pámban might possibly tend to increase the receipts of the coasting steamers (as the greater number of the passengers which the railway might bring down to Pámban would probably travel by such vessels) and, perhaps, have the effect of seriously interfering with the trade of Tuticorin, as the facilities which Sir E. Reed proposes to afford to vessels working cargo in the canal might cause much of the cotton which is now sent to the former port for shipment to be despatched to Pámban, especially as the entrance to the canal from the Gulf of Manaar could be made by deep draft vessels without much risk or difficulty. Tuticorin, I think, would be the only port which would be seriously affected by the creation of a port for the Madura district at Pámban, as the difficulties attending a passage through the shoals at the entrance to Palks Strait would probably keep at Negapatam the trade it has at present in spite of all the disadvantages the port labors under.

(*f*) In the concluding portion of his letter to the Secretary of State for India, dated 14th May 1890, Sir E. Reed asks (1) for a financial contribution (either in a lump sum or annually) towards the canal as would be equivalent to the cost of the existing Pámban channel, he giving in return by the canal free facilities to the coasting trade and traffic equivalent to those now afforded; also (2) a contribution (in lump sum or annually) in consideration of which he would give free passage to all Imperial vessels, war ships and others, and likewise to all vessels employed in supplying a Government coaling station with fuel for Government vessels, &c. There

1080-81
2/

has been no regular expenditure on account of the Pámban channel. Between July 1879 and September 1880, the cost of the dredging operations which were carried on there amounted to Rs. 15,180. Between September 1880 and the present date, the expenditure has not amounted to more than Rs. 13,796, and the cost of keeping up the beacons and buoys is included in this sum. Dredging operations will again be commenced as soon as the dredging apparatus lately sanctioned by Government arrives at Pámban, but at present I am unable to give any idea as to what the actual yearly cost of these operations will be. Even if the canal scheme should be carried out, it will be necessary to keep open the Pámban channels until the canal is ready for use. The only contribution which, I think, Sir E. Reed could fairly expect would be, the sum which would have to be expended in keeping the Pámban channels clear to a depth of 14 feet after they have once been dredged to that depth, and what this sum is likely to amount to I am unable to say until the channel has been dredged to the required depth and it is seen how often the dredger will have to be used.

2. With regard to the other contribution in consideration of a free passage being given to men of war and Government vessels, the question seems to be one for the consideration of the Admiralty and the Government of India, as the Local Government have no vessels.

3. The original papers received with the reference under reply are herewith returned with the exception of G.O., No. 2295 W., dated 23rd August 1890, which I have retained for reference.

———

Transferred to the Public Works Department.

(Signed) J. F. PRICE,
Chief Secretary.

17th September 1890.

———

Endorsement from the Marine Department, dated 20th September 1890.

———

Order—dated 14th October 1890, No. 2688 W., Public Works.

Ordered to be forwarded to the Government of India.

(Here enter No. 2689 W., dated 14th October 1890.)

(True Extract.)

(Signed) J. PENNYCUICK, Colonel, R.E.,
Secretary to Govt., P.W.D.

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

———

Letter—to the Secretary to the Government of India, Public Works Department, dated Fort St. George, 14th October 1890, No. 2689 W.

With reference to your letter No. 237 C., dated 31st July 1890, and telegram No. 61 W., dated 30th August 1890, I am directed to forward, for the information of the Government of India, a copy of the Proceedings of this Government, No. 2688 W., dated 14th October 1890, embodying the correspondence on which the opinion conveyed in my telegram of the 22nd ultimo was based.

(Signed) J. PENNYCUICK, Colonel, R.E.,
Secretary to Govt., P.W.D.

Fwd. J. Moses
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated October, 14th.

Recd. *Encl.*

G.O., 14th Oct. 1890, Nos. 2688, 2689 W.

OCTOBER.

Canal through the Island of Ramesvaram

Forwarding correspondence relative to the proposal for the construction of a — and for a line of railway from Madura to Pámban.

1080-8/3

INDIAN TELEGRAPHS. Monthly Number.

Code Class. Telephone From Mandapam

To (Office) Words. Day. Hour. Minute. Official Instructions.

To (Person) The Chief Assistant Engineer, P.W.D., Dehli

From (Person) Chief Assistant D.T.P.W.

Please send for official reference Copy of the Madras mail of the 8th September last.

Dankia Pamban 18-3-91 Civil

Form. 6-a Words.

