Eno 18101

Government of Madras.

PUBLIC WORKS DEPARTMENT.

RAILWAY.

Recd.	1907.	*Enclosures.*
Regd.		*Spare copies.*

G.O., No. 850 Ry., 19th May 1907.

Timber Basin at Mangalore

Directing that the Forest Department take over the new — with the land marked on plan No. 74 by a double red line boundary wall, and that the Public Works Department will arrange to pay to the Madras Railway Company the cost of the new basin less the amount expended on the unfinished timber basin which was made over to the Railway Company.

Backpaper
6 71 Ry 26/4/06

1427 Ry d/ 30/9/07.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

RAILWAY.

Read—the following papers :—

I

G.O., No. 671 Ry., dated 6th April 1906.

Abstract.—Directing that the partly constructed timber basin at Mangalore together with the materials at site be handed over to the Executive Engineer, Azhikal-Mangalore Railway extension at Mangalore, and stating that orders will issue in the Marine Department for the permanent transfer of the site to the Madras Railway Company.

II

Letter—from Major H. Bonham-Carter, R.E., Agent and Manager, Madras Railway.
To—the Consulting Engineer for Railways, Madras.
Dated—the 3rd May 1906.
No.—O/1285-593.

With reference to the last paragraph of G.O., No. 671 Ry., dated the 6th April 1906, I have the honour to point out that the company have not only acquired a site for a new timber basin, but have constructed a basin on this site similar to the one partly constructed by the Forest department. I shall therefore be obliged if you will kindly let me know who should bear the cost of constructing the new basin.

2. I am of opinion that the Forest department should bear the cost of constructing the new basin, less any expenditure incurred by them in partly constructing a basin on the old site.

3. If you agree to this proposal, the Forest department should be asked to submit a statement showing expenditure incurred by them on the old basin, and we will submit our expenditure incurred in constructing a new basin.

III

Letter—from Mr. G. A. Anderson, Consulting Engineer for Railways, Madras.
To—the Agent and Manager, Madras Railway.
Dated—the 16th May 1906.
No.—127/O.

It is not clear from your letter No. O/1285-593, dated the 4th instant, whether the site which you say has been acquired by the Railway Company for a new timber basin is the same as that referred to in paragraph 1 (*a*) of G.O., No. 671 Ry., dated 6th April 1906, as to be given to the Forest department or another site. I have the honour to request that you will kindly make this clear—sending a plan if necessary—and at the same time inform me on what authority you undertook the construction of a new basin and whether it has been constructed for yourselves or for the Forest department. If for the latter the construction should have been in the hands of the Public Works department as before in the case of the abandoned basin.

2. When replying I should be obliged if in compliance with paragraph 4 of the Government order referred to, you would kindly report the amount to be adjusted between the Public Works department and the Azhikal-Mangalore Railway and also furnish a statement showing the expenditure incurred by the Railway Company on the new timber basin.

IV

Letter—from Major H. Bonham-Carter, R.E., Agent and Manager, Madras Railway.
To—the Consulting Engineer for Railways, Madras.
Dated—the 12th July 1906.
No.—O/1285-961.

With reference to your letter No. 127/O., dated the 16th May 1906, and to Government Order forwarded to me under cover of your No. 1109, dated 14th June, I have the honour to inform you that the site on which the new timber basin has been constructed is the same as that referred to in paragraph 1 (*a*) of G.O., No. 671 Ry., dated 6th April 1906, and I forward herewith a plan (No. 74) showing (A) the position of the original timber basin which was under construction for the Forest department and (B) the position of the new basin constructed in lieu by the railway.

2. The Executive Engineer obtained the approval of the Collector, Forest and Port officers (at a meeting held in the Collector's bungalow at Mangalore) to the site; no requisition to build the basin was obtained from the Forest department, and I regret to say that I cannot trace any definite sanction to the work being carried out; the question however had been before Government and it had been accepted that a basin was to be built.

The work was therefore begun at once, as it would have been very difficult to deal with timber traffic on the opening of the line and it was considered that the Forest department should be placed in no worse position on the opening of the railway than they would have been had their own basin not been taken over and lines have been laid alongside the basin and logs can be lifted direct from water to wagon.

No difficulty in getting the Forest department to take the completed basin over in lieu of the one partly constructed (if such be the wish of Government) is apprehended.

3. The Public Works department have presented a claim for Rs. 3,951–14–8 for expenditure on the original timber basin (A), but as this claim includes the cost of a quantity of concrete and masonry which our Executive Engineer failed to find in the abandoned basin, the claim has been returned for further particulars.

The cost of constructing the new basin by the Railway Company was Rs. 5,994 and if it is to be made over to the Forest department I consider they should bear the cost less the amount expended on basin at (A). I think however that it would be more satisfactory to all parties if the basin was retained by the railway, the Forest department being allowed to use it for their timber for despatch by Railway. I should have no objection to paying for the material actually recovered from the old basin.

4. I forward an abstract estimate of the cost of the new basin. The work being practically complete, the estimate is prepared from actual expenditure incurred plus approximate estimate of such small charges as are still to be incurred.

V

Endorsement No. 3109-A. 06/1, Revenue, dated 7th August 1906.

The Madras Railway Company propose to retain the new timber basin at Mangalore constructed by them (marked B in the plan) and to allow the Forest department to use it free of charge for their timber despatched by railway. As for the timber sent by road, the mouth of the channel (marked M in the accompanying plan) is reported to be the most convenient place, and the Railway authorities agree to give the Forest department free access to the place and to assist them in all possible ways to make use of it. The Collector is requested to report, at an early date, through the Board of Revenue, whether the arrangement will be suitable to the Forest department, and if not, whether it may be adopted provisionally subject to revised arrangements if necessary.

A. G. Cardew,
Ag. Secretary to Government.

To the Collector of South Canara, with copies of letters from the Agent, dated 3rd May 1906, and 12th July 1906 and letter to him, dated 16th May 1906, and plan to be returned.
Copy to the Board of Revenue (Land Revenue), with copies of the above letters with copy of G.O., No. 671 Ry., dated 6th April 1906.

VI

Proceedings of the Board of Revenue (Land Revenue), Forest Mis. No. 1129, dated 18th October 1906.

Read—the following paper :—

Letter—from Khan Saheb M. Aziz-ud-din, Saheb Bahadur, Collector of South Canara.
To—the Secretary to Government, Revenue Department, through the Conservator of Forests, Southern Circle, and the Board of Revenue (Land Revenue).
Dated—Mangalore, the 12th September 1906.
No.—Dis. 1439-D./For.

With reference to Government Endorsement No. 3109-A./06-1, Revenue, dated 7th August 1906, calling for report on the proposals of the Agent, Madras Railway, in connection with the timber basin under construction for the Forest Department in Mangalore, I have the honour to state, after a personal inspection of the locality and consultation with my District Forest officer, that the proposal to hand over the site to the railway is impracticable. The basin is required for providing a safe place to keep *all* the timber brought by the Forest Department to Mangalore for sale to the public, and if the proposal of the Railway authorities is accepted there will be no place for storing the timber. The Forest Department never expects to send timber by rail from Mangalore because water carriage is available from the Forests to Coondapoor and Kasaragod (points, 60 miles north and 29 miles south of this place) and the South Canara timber is not in a position to compete with Malabar timber for the following reasons :—

(1) The existence of greater facilities in Malabar for water carriage.

(2) The remoteness from the railway at which all our principal forests are situated with badly-graded roads.

