

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	1971	Press Mis.
311-12		
Dated	17 th August 1872	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
19th August 1872.*

No. 311. Read the following Endorsement of the Revenue Department, dated
1st August 1872. —

From the Officiating Conservator of Forests, to the Officiating Chief Secretary to
Government, Revenue Department, dated Ootacamund, 8th July 1872,
No. 1,329.

IN reply to Government Order 15th June 1872, No 1,484, Public Works
Department, I have the honour to report that I have just returned from Nerinjeepett
after carefully examining the state of the river in the present cut.

2. Several rafts were passed through in my presence, one with a man on it,
all passed through safely, but the waves created by the current impinging against
the bank at the point A in the rough sketch attached are very dangerous. I am
of opinion that the lower part of the new cut might be made with a stone bund for
Rupees 4,000, and that the upper part of the new cut is not yet required. Should
it be found necessary to make the whole extent of cut the upper part can be made
afterwards.

3. At Nerinjeepett we have 1,000 acres available for a fuel reserve. At
Nagapett, six miles above, 1,500 acres.
Fuel Reserves At Sambully, 12 miles from Nerinjeepett,
1,200 acres. Between Sambully and Cauverypoorum 600 acres. Between Burghoor
river and above Cauverypoorum 3,000 acres. At Chengapilly on the north of the
Burghoor stream some 24 square miles. Or in all, without taking into consideration
the navigability of the Burghoor stream, no less than 35 square miles, the wood
on which can be floated to Erode, and sufficient to supply 240 miles of railway.

4. With reference to paragraph 3, I would point out that the heavy wood on
being saturated with water might sink before it was caught; that the light wood
would be rejected by the Railway, that a large quantity of wood being drifted on
to rocks, islands, and banks would be seized by the village people and carried off;
lastly, that the expense of catching the wood at the anicut and Bowani bridge
would not pay. We are now delivering by boats at Erode at the rate of 500 tons
a month; this we hope to increase to 1,500 tons, or some 10,000 tons a year,
the present requirements of the Madras line between Salem and Coimbatore.
Should the Great Southern of India Railway require wood we shall in time be able
to supply it.

5. Nothing beyond forest roads, which we can make, are necessary.

6. Mr. Nordmann in paragraph 8 of his letter is mistaken as to the cost of
cutting and transporting the fuel. Rupees 7 per ton delivered at Erode is quite
out of the question. If I could not deliver it for one-half, I should never have
proposed the project of floating the wood. On 10,000 tons it would simply
amount to the contractor pocketing 35,000 Rupees of our profits, whilst we had all
the trouble and expense of supervising him. On this head, I may also remark
that I have just received an offer from a contractor to supply fuel at Erode to the
Railway for 10 Rupees a ton, he paying no seigniorage, to deliver 4,500 tons
annually, or, in other words, he to receive 45,000 Rupees, his expenditure being
probably 18,000 Rupees, his profit 27,000 Rupees.

*Proceedings of the Madras Government, Public Works Department,
19th August 1872*

TRANSFERRED to the Department Public Works, with reference to the G. O. quoted.

(Signed) W. HUDLESTON,
Secretary to Government.

No. 312. ORDER THEREON, 19th August 1872, No. 1,971.

CIVIL WORKS, No. 21.

THE Governor in Council notes Colonel Morgan's concurrence in the opinion recorded in G. O. No. 1,484 of 15th June, that the co-operation of the Public Works Department is not required to open up the forest tracts of Collegal bordering on the Cauvery river and its affluents, except so far as relates to the perfecting of a cut in the Cauvery bank to facilitate floatation of timber round the obstacle caused by the ruined Nerinjeepett anicut.

2. The Superintending Engineer will therefore expedite submission of a careful survey and estimate of the work in question, as already instructed in paragraph 2 of the order above quoted.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Superintending Engineer, 7th Division.
,, Revenue Department.

Erd. S T. Austin?

N^o 1329.

From

*Office of Conservator of Forests
Cotacamund 8th July 1872*

L^t Colonel A.R. Morgan.

Off^r Conservator of Forests.

To,

The Honorable W. Hudleston.