Recd. from LN. At Hrs. Mts. by

Sent to LN. At Hrs. Mts. by

Telegraph Ma

Copy of a letter dated 6th December 1890 from Sir E. J. Reed, M.P., to Sir John Gorst.

With reference to my letter of

D.W.

Submitted in continuation of the papers regarding Rameswaram Canal already sent up. The Editorial notice will be found on p. 8 of the Newspaper.

18-3-91

D.W. 18-3-91

Rameswaram.

Forwarding correspondence relative to the proposal for the construction of a — and for a line of railway from Madura to Pámban.

1080-81

GOVERNMENT OF MADRAS.

Public Works Department,

Ootacamund, 7th April 1891.

My dear Rees

With reference to your note of yesterday, asking for a copy of Despatch from the Govt of India to the Secretary of State on the subject of the Rameswaram Canal, I am informed that the Despatch in question has not been communicated to this Government.

Yours sincerely

Aldwith

Isolation is welcomed

13/4

...dated 6th December 1890 from Sir E. J. Reed, M.P., to Sir John Gorst.

With reference to my letter of

Submitted in con
tinuation

Forwarding correspondence relative to the proposal for the construction of a — and for a line of railway from Madura to Pámban.

Copy of a Despatch No. 58 Public Works dated 21st December 1890, from Her Majesty's Secretary of State for India to His Excellency the Most Honourable the Governor General of India in Council.—

1080-81/5

Herewith is transmitted for information of your Excellency's Government and for such action as you may think fit, copy of a communication which has been addressed to this Office by Sir E. J. Reed M.P. regarding what would appear to be the premature publication in the Madras Press of the details of a scheme submitted by him for a ship Canal and port at Paumben in connection with a railway from Madura to Paumben —

2. I shall be glad to be placed in early possession of the views of your Government on this scheme, which was transmitted to you with my Public Works Despatch No. 43, dated 4th September 1890. —

Copy of a letter dated 6th December 1890 from Sir E. J. Reed, M.P., to Sir John Gorst.

With reference to my letter of

of 13th July 1890, to which was attached a draft Indenture for a Concession for a Port, Coaling Station, Canal &c., at Pamban, which was sent to India for consideration, I beg leave to express my unfeigned astonishment at finding in the Madras Mail of the 8th November, a disclosure (not without errors) of the general nature of my proposals together with what appears to be an exact copy of the Presidency Port-Officer's report thereon. The Editor of the Madras Mail says "the whole question was recently submitted by the Secretary of State to the Government of Madras for report. The Presidency Port-Officer was ordered to go thoroughly into it and his remarks are now before us. It will be seen that they are far from favourable to the Canal scheme and it now remains to be seen what further action the Secretary of State will take in the matter".-

I am quite sure that the Secretary of State in Council, no less than yourself, the representative of the India Office in the House of Commons, will feel that for this important business - important to Southern India on the one hand and to my Syndicate who have invested large sums of money in it on the other hand - to be thus canvassed in a public newspaper at this stage is highly irregular and incompatible with due regard to public interests.-

Such a publication is to be the more regretted because I find from the report of the Presidency Port-Officer himself that, in so far as it is adverse to my proposals, it is little more than a reproduction of the late Port-Officer's Report, whose adverse statements were thoroughly gone into by Lord Napier, myself, and our Associates a long time ago, and found to be inaccurate and inconsistent, in so far as Palk Strait-passage is concerned, with the results of subsequent surveys taken especially to set the point at rest.-

Upon this point the present Port-Officer Captain Street who avowedly takes his stand upon the late Captain Taylor's reports, mentions that I have made no reference to the subject-

subject in my letter to Lord Napier, and ex-
-presses his doubt whether the Palk Strait pas-
-sages in question "could be improved to the
extent necessary to make it likely that they
would be used generally by foreign-going vessels."