(3) The demand being principally from Kolar, the South Canara timber will have to pay railway freight on an extra 100 miles of railway.

2. My District Forest Officer considers that any traffic by the Madras Railway will be from Kasaragod after the working of what are known as the Kan and Bane blocks has been systematised and the water carriage down the Paishwani (Chandragiri) river brought into use.

It was with a view to secure a place for the storage of timber brought to Mangalore for sale to the public that the building of a basin was sanctioned in G.O., No. 2301 W., dated 3rd September 1898, long before the construction of the railway to Mangalore was decided upon. The site originally selected for the basin which was more accessible to the public was, however, given up for railway purposes and the present site obtained instead.

3. The proposal to keep timber in the channel marked M is equally impracticable; in the first place no timber is brought by road as the cost of such carriage works out to about 2½ annas per cubic foot against half an anna by river from Panemangalore; and secondly during the monsoon the stream is subject to floods which might carry away the logs. The channel besides is fit for such use only during fine weather, *i.e.*, from September to June; and is quite unsafe for the months of July and August. Apart, also, it is only accessible at high tides for bringing in the timber.

A further point against the proposal to hand over the site of the basin to the railway is that there is no safe place to bury bamboos in for seasoning; these are brought down with the logs and unless buried, deteriorate very rapidly.

For these reasons the arrangement proposed by the Railway authorities is not suitable to the Forest department and cannot be adopted even provisionally.

4. In this connection I venture to think that it is unnecessary for the railway to make any sidings to the east of the timber basin, and I would suggest that this land may be given over to the Forest department so far as it adjoins the portion of the land acquired by that department. By this arrangement the Railway authorities will have no cause to complain of trespassing.

The plan received with the endorsement under reference is herewith returned.

Endt. Cir. No. 240, *dated 20th September* 1906.

[*Reference.*—South Canara Collector's Dis. No. 1439 D./For., dated 12th September 1906, to the Board of Revenue.]

Forwarded.

The proposal to allow the Forest department to share the timber basin with the railway is not acceptable as the department must have absolute control in its own timber basin and be able to close the entrance with a locked boom to prevent theft. The basin in question was made especially for the Forest department; it adjoins and forms part of its timber depot which has recently been acquired at a cost of over Rs. 13,000, and is not intended for rail-borne timber. The basin is none too large for the requirements of the department which would, however, soon be relegated to a small portion of it if it became railway property, as the railway would naturally give preference to the requirements of merchants exporting timber by rail, and only proposed to allow the department free use of the basin for timber *to be exported by rail.*

2. I note that on the plan a double line of rail has been shown cutting off the basin from the depot. I presume this has been entered for construction only if the basin becomes railway property. It is not required and I should object to its construction if the basin remains the property of the Forest department, and support the proposal in paragraph 4 of the Collector's letter.

F. A. Lodge,
Ag. Conservator of Forests, Southern Circle.

To the Secretary to the Commissioners of Land Revenue, Madras.

Resolution—Forest Mis. No. 1129, *dated* 18*th October* 1906.

The Collector's letter read above and the Conservator's endorsement thereon will be submitted to Government with reference to their endorsement No. 3109-A. 06/1, Rev., dated 7th August 1906.

2. The Board fears that if the Forest department is merely to be allowed to occupy the basin (marked B in the blue print) on sufferance by the Railway Company, complications and friction will be the inevitable result. Had the retention of the basin by the Railway Company been contemplated it would scarcely have been fair to have asked Forest department to contribute so large a share of the cost of acquiring

the strip of land marked C. The Board, therefore, supports strongly the objections of the Collector and the Conservator to the arrangements proposed by the Railway Company.

(True Extract.)

F. B. Evans,
Ag. Secretary.

To the Secretary to Government, Revenue Department, with the Collector's letter, map and the Conservator's endorsement in original.

VII

Letter—from Major H. Bonham-Carter, R.E., Agent and Manager, Madras Railway.
To—the Consulting Engineer for Railways, Madras.
Dated—the 21st December 1906.
No.—O./1285/8.

I have the honour to again address you in continuation of this office letter No. O/1285/961, dated 12th July 1906, as Mr. Thompson, our Chief Engineer, who has been on leave, informs me that I have misunderstood the case. I beg to refer you to G.O., No. 671 Ry., dated 6th April 1906. Letter No. IV in this collection (regarding my letter No. O/14862/131, dated 23rd January 1904) explains that the timber basin which was being constructed by the Forest department would cut off the railway goods yard from the port lines, and states that the Port Officer had informed the Engineer-in-Chief that he could give the Forest department an equally convenient site for their timber basin at the south end of the railway goods yard where it would not interfere either with the railway works or the improvements to the Port Bunder under contemplation and recommends—

(i) that the timber basin in progress should be handed over to the railway who would pay the Public Works Department for work done and materials at site,

(ii) that the railway goods wharf siding should be carried over the site of the timber basin so as to permit of the railway and Port Trust lines being connected,

(iii) that the Forest Department be given a site for their timber basin at the south end of the railway yard.

2. The correspondence continued, and on page 6 of the Government order will be found a communication from the Sub-divisional officer in which he mentions an interview with Mr. Thompson, the Engineer-in-Chief of the Madras Railway, in which the latter pointed out that the whole of the foreshore up to the Kulsunkah nullah will be taken up for railway purposes, and that a new timber basin may be constructed near the nullah itself.

3. At this stage a mistake occurred which has since run through the whole case. When the project for the Azhikal-Mangalore railway was prepared the Engineers and others enquiring into the traffic prospects were informed that there would be a considerable traffic in timber by rail from Mangalore.

The proposals for the Mangalore-Bunder station therefore contemplated land along the foreshore being taken up as far south as the Kulsunkah nullah and a small timber basin 300′ by 100′ being constructed mainly in reclaimed land at the south end of it to accommodate this traffic with lines serving the basin on both sides.

When the Port Officer stated—*vide* paragraph 1 *supra*—that another site could be found, his intention was to find the Forest department a site south of the Kulsunkah nullah.

4. Unfortunately however I misunderstood the case and in my letter No. O./14862/1172, dated 13th July 1904 (No. X of G.O., No. 671 Ry., dated 6th April 1906), I forwarded a plan No. 74 in which the Railway timber basin was shown as the proposed new site for the basin for the Forest department and the subsequent correspondence has dealt with the question on this assumption. This explains why the basin has been constructed by the Railway without special sanction.

5. Under this misunderstanding Government accepted the proposals made after reference to the Collector and in G.O., No. 671 Ry., dated 6th April 1906, orders were issued in the following terms:—

The Agent and Manager, Madras Railway, proposed—

"(*a*) that the Forest Department should be given another site for their timber basin,

"(*b*) that the timber basin in progress of construction should be handed over to the Madras Railway Company, who would pay the Public Works Department for the work done and the materials at site,

"(*c*) that the railway goods wharf should be carried over the site of the timber basin so as to permit of the railway sidings and Port lines being connected.

"As regards (*a*) another suitable site has been selected for the timber basin and a notification for its acquisition has been ordered to be published in the *Fort St. George Gazette* (G.O., No. 1882 Ry., dated 19th October 1905).

"The proposal that the railway goods wharf should be carried over the site of the timber basin so as to permit of the railway sidings and port lines being connected is approved and orders will issue in Marine Department in supersession of G.O., No. 52, Marine, dated 9th February 1904, for the permanent transfer of the site to the Madras Railway Company.