Off^r Chief Secretary to Government

R. L.

Sir,

In reply to Govt. orders

15th June 1872 N^o 1484, P. W. L. I have

the honor to report that I have just

returned from Nerinjeepett after

carefully examining the state of

the river in the present cut -

2. Several rafts were passed

through in my presence one with

a man on it, all passed through

safely but the waves created by the

the

the current impinging against the bank at the point A in the rough sketch attached, are very dangerous. I am of opinion that the lower part of the new cut might be made with a stone bund for Rupees 4,000, and that the upper part of the new cut is not yet required. Should it be found necessary to make the whole extent of cut, the upper part can be made afterwards.

At Verinjeppett we have one thousand acres available for a Fuel Reserves. At Nagapett six miles above fifteen hundred acres. At Sambully twelve miles from Verinjeppett twelve hundred acres. Between

Between Sambully and Cauvery -poorumbo, acres. Between Burghoor river and above Cauverypoorum three thousand acres. At Chengapilly on the North of the Burghoor stream some 24 square miles. Or in all without taking into consideration the navigability of the Burghoor stream no less than 35 square miles the wood on which can be floated to Erode, and sufficient to supply 240 miles of railway.

4. With reference to para 3, I would point out that the heavy wood on being saturated with water might sink before it was caught, that

that the light wood would be rejected by the Railway, that a large quantity of wood being drifted on to rocks, islands, and banks, would be seized by the village people, and carried off, lastly that the expence of catching the wood at the anicut and Bowani bridge would not pay. We are now delivering by boats at Erode at the rate of 500 tons a month, this we hope to increase to 1500 tons or some ten thousand tons a year: the present requirements of the Madras line between Salem and Coimbatore. Should the G. S. I. Railway require wood we

we shall in time be able to supply it. Nothing beyond forest roads which we can make, are necessary.

6. Mr. Nordmann in para 8 of his letter is mistaken as to the cost of cutting and transporting the fuel. Rs 7 per ton delivered at Erode is quite out of the question, if I could not deliver it for one half I should never have proposed the project of floating the wood. On ten thousand tons it would simply amount to the Contractor pocketing 35,000 Rs. our profits, whilst

whilst we had all the trouble
and expence of supervising him.
On this head I may also remark
that I have just received an offer
from a Contractor to supply fuel
at Erode to the Railway for ten
Rupees a ton, he paying no seig-
norage, to deliver 4500 tons
annually: or in other words
he to receive 45,000 Rs. his ex-
penditure being probably 18,000
Rs. his profit 27,000 Rupees.

I have the honor to be,
Sir,
Your Most Obedt Servt
J. W. Morrison
Offr. Conservator of Forests

Public Works Department
 1875
 1871
 Proceedings of the Madras Government
 Read the following

From The Off^r Conservator of
 Forests. } N.E. No 1329 of 8th July 1872

The Governor in Council notes Colonel Morgan's concurrence in the ~~expression of~~ opinion recorded in G.O. No 1484 of 15th June, that the cooperation of the Public Works Department is not required to open up the Forest Tracts of Collegal bordering on the Cauvery River and its affluents,

115

W

B. V.

1875 July 10
 1875 July 11

Recd^r 1872-73 Sept
 No of Forests
 Forest Department
 3930

From No 2244
 The Off^r Conservator of
 Forests.

To, The Off^r Chief Secy.
 Secretary to Govt.
 R. D.

Dated 9th } July 1872.
 Received 9th }
 Recd 13th }
 N-1329

Enclosure N-1 Plan

Subject
 No 19 1-119 Aug 1872
 Replies to G.O. 15th

June 1872 N-1484-P.
 W. D. with reference to
 floating timber down the
 Buzhuv & Cauvery rivers -
 Transmitted

1. Inf. 73
 Instructions
 to the A.D. Quarter.
 Aug 1872

No 311.

Off^r Conservator of Forests

except so far as relates
to the perfecting of a
cut in the Cauvery
bank to facilitate
floatation of timber
round the obstacle
caused by the ruined
Seringpett Anicut.

The Superintending
Engineer will therefore
expedite submission
of a careful survey and
estimate of the work in
question, as already
instructed in para 2
of the order above quoted.

Wm

File 39.3.

Govt. of 1872 Madras.

PUBLIC WORKS. V

To the Superintending
Engineer to the Cauvery

Dated

Recd.

No. 1

G O 17 1872 No 1971

Nos. 311 & 312

Timber. Cauvery Bank.

The S. Engr of the 7th Co. requested
to submit a survey estimate
to the perfecting of a cut
in the Cauvery bank to
facilitate floatation of
timber round the obstacle
caused by the ruined
Seringpett Anicut.

Desps 24/8/72.