Captain Street appears to be entirely
unaware of that which was really the occasion
of my silence on the subject, viz: that a perfect-
-ly good passage exists, as is shewn to be the
case by recent surveys now embodied in the
Chart of Palk Strait, and that all which is
necessary to make the passage perfectly
available and sufficient is to have it pro-
-perly lighted, which would of course, be
done as part of the Canal scheme.-

Having thus dealt briefly with Captain
Street's main point, I wish to say that I am
quite willing to take the concession I have
asked for notwithstanding any views which
Captain Street entertains and has reported
on this subject.-

I note that Captain Street admits,
first, that in time of War the Canal would
be

be largely used by certain Powers ~~Powers~~ of war;
second, that Pamnben as a coaling and "lying
in wait" station would "be considered a
most valuable port and one of great strategi-
-cal importance"; third, that the tapping
of the Madras District by the proposed
Railway would have several valuable
results, and that no harm would be done
excepting perhaps to Tuticorin - which
probably would suffer somewhat, being
an extremely inconvenient place for
shipment.-

I would, with the very greatest
respect express the hope that this great
business may not be delayed by the repro-
-duction at this date of the errors into which
the late Captain Taylor fell on this sub-
-ject. We have the subsequent Surveys
to rely upon, and the late Captain Dundas
Taylor personally informed and assured Lord
Napier, myself and others that the adverse
remarks of his brother touching the na-
-vigation of Palk Strait were solely based
upon erroneous statements and were
quite opposed to his own views;

he

he himself having been surveying officer while his brother was only a passenger on board.—

Nothing which appears in Captain Street's report changes in the least degree the views of myself and my Associates and I would respectfully repeat our earnest desire to have the Concession granted as quickly as possible.—

P.W. E/ 3020/91

All communications should be addressed to the Secretary.

No. 101 C

GOVERNMENT OF INDIA

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Communications—

1088 81 / 8

To

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

Calcutta, the 13th March 1891.

Sir,

With reference to the correspondence ending with your letter No. 2689 W. dated the 14th October 1890, I am directed to forward herewith, a copy of the undermoted despatch from Her Majesty's Secretary of State for India and of its enclosure, regarding the publication in the Madras press of the details of the Rameswaram Ship Canal project, in combination with a port and coaling station and a railway between Pambán and Madura.—

2. I am to request that the Government of India may, with the permission of His

His Excellency the Governor in Council, be furnished with an explanation of the circumstances under which the publications complained of by the Promoters of the project took place.

3. I am to add that the Secretary of State has been placed in possession of the views of the Government of India on the project in a Despatch which has just been sent home.

I have the honour to be,
Sir,
Your most obed^t. Serv^t.,

C. Vincent

Under Secretary to the Govt. of India.

Documents accompanying
Copy of Despatch No. 58 P. W.,
dated the 31st December 1890,
and enclosure.

~~10-9-90 Home~~
14.10.90. 2688-89 W
22-9-90. 804 D
5-9-90. 747 D
23-8-90 22954
23-9-87 708-709 AK

Copy 24-4-91
R 15-4-91

a Cutting of Ref. to be removed & kept with Encl.

Rec^d 15-3-91

enclosure

No. 3061

50

1080-81/9

P. W. Department.

Read the following :—

Letter from the Govt. of India, No 101 C, dated 13th March 1891.

FOR ORDERS.

The paper was published by order of the Hon'ble Member. the Hon'ble Mr. Gaselee. Please see Editors' list and Gazette in the file.

It is absurd to suppose that the promoters could possibly be influenced by the publication in a local paper of Capt. Street's report.

W.
19.3

There is nothing to be said except that the paper was inadvertently forwarded for disposal of the papers. Put to Hon'ble Mr Gaselee.
21 Mar

I think Dr. Hunter that the paper was placed on the D.S. by talk by the order of the Member of Govt in charge of the P.W.D. at the time, as being one calling for a matter of much public importance

29/3

Note. I think the papers were rightly placed on the E.T

No. 10 dated 18 April 1891

PUBLIC WORKS DEPARTMENT.

PROCEEDIN[illegible] MADRAS GOVERNMENT.

1080-81/10

READ the following

From the Govt. of Madras No 101C dt 13.3.91.

Ordered that the following reply be sent to the Govt. of Madras No 1081W dt 18th April 1891.

To The Secy to the G. of I. P.W.D.

Sir,

In reply to your letter No 101C dated 13th March 1891, I am directed to state that the Pros. of this Govt. enclosing the details of the Rameswaram Ship Canal project were placed at the disposal of

The Hon'ble W. H. Gaston I.C.S.

Mem 20.iii.91
Mem 22.iii.91
R 24.3.91
copy 2-4-91

of the madras press
the order of the Member
of Govt. in charge of the
P.W. Dept. at the time,
as being a document
relating to a matter of
much public impo

18/4/91

Public Works

1080 dated 18 April 1891
1081

10

Copy 24.4.91
Tel. 31.IV
Ex. 3.IV.91.
20 Comm 14.IV.91
LL 16.IV.91