"With regard to proposal (*b*) in paragraph 1 above the partly-constructed timber basin with the materials at site will be handed over to the Executive Engineer, Azhikal-Mangalore Railway extension at Mangalore, and their value will be debited to the Azhikal-Mangalore State Railway and credited to the Public Works Department."

6. In accordance with these—

(*a*) The railway have occupied the site of the old timber basin and the cost is under adjustment. A minor question has arisen in that the materials found there by the railway do not correspond with those shown there in the Public Works Department records.

(*b*) The railway have constructed the timber basin referred to in paragraph 3 above near the mouth of the Kulsunkah nullah as part of their Mangalore goods yard under the impression that the timber basin was intended for the Forest department use.

(*c*) Land has been taken up at the east of this site up to the Kulsunkah nullah a part value Rs. 10,271 for the railway and part value Rs. 13,239 for the Forest department as a depot for timber and firewood and it has been accepted by the railway that the Forest department require a road to the timber basin.

7. With the idea that all the timber despatched by rail from Mangalore would be brought in by the Forest department and stored in the timber basin, I suggested that the railway might allow the Forest department the use of the basin.

8. I understand that this is objected to by the Forest department for various reasons which seem somewhat contradictory.

The Collector urges that there will be no rail-borne traffic from Mangalore and the whole of the basin is required for storing the timber and bamboos belonging to the Forest department.

The Conservator of Forests under the mistaken impression as we all have been that it is a Forest department basin says that "the basin is none too large for the requirements of the department which would however soon be relegated to a small portion of it if it became railway property, as the railway would naturally give preference to the requirements of merchants exporting timber by rail and only proposed to allow the department the free use of the basin for timber to be exported by rail."

If the Collector is correct no timber basin is required by the Railway. If the Conservator is correct, and there will be so large a traffic that the Forest department would be crowded out, then the Railway would appear to require a timber basin.

I note also that the Forest department having first asked for a strip of land along the channel for storing firewood and timber for sale now require additional land near the timber basin.

9. A solution however has to be found and I would suggest that the railway relinquish the timber basin and land adjoining it as shown in the enclosed plan to the Forest department on the latter paying the cost of the timber basin and of reclaiming the land and deal with timber in the first instance if any at the Bunder wharf.

That if it is found subsequently that the Railway require a timber basin the basin be retransferred to them and a new one be constructed for the Forest department east of it next the Forest depot.

The Railway as already arranged will pay for materials already taken over at the new basin.

VIII

Reference from the Board of Revenue (Land Revenue), Forest No. 3384-Genl., dated 5th January 1907.

Read—the following paper :—

Letter—from F. A. Lodge, Esq., Conservator of Forests, Southern Circle.
To—the Secretary to the Commissioners of Land Revenue, Madras.
Dated—the 19th December 1906.
No.—Cur. 240.

In continuation of my No. 240, dated 20th September 1906, on letter Dis. No. 1439 D./For. of 12th September 1906, from the Collector of South Canara, I have the honour to report that last week at Mangalore, I saw the Railway Engineer in charge of the line under construction, and he informed me that the timber basin would be quite useless to the Railway, and that he was anxious to obtain a settlement of accounts as early as possible, so that he might utilise the money for other railway works before the close of the financial year. He also agreed to hand over the narrow strip of railway land which at present separates the basin from the Forest Timber depot; until I saw the basin I was under the impression that it actually adjoined the timber depot but this is not the case, and the intervening strip of land about 5,000 square feet in area is required in order that logs may be hauled from the basin into the depot.

I request that early orders may be obtained, so that payments may be adjusted before the 31st March ; I may mention that the basin is already half full of Forest department timber.

Reference—Forest No. 3384-Genl., dated 5th January 1907.

The Conservator's letter will be submitted to Government in continuation of Board's Proceedings, Forest Mis. No. 1129, dated 18th October 1906.

F. B. Evans,
Ag. Secretary.

To the Secretary to Government, Revenue Department.

IX

Letter—from Mr. G. A. Anderson, Consulting Engineer for Railways, Madras.
To—the Agent and Manager, Madras Railway.
Dated—the 12th January 1907.
No.—99-M.

With reference to the correspondence ending with your letter No. O./1285/8, dated the 3rd January 1907, I have the honour to forward herewith plan No. 74 together with a copy of a letter No. 240, dated the 19th December 1906, from the Conservator of Forests, Southern Circle, and to request that you will kindly return the plan to me after drawing on it (as requested in paragraph 6 of my demi-official letter of the 27th November 1906) the boundaries of the land which in paragraph 9 of your letter under reply you propose to relinquish to the Forest department. It would be as well at the same time to state (approximately if correct figures are not at once obtainable) the cost of the timber basin and land reclamation which in the same paragraph you propose that the Forest department should defray. I understood that no land was reclaimed save the walls of the timber basin in which case the cost of the latter covers the cost of reclamation. If other land has been reclaimed it also should be shown on the plan now sent and the cost of its reclamation be given separately from the cost of the timber basin.

A very early reply is requested.

X

Letter—from Major H. Bonham-Carter, R.E., Agent and Manager, Madras Ry.
To—the Consulting Engineer for Railways, Madras.
Dated—the 18th January 1907.
No.—O.-1285/115.

In returning herewith plan No. 74, I have the honour to inform you that the boundary of land we propose to transfer to the Forest department is already shown on the plan by a double red line marked boundary wall. The portion of land reclaimed round the timber basin has now been shown as requested.

The estimated cost is as follows :—

	RS.
Dry stone walling	4,500
Sand filling	980
Contingencies	274
Total ...	5,754

Order—No. 850 Ry., dated 19th May 1907.

In G.O., No. 671 Ry., dated the 6th April 1906, it was ordered that the timber basin at Mangalore which was being constructed by the Public Works Department for the Forest department should be handed over to the Madras Railway Company under the conditions stated therein, and that the Forest department should be given another site for a new basin.

2. The correspondence which subsequently ensued shows that prior to the issue of those orders the Railway Company had constructed as part of their goods yard a timber basin along the foreshore at the south end of the bunder yard for the traffic in timber which they expected from Mangalore, and that this basin after the issue of the orders in G.O., No. 671 Ry., dated 6th April 1906, somehow came to be looked upon by all concerned as the new basin to be provided for the Forest department. As far as can at present be foreseen there is likely to be little or no direct traffic in timber

between the basin and the rails; the Railway Company therefore agree to hand over the basin to the Forest department, provided that if it is found subsequently that the Railway require a timber basin, the basin shall be retransferred to them after a new one has been constructed, at the expense of the railway for the Forest department, further east next the Forest depot. The Government accordingly direct that the Forest department take over the new basin with the land marked on plan No. 74 by a double red line boundary wall. The old basin was built by the Public Works Department for the Forest department out of Public Works Department funds; and the new basin would similarly have been paid for from Public Works Department funds if it had been constructed by that department in the ordinary course. The Public Works department will, therefore, arrange to pay to the Madras Railway Company the cost of the new timber basin less the amount expended on the unfinished timber basin which was made over to the Railway Company under paragraph 1 (*b*) of G.O., No. 671 Ry., dated 6th April 1906.

(True Extract.)

G. A. Anderson,
Secretary to Government.

To the Agent and Manager, Madras Railway Company.
,, Marine Department.
,, Public Works Department (General Branch), with plan.
,, Revenue Department, with plan.
,, Examiner, Guaranteed Railway Accounts, Madras.
,, Consulting Engineer for Railways, Madras.

P.W.D. (Railway).

NOTES CONNECTED WITH G.O., No. 850 Ry., DATED 19th MAY 1907.

[Subject.—*Timber basin at Mangalore.*]

From the Agent and Manager, Madras Railway, No. O./1285/593, *dated* 3*rd May* 1906.

Note for the Consulting Engineer for Railways—

Please see G.O., No. 671 Ry., dated 6th April 1906, and the connected notes. In paragraph 4 of that order Government directed that the partly constructed timber basin at Mangalore together with the materials at site should be handed over to the Executive Engineer, Azhikal-Mangalore Railway, and that their value be debited to that line by credit to the Public Works Department. A site for a new timber basin was ordered to be acquired in G.O., No. 1882 Ry., dated 19th October 1905. The Agent now reports that the Company have constructed a basin on the new site similar to the one partly constructed on the old site, and asks to be informed as to who should bear the cost of its construction. It is not stated on whose authority the Madras Railway Company undertook the construction of the new basin and nothing is known as to the circumstances under which this was done. The old basin was constructed for the Forest Department by the Public Works Department, and it is not known why the new basin was not constructed by the same agency. Before any action can be taken on the Agent's letter it is submitted that he should be asked to report fully on these points and to furnish a statement showing the expenditure incurred on the new basin.

No, "they say on *a* new site," it is not necessarily the site ordered to be given to the Forest Department.

G.A.A.
15-5-06.

A draft is put up for approval.

G. D. Plummer.
10-5-06.

I put up another draft. The Agent and Manager has not made it clear on *what* site he has constructed a basin and who it is for.

2. Issue.

G. A. Anderson.
15-5-06.

[Action taken in letter No. 127/O., dated 16th May 1906, to the Agent and Manager, Madras Railway.]

Company, their value being debited to the Railway and credited to the Public Works Department. To provide for the storage of firewood and timber by the Forest Department for sale to the public, the site C in the plan to which the public could have free access was acquired.

Paragraph 1 of Collector's letter, dated 8th November 1904, in page 9 of G.O., No. 671 Ry., dated 6th April 1906.

2. The Railway Company, without proper authority, have constructed the new basin at a cost of Rs. 5,994. (The revised estimate sanctioned for the old basin amounted to Rs. 5,560—*vide* G.O., No. 2445 W., dated 27th August 1903.) The Agent states that if the new basin is to be made over to the Forest Department that department should bear the cost less the amount expended on the old basin. He considers, however, that it would be more satisfactory to all parties if the basin was retained by the Railway, the Forest Department being allowed to use it for their timber for despatch by railway.

3. The Railway Department adds that for the timber sent by road by the Forest Department the mouth of the channel—marked M in the plan—would be a suitable place, being conveniently accessible to the main road, and that the Railway authorities would assist the Forest Department in all possible ways to make use of the place.

4. It is recommended that the above arrangement which is suitable to all parties may be agreed to if the Forest Department are satisfied with it, and that if they are not quite sure that it will suit them in every way, it may be accepted provisionally on the understanding that revised arrangements will be adopted if found necessary.

5. A draft endorsement is submitted calling for a report from the Collector on the suitability of the arrangement proposed.

B. MUTHAYYA MUDALI.
3-8-06.

Secretary—

The reference must issue, I presume. It will mean another year's correspondence persumably.

F. B. EVANS.
6-8-06.

Issue.

A. G. CARDEW.
7-8-06.

[Endorsement No. 3109-A/06-1, dated 7th August 1906.]

From the Board of Revenue (Land Revenue), For. No. 1129, dated 18th October 1906.

Secretary—

With reference to the above endorsement, the Collector of South Canara (M. Aziz-ud-din Sahib Bahadur) reports that the timber basin—marked B in the plan—is required for providing a safe place to keep *all* the timber brought by the Forest Department to Mangalore for sale to the public and for burying bamboos for seasoning, that the proposal to hand over the basin to the Railway Company is impracticable, and that the arrangement suggested by the Railway authorities cannot be adopted even provisionally.

2. The Conservator of Forests, Mr. Lodge, states that the proposal to allow the Forest Department to share the timber basin with the Railway is not acceptable as the department must have absolute control in its own timber basin, and that the basin is none too large for the requirements of the department.

3. The Board of Revenue supports strongly the objections of the Collector and the Conservator. The Board fears that if the Forest Department is merely to be allowed to occupy the basin on sufferance by the Railway Company, complications and friction will be the inevitable result. It observes that if the retention of the basin by the Railway Company had been contemplated, it would scarcely have been fair to have asked the Forest Department to contribute so large a share—over Rs. 13,000—of the cost of acquiring the strip of land marked C in the plan for timber depot.

Page 12 of G.O., No. 671 Ry., dated 6th April 1906.

4. In the above circumstances, it does not seem advisable that the Railway Company should retain the new basin. The Railway authorities may be asked to hand over the basin to the Forest Department. In that case the Public Works Department (Railway) may adjust the cost of constructing the new basin with the Public Works Department, which would have constructed it had not the Railway Company undertook its construction and to which the value of the materials of the old basin is to be credited.

Paragraph 4 of G.O., No. 671 Ry., dated 6th April 1906.

5. In connection with the present question, the Collector thinks that it is unnecessary for the Railway to make any sidings to the east of the basin, and suggests that this land may be given over to the Forest Department so far as it adjoins the portion of the land acquired by that department. The Conservator supports the Collector's proposal. The Public Works Department (Railway) may be asked to consider the matter.

B. MUTHAYYA MUDALI.
26-10-06.

The original proposal, viz., that the new basin at B should be made over to the Forest Department must now apparently be carried out, and Revenue may agree with the Agent's view that the cost of constructing that basin, less the expenditure which they or the Public Works Department had incurred in connection with the previous site at A, should be accepted by the Forest Department or by the Public Works Department, if the latter sees no objection.

The attention of the Public Works (Railway) Department may also be invited to the remarks of the Collector regarding the channel marked M, but this subject is not mentioned in the letters from the Agent and Manager.

A. G. CARDEW,
31-10-06.

To the Public Works Department (Railway) u.o.

Public Works Department (Railway).

Secretary—

The Agent and Manager's letter No O/1285/593, dated 3rd May 1906, is misleading. The Railway had no authority to construct the new dock at B on the plan. The site was acquired for Railway purposes and when it was acquired it was not stated that it was wanted for the purpose of providing a dock for the Forest Department in place of the partially completed dock at A surrendered to the Railway. The site acquired for the Forest Department, under paragraph 2 of G.O., No. 671 Ry., dated 6th April 1905, is marked C on the plan. The timber basin at B is on Railway land; it was made without sanction and for no apparent reason. Its situation is suitable for the despatch of timber by rail, but for local purposes it is inconvenient as an approach-road would run through the Railway goods yard and over several lines of rail. As the Forest Department do not wish to use the dock the Railway must keep it to themselves and make the best use of it they can; they clearly cannot call upon the Forest Department to pay for it.

The construction of this basin on Railway land does not affect the arrangement come to in G.O., No. 671 Ry., dated 6th April 1906. To carry out that arrangement the Forest Department must now make their own basin on the land that has been made over to them for the purpose (marked C on plan), and the Railway must pay the Forest Department for the work done on the old basin (at A) and the materials at site. The basin at B is a third basin and is outside the terms of the agreement; it has nothing to do with it.

C. D. Wilson.
13-11-06.

Page 12 of same G.O.

In G.O., No. 671 Ry., it was stated that the Forest Department should be given another site for their timber basin, that a suitable site had been selected, and that a notification for its acquisition had been ordered in G.O., No. 1882 Ry.

2. G.O., No. 1882 Ry., orders the notifications referred to in the Collector's letter, Dis. No. 64-Eng., dated 29th July 1905, and apparently there were two notifications to be published—

(i) *For the Railway*—3·23 acres.

(ii) *For the Forest Department*—not stated.

3. I want it made clear what was the land thus notified: (i) for the Railway, (ii) for the Forest Department. There must be a land plan and schedule. Where are they?

4. The case has become confused owing to the action of the Railway Company—

(*a*) They first say that they have acquired a new site for a basin, and apparently intend it for the Forest Department as they ask that that department should bear the cost.

(*b*) They next say that the new basin B is the one on the new site referred to in G.O., No. 671 Ry., as intended for the Forest Department, that it has been laid out with lines for the convenient transfer of forest logs to wagons and that while there will be no difficulty in getting the Forest Department to take it over, they think the best arrangement will be for the Railway to retain the basin and pay for it and allow the Forest Department to use it.

(*c*) On looking into the matter on the spot, with the Railway officers (Agent not present), this proposal was reiterated and it was represented that there were two methods of dealing with the forest produce—

(i) Loading direct into wagons for which purpose the two lines alongside the basin have been laid.

(ii) From water to road, for which purpose a basin at the crest mouth M with a road thence to the main road would be the most suitable and I was given to understand that this had been practically agreed to on behalf of the Forest Department.

5. It now appears that the Railway must have made these proposals without reference to the Forest Department.

The Forest Department claim that—

(i) The basin was made specially for them (and from the Agent and Manager's letter, he appears to agree that this is so).

(ii) It adjoins and forms part of the forest timber depot recently acquired (*i.e.* presumably C on plan).

(iii) It is none too large for the Forest Department requirements and cannot be shared by the Railway.

(iv) There will be no direct despatch of timber by rail and the two lines laid alongside the basin are not only useless but in the way.

(v) That the basin is wanted for *storing* timber and bamboos, and is the only safe place for this purpose.

(vi) That the land to the east of the basin where the two lines are should be handed over to the Forest Department.

6. If it is the case that there is to be no direct despatch of timber from the basin by rail, then it seems to me that the Railway have no use for the basin and may hand it over to the Forest Department together with the land to the east of it and may take up the two crane sidings to the east of the basin.

7. I will take this up with Agent and Manager when I know about the land taken up for Railway and Forest (paragraph 3 above). If the land handed over to Railway and Forest respectively was that shown in plan No. 49 H then the original mistake lay in handing over the site B for the new basin to the Railway instead of to the Forest Department, B having, it seems, been selected as a suitable site for the new basin and the site having been handed over to the Railway, the latter presumably concluded that it was their business to provide the basin in lieu of the one of which they had dispossessed the Forest Department. This matter once cleared up, all that remains to do is either for the Railway to hand over the basin and land to the east of it to the Forest or for the Forest to make another basin for themselves on their own land or on fresh land to be acquired.

So reply early to paragraph 3 above please.

G. A. Anderson.
18-11-06.

Secretary—

With reference to paragraph 3 of Secretary's note above, it is submitted that the total extent of land applied for by the Agent for both Railway and Forest purposes was 3·23 acres made up as under:—

—	Private land.	Government land.	Total
	ACS.	ACS.	ACS.
For Railway	1·45	0·42	1·87
For Forest Department	1·10	0·26	1·33
Total	2·55	0·68	3·23

Please see land plan No. 49-H and schedule forwarded by the Agent which show the full extent of land required by each department. As only the extent of private land to be acquired under the Land Acquisition Act has to be shown in the notification to be published in the Gazette, the extents of Government land required by each department have been eliminated in the draft notifications submitted by the Collector of South Canara with his letter No. 64-Eng., dated 29th July 1905, and approved and ordered to be published in G.O., No. 1882 Ry., dated 19th October 1905. The land plan No. 49-H shows separately the entire extent (both private and Government land) taken for the Railway and for the Forest Department.

V. Srinivasachariar.
20-11-06.

C. D. Wilson.
21-11-06.

My demi-official to be typed and sent to Major Bonham-Carter with the two plans—(H) attached to demi-official and blue print (R)—and letters noted in his letter.

G. A. A.
26-11-06.

Secretary—

Typed demi-official submitted for signature.

J. A. Chellappa Pillai.
29-11-06.

Issue sharp.

G. A. Anderson.
30-11-06.

[Action taken in demi-official No. 38, dated 27th November 1906, to Major H. Bonham-Carter, R.E., Agent and Manager, Madras Railway.]

From the Agent and Manager, Madras Railway, dated 3rd January 1907, *No.* O/1285-8.

The Agent and Manager now explains that when the project for the Azhikal-Mangalore Railway was prepared, it was understood that there would be a considerable traffic in timber by rail from Mangalore and that consequently the proposals for the Mangalore Bunder station contemplated the provision of a small timber basin. It was proposed to locate the basin at the south end of the yard on reclaimed land, as part of the station arrangements, with lines serving the basin on both sides. When however with his letter No. O/14862/1172, dated 13th July 1904, he forwarded a plan of the Railway timber basin, it was referred to in the letter as the site for the forest basin. There was also a further mistake in that the site for the new basin was understood by the Port Officer as required for the Forest Department while the Railway took it as intended for Railway purposes. The Agent explains that special sanction for the work was not obtained in consequence of the misunderstanding that the work which was first undertaken for Railway purposes having subsequently been understood as work belonging to the Forest Department.

In these circumstances he suggests (1) that the Railway should relinquish the new basin and land adjoining it as shown in the plan, No. 74, to the Forest Department, on the latter paying the cost of the timber basin and of reclaiming the land, and (2) that if it is found subsequently that the Railway require a timber basin, it should be retransferred to them, the Forest Department providing a new one for themselves. There is no objection from a Forest point of view to the first of these proposals being accepted (please see note, dated 31st October 1906, in the Revenue Department on pages 4 and 5 of notes file), but it is questionable if the Forest Department would agree to the retransfer of the basin if it is subsequently required by the Railway. The Revenue Department may perhaps be consulted on this point.

V. Srinivasachariar.
8-1-07.

The new basin was commenced, if not finished, by the Railway as a railway basin for their own use. The Forest Department have not commenced the construction of a basin on the site made over to them by the Railway in lieu of their old basin which has been filled up. The Railway now want the Forest Department to take over at actual cost the new basin instead of making another one for themselves at their own expense as contemplated in G.O., No. 671 Ry., dated 6th April 1906. Agent and Manager in paragraph 9 of his letter No. O/1285/8, dated 21st December 1906, suggests that the Forest Department in addition to paying the cost of the new basin should also pay for the land reclamation that was done in connection with its construction. If the Forest Department agree, good and well, but I do not think that the Railway can insist on this item being met. The condition regarding the retransfer of the basin to the Railway if it is found afterwards to be required seems reasonable and will no doubt be accepted by the Forest Department on the condition that another basin is constructed by the Railway for their use before the transfer is carried out.

C. D. Wilson.
9-1-07.

From the Board of Revenue (Land Revenue), Forest No. 3384, *dated 5th January* 1907.

A reminder from the Conservator of Forests has since been received through the Board of Revenue.

V. Srinivasachariar.
9-1-07.

Return the plan No. 74, to Agent and Manager, with copy of letter No. 240, dated 19th December 1906, from the Conservator of Forests and ask him to kindly draw on the plan (as asked in paragraph 6 of my demi-official of the 27th November 1906) the boundaries of the land, which, in paragraph 9 of his letter under reply, he proposes to relinquish to the Forest Department and return the plan to me. Add that it would be as well at the same time to state (approximately if correct figures are not at once obtainable) the cost of the timber basin and land reclamation which in the same paragraph he proposes the Forest Department should defray. I understood that no land was reclaimed save the walls of the timber basin in which case the cost of the latter covers the cost of reclamation. If other land has been reclaimed it also should be shown on the plan now sent, and the cost of its reclamation be given separately from the cost of the timber basin.

A very early reply is requested.

G. A. Anderson.
10-1-07.

Under Secretary—

A draft letter to the Agent and Manager is submitted.

V. Srinivasachariar.
12-1-07.

Issue.

C.D.W.
12-1-07.

[Action taken in letter No. 99 M., dated 12th January 1907, to the Agent and Manager, Madras Railway.]

From the Agent and Manager, Madras Railway, dated 19th January 1907, *No.* O/1285-115.

In reply to letter No. 99 M., dated 12th January 1907, the Agent and Manager returns plan No. 74, after having marked on it the boundaries of the land which he proposes to transfer to the Forest department, but does not give separate estimates of the cost of the timber basin, and of reclaiming the land so marked. With his letter No. O/1285-961, dated 12th July 1906, he submitted an estimate of the cost of the timber basin, which amounted to Rs. 5,994. The cost of the partly-constructed basin (at A) taken over by the Railway Company is reported to be Rs. 3,951-14-8.

W. B. Stevens.
23-1-07.

V. Srinivasachariar.
23-1-07.

Secretary—

The Agent and Manager does not give a complete answer to our letter, but it is quite evident that the so-called reclamation is merely the spoil excavated from the basin and that the cost of the basin (Rs. 5,754) covers the cost of the reclamation. The Agent and Manager is silent on the point of any other land having been reclaimed, so it may be accepted that there is none.

Yes.
G.A.A.

There is no other.
G.A.A.

AA To comply as far as possible with the original agreement recorded in G.O., No. 671 Ry., dated 6th April 1906, the Forest department should now take over the new basin with the land bounded by the stone wall (as shown on the ferrotype No. 74) and should pay the Railway Rs. 5,754 for it. Clause (*b*) of the Government order stands as before. The actual amount of compensation to be paid to the Public Works Department for the old basin is not yet settled, but apparently the Railway will have to pay some Rs. 3,900 for it—*vide* paragraph 3 of the Agent and Manager's letter No. O/1285-961, dated 12th July 1906. The actual cost of the transaction to the Forest department will amount to about Rs. 1,854 which probably represents very nearly what they would have had to pay the Public Works Department for finishing the old basin.

The Forest department's claim for the old basin should be settled by the Agent and Manager without further delay, but in the meantime the new basin with the land shown on the plan may be made over to the Forest department on their agreeing to accept the charge of Rs. 5,754 for the cost of constructing the basin.

C. D. Wilson.
24-1-07.

The Madras Railway have muddled this business of the timber basin at Mangalore, but it is now cleared up. Please see my demi-official of the 27th November 1906 to the Agent (not printed) and subsequent correspondence.

2. The Agent's proposals are given in paragraph 9 of his O/1285-8, dated 21st December 1906, and the boundaries of the land to be relinquished to the Forest Department are shown on the plan.

3. If **A A** of Under Secretary's note above is agreed to the matter may be closed by a Government order to that effect.

G. A. Anderson.
25-1-07.

To the Revenue Department u.o.

Revenue Department.

Under Secretary—

The proposal in the note marked **A A** *supra* is that the new basin and the adjoining land should be made over to the Forest department on its agreeing to accept the charge of Rs. 5,754 for constructing the basin less the amount about Rs. 3,900 expended on the old basin, that is about Rs. 1,854.

2. The Forest department wanted the basin and the land (*vide* Conservator's endorsement, dated 20th September 1906, and letter, dated 19th December 1906), and this department has already stated that the cost of constructing the new basin less the expenditure incurred in connection with the old basin should be accepted by the Forest department (or by the Public Works Department, if it had no objection).

There seems therefore no objection to the above proposal.

B. Muthayya Mudali.
5-2-07.

Secretary—

D. T. Chadwick.
6-2-07.

The file may be forwarded u.o. to the Board of Revenue (Forests) with the request that the Board will be so good as to state whether it has any objection to the acceptance of the proposals suggested by the Public Works Department (Railways).

A. G. Cardew.
7-2-07.

To the Board of Revenue, Land Revenue (Forests) u.o.

Board of Revenue, Land Revenue (Forests).

The Board accepts the proposal of the Madras Railway to hand over to the Forest department the new basin (B in the ferrotype plan) with the lands to east and west of it. The old basin was built by the Public Works Department for the Forest department out of Public Works Department funds (G.O., No. 2301 W., dated 3rd September 1895); and the new basin would similarily have been paid for from Public Works Department funds if it had been constructed by that department in the ordinary course. The Board considers therefore that Public Works Department should pay the Railway for the new basin, deducting the sum due to it from the Railway for the old basin.

F. B. Evans.
22-2-07.

To the Revenue Department u.o.

Revenue Department.

Under Secretary—

Submitted.

2. The Board's view may be concurred in and the Public Works Department asked to pay the Railway the excess cost amounting to about Rs. 1,854.

B.M.
27-2-07.

Secretary—

D. T. Chadwick.
27-2-07.

Yes; the file may now go on to Public Works Department u.o. for acceptance of the above proposal, and, if it is accepted, for return of the papers to Public Works Department (Railways).

A. G. Cardew.
28-2-07.

To the Public Works Department u.o.

Public Works Department.

Under Secretary—

The proposal, so far as the Public Works Department is concerned, is that we should pay the Railway the cost of the new basin, Rs. 5,754, *minus* the sum due to us by the Railway for the old basin, about Rs. 3,900, or about Rs. 1,854. The proposal may be accepted and the file returned to Public Works Department (Railway).

P. K. Subba Aiyar.
2-3-07.

Secretary—

This file refers to the question of payment for a timber basin at Mangalore.

In 1903 Public Works Department had under construction a timber basin for the Forest Department, but in the extension of the Mangalore-Azhikal Railway this land, with the uncompleted basin was taken over by the Railway. An expenditure of Rs. 3,900 had been incurred.

The Railway then without authority apparently built a new basin at a cost of Rs. 5,754 at B in plan No. 74. The idea was that the Forest should use this basin conjointly with the Railway, but the Forest Department say they must have sole control of the timber basin if it is to be of any use to them.

The Railway now suggest that the Forest should take over the new basin at cost price instead of making another. As a sum of Rs. 3,900 (in round figures) is debitable to the Railway on account of the old basin the net amount payable by the Forest Department is Rs. 1,854, which represents approximately the amount it would have cost to finish the abandoned basin. The Revenue note on page 10 (Notes file) agrees to this, and forward the file to Revenue Board for opinion.

The Board of Revenue agree to the proposal, but consider that as the old basin was being built from Public Works Department funds, and as in the ordinary case a new basin would also be built from Public Works Department funds, the amount payable to the Railway should be met by Public Works Department, deducting the amount due for the old basin from the Railway, *i.e.*, the Board of Revenue recommend that the new basin be handed over to the Forest Department and that Public Works Department pay the Railway the sum of Rs. 5,754 — 3,900 (in round figures), or Rs. 1,854.

Submitted for approval.

A. G. Romilly.
5-3-07.

Approved.

F. J. Wilson.
15-3-07.

To the Public Works Department (Railways) u.o.

Public Works Department (Railway).

Draft G.O. accordingly.

C. D. Wilson.
18-3-07.

A draft G.O. is submitted and may be sent to Public Works Department (General), Revenue, and Marine Departments for acceptance.

G. D. Plummer.
21-3-07.

The Government Order makes no provision for the stipulation in paragraph 9 of Agent and Manager's letter No. O/1285/8 of 3rd January 1907, regarding the retransfer of the basin if it is subsequently found that the Railway require one.

2. The Government Order also says that "it is now found that there really is no direct traffic in timber from basin to rails".

Please see portion marked with red chalk of Consulting Engineer's D.O., dated 27th November 1906, to the Agent and Manager.

3. But Agent and Manager in paragraph 8 of the same letter says that the Collector and Conservator—the two authorities who ought to know about this—are in disagreement on the point; hence the stipulation in paragraph 9.

4. The truth seems to be that neither the Railway nor the Civil authorities are able to say at present how the timber will be handled and that being so, it would seem advisable to word the part A of the Government Order differently * and enter the stipulation asked for by the Agent if it is agreed to.

* As far as can at present be foreseen there is likely to be little or no direct traffic in timber between the basin and the rails. The Railway Company therefore agree. . . . Department provided . . . .

G. A. Anderson.
23-3-07.

Revenue Department u.o.

Revenue Department.

Under Secretary—

The Public Works Department (Railways) propose that the transfer of the timber basin by the Railway Company to the Forest Department, which has been agreed to by this department, should be subject to the proviso suggested by the Agent and Manager, namely, "that if it is found subsequently that the Railway require a timber "basin, the basin be retransferred to them and a new one be constructed for the "Forest Department east of it next the Forest depot". This stipulation was not mentioned in the note **A A** at page 10 *supra* which this department was previously asked to accept. The Forest Department may not probably have any objection to the condition, but it will have to be ascertained by a further reference to the Board of Revenue and the local authorities which will tend to delay the disposal of the file. Mr. Lodge reported that the Railway Engineer had informed him that the timber basin "would be quite useless to the Railway". It seems therefore that it is not necessary to enter any stipulation now and that if and when the Railway Company require the basin the question as to what should be done may be considered.

B.M.
30-3-07.

Secretary—

It seems necessary to refer again to the Board u.o.

D. T. Chadwick.
2-4-07.

Very well; the Board may be consulted, though I don't see why the Railway is to have an indefinitely prolonged option over the basin.

A. G. Cardew.
3-4-07.

To Board, Forest Department, u.o.

Board of Revenue, Land Revenue (Forests).

Second Member—

The question is whether we are to accept the stipulation that the timber basin which the Railway proposes to hand over to Forest should be handed back to the Railway when required, on condition of the Railway constructing another basin for Forest Department next to the Forest depot.

I think we may accept.

F. B. Evans.
11-4-07.

Yes; I don't believe the Railway Company are ever likely to require a timber basin. It should of course be understood that we don't hand over till the new one is constructed.

C. J. W[eir].
11-4-07.

To Revenue Department u.o.

F.B.E.
12-4-07.

Revenue Department.

Accepted in Revenue.

A. G. Cardew.
13-4-07.

To the Public Works Department (Railways) u.o.

Public Works Department (Railways).

Alter the draft at **A** to read—

"As far as can at present be foreseen there is likely to be little or no direct traffic in timber between the basin and the rails, the Railway Company therefore agree to hand over the basin to the Forest Department, provided that, if it is found subsequently that the Railway require a timber basin, the basin shall be re-transferred to them and a new one will be constructed for the Forest Department further east next the Forest depot."

Then send draft to Public Works Department (General), Revenue, and Marine, for acceptance.

C. D. Wilson.
23-4-07.

Secretary—

The alteration has been made and the draft is submitted for initials before circulation to other departments.

G. D. Plummer.
23-4-07.

I have altered the wording in paragraph 2 to provide for the new basin for Forest Department being constructed *before* the present one is retransferred as desired by the Revenue Board.

G. A. Anderson.
24-4-07.

To the Public Works Department (General)
" Revenue
" Marine
Departments u.o.

Public Works Department (General).

The draft as amended is accepted in the Public Works Department.

R. Parsons.
A. G. Romilly.
29-4-07.

To the Revenue Department u.o.

Revenue Department.

Accepted in Revenue.

D. T. Chadwick.
30-4-07.

To the Marine Department u.o.

Marine Department.

Under Secretary—

The draft may be accepted in Marine. Port interests are not affected.

C. S. Simpson.
2-5-07.

Accepted.

A. Galletti.
3-5-07.

To the Public Works Department (Railways) u.o.

Public Works Department (Railways).

The draft order is circulated to—
His Excellency the Governor.
The Hon'ble Mr. M. Hammick, C.I.E.

C. D. Wilson.
8-5-07.

Approved as amended para. 2.

A. L[awley].
12-5-07.

Approved.

M. H[ammick].
15-5-07.

The Railway is a State Railway; so we had better not say "Company." Make His Excellency's alteration in para. 2 read "at the expense of the Railway" and issue G.O. corrected accordingly.

C.D.W.
16-5-07.

Yes.

G. A. Anderson.
17-5-07.

[Issued as G.O., No. 850 Ry., dated the 19th May 1907.]

P 1 5

(A. & M. II.)
Enclosures

1,000—2-1906.

Madras Railway Company,
AGENT & MANAGER'S OFFICE,
Rayapuram Terminus,

No. Q/1235
593

Madras, 3rd May 1906.
4

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
5-MAY1906
C. No. 2460
MADRAS.

From

The Agent and Manager,
Madras Railway Company,

To

The Consulting Engineer for Railways,
Madras.

2

Sir,

originals with the despatched

P

With reference to the last para of C. O. No.571 Ry., dated the 6th April 1906, I have the honor to point out that the Company have not only acquired a site for a new timber basin, but have constructed a basin on this site similar to the one partly constructed by Forest Department. I shall therefore be obliged if you will kindly let me know who should bear the cost of constructing the new basin.

[illegible]
5/5.06

2. I am of opinion that the Forest Department should bear the cost of constructing the new basin, less any expenditure incurred by them in partly constructing basin on old site.

3. If you agree to this proposal, the Forest Department should be asked to submit a statement showing expenditure incurred by them on the old basin, and we will submit our expenditure incurred in constructing new basin.

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

W. Bowlencaster

Agent & Manager.

Enclo/orig
C.C.

S
8.5.06

3

P

2

Form No. 4.
1,500—22-7-05.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 16th May 1906

No. 127/6.

From

MR. G. A. Anderson,
CONSULTING ENGINEER FOR RAILWAYS,
Madras,

3.8

To

THE AGENT AND MANAGER
MADRAS RAILWAY.

Reminder

No. 127/6/1 of 28 June 1906

Dsr 28/6/06.

Cw 27/6/06
for ER
27/6/06

Enclosures.

Reply No. 0/1285/961 of 12-7-06.

SIR,

It is not clear from your letter No.0/1285-593, dated the 4th instant whether the site which you say has been acquired by the Railway Company for a new timber basin is the same as that referred to in para 1(a) of G.O.No.671 Railway, dated April 6th, 1906, as to be given to the Forest Department or another site, I have the honour to request that you will kindly make this clear - sending a plan if necessary - and at the same time inform me on what authority you undertook the construction of a new basin and whether it has been contructed for yourselves or for the Forest Department. If for the latter the construction should have been in the hands of the P.W. Department as before in the case of the abandoned basin.

2. When replying, I should be obliged if in compliance with para 4 of the G.O.Referred to, you would kindly report the amount to be adjusted between the Public Works Department and the Azhikal-Mangalore Railway and also furnish a statement showing the expenditure incurred by the Railway Company on the new timber basin.

I have etc.,

16/5/06

E.R.

Despd 16/5/06.

4

(A & M. IV.)

Enclosures ______

No. ~~0/1285~~ 961

P

3

Madras Railway Company,
AGENT & MANAGER'S OFFICE,
RAYAPURAM TERMINUS,
Madras, 12th July 1906

1,000—6-1905.
RECEIVED
13 JUL 1906
3871
9
MADRAS

From

The Agent and Manager,
Madras Railway Company,

4.8

To

The Consulting Engineer
for Railways,
~~Madras.~~ Ootacamund.

SIR,

Re: Timber Basin at Mangalore.

p 2 6

T With reference to your letter No.127/0, dated the 16th May 1906, and to G.O. forwarded to me under cover of your No.1109 dated 14th June, I have the honour to inform you that the site on which the new timber basin has been constructed is the same as that referred to in para 1 (a) of G. O. No.671 Ry., dated 6th April 1906 and I forward herewith a plan φ showing (A) the position of the original timber basin which was under construction for the Forest Department and (B) the position of the new basin constructed in lieu by the Railway.

P
φ No 74
(flag R)

2. The Executive Engineer obtained the approval of the Collector, Forest and Port Officers (at a Meeting held in the Collector's Bungalow at Mangalore) to the site; no requisition to build the basin was obtained from the Forest Department, and I regret to say that I cannot trace any definite sanction to the work being carried out; the question however had been before Government and it had been accepted that a basin was to be built.

The work was therefore begun at once, as it would have been very difficult to deal with Timber Traffic on the opening of the line and it was considered that the Forest Department should be placed in no worse position on the opening of the Railway than they would have been had their own basin not been taken over and Lines have been laid alongside the basin and logs can be lifted direct from water to wagon.

5

4

58

No difficulty in getting the Forest Department to take the completed basin over in lieu of the one partly constructed (if such be the wish of Government) is apprehended.

3. The Public Works Department have presented a claim for Rs.3,951-14-8 for expenditure on the original timber basin (A), but as this claim includes the cost of a quantity of concrete and masonry which our Executive Engineer failed to find in the abandoned basin, the claim has been returned for further particulars.

The cost of constructing the new basin by the Railway Company was Rs.5,994/- and if it is to be made over to the Forest Department I consider they should bear the cost less the amount expended on basin at (A). I think however that it would be more satisfactory to all parties if the basin was retained by the Railway, the Forest Department being allowed to use it for their timber for despatch by Railway. I should have no objection to paying for the material actually recovered from the old basin.

4. I forward an abstract estimate of the cost of the new basin. The work being practically complete, the estimate is prepared from actual expenditure incurred plus approximate estimate of such small charges as are still to be incurred.

I have the honour to be,
Sir,
Your most obedient servant,
G Keene
for Agent and Manager.

Enc/2 (by registered book post)

A.R.N.

6

5 Not to print

Cons. No. 20. 3,000—6-1903.

MADRAS RAILWAY COMPANY.

A. M. Extension.

Mangalore. Division. No. 3. Sub-Division.

Abstract Estimate of Timber Basin for Forest Department at Bunder.

Description of Work.	Quantity.	Unit.	Rate.			Amount.		
			Rs.	A.	P.	Rs.	A.	P.
Excavation Wet	Cft. 150,600	o/oo.	10	„	„	1506	„	„
Dry Stone Wall	„ 46.700	o/oo.	90	„	„	4203	„	„
Total			-	-	-	5709	„	„
Contingencies		o/o	5	„	„	285	„	„
Grand Total						5994	„	„

for ag: Chief Engineer.
Construction Branch.

Ne D.

Read with A&R's No. 7/1285/961 of 12.7.06

Description of Work.	Quantity.	Unit.	Rate.			Amount.		
			Rs.	A.	P.	Rs.	A.	P.

---

7 Not to print

Form No. 16.
1,200—22 7-05

Page 6
Plan kept separately

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS, MADRAS.

~~TELEPHONE MESSAGE.~~

TELEGRAM ~~Urgent.~~ ~~Ordinary.~~ Deferred. ✓

Date 18/7/06 Hour	Date Hour
From AR	From
DAR	To
MSSEAGE.	REPLY.
Send Land plans ~~[illegible]~~ bearing D.C's Register ~~Drawing~~ number 41 Matronus 15th February ~~[illegible]~~ .05.	page 39

Vde 18/7/06
AR

Tel: despd 18/7/06

MESSAGE.

REPLY.

8

Not to print

Code Class. DS

INDIAN TELEGRAPHS.

Monthly Number. 15453

To (Office) Vs Chepauk

From (Office) Ootacamund

Words.	Day.	Hour.	Minute.	Official Instructions.
22/6	18	18	6	Off ✓

To (Person) Second assistant railways

From* (Person) first assist

Send land plan bearing × DCB × Register number 41 gratuitous 15 february 05

64 Word Form.

FC 2.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
19 JUL 1906
C. No..........
MADRAS

MADRAS 18 7 06

Recd. from LN.

At Hrs. Mts. by

Sent to LN.

At Hrs. Mts. by

Telegraph Master.

*In foreign telegrams the *Person from* if telegraphed, should be written after but separated from the text.

G C P—No 546 T—15 9 1906—13000000

9

Not to print

Form No. 16.
1,200—22 7-05

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS, MADRAS.

TELEPHONE MESSAGE.

TELEGRAM Urgent. Ordinary. Deferred.

Date ______ Hour ______ | Date ______ Hour ______

From ER | From

To A. M. | To

MSSEAGE. | REPLY.

Will you kindly send to my office at Ooty, for reference & return, the land plan & schedule received with your letter No. O/$\frac{14862}{216}$ d/ 13-2-05 of the land reqd. for Yard arrangements at Mangalore & returned to you with my letter No. 1963 d/ 23rd May 05. Please see also G.O. 671 Ry d/ 6-4-06

p. 97 bro.

Flag "X"

19-7-06

for E.R.

19.7.06

2-7-06

MESSAGE. REPLY.

---

10 10

1,000—7-1906.

(A. & M II.)

Enclosures

No. 0/1285.

~~1028~~

Madras Railway Company,

AGENT & MANAGER'S OFFICE,

RAYAPURAM TERMINUS,

Madras, 21st JULY, 1906.

CONSULTING ENGINEER FOR RAILWAYS

2[illegible] JUL 1906

From

The Agent and Manager,

Madras Railway Company,

To

The Consulting Engineer for Railways,

~~Madras.~~ Ooty

SIR,

In compliance with the request contained in your telephone × p. 9 cf message of the 19th Instant, I have the honor to forward herewith for reference and return the land plan (sheet No.49 H) and schedule of yard arrangement at Mangalore sent with your letter No.1963 of 23rd May 1905.

(Sent Madras Office)

I have the honor to be,

Sir,

Your most obedient servant,

for Agent and Manager.

P D M

Enclo/ 2

SHEET No. 49

Madras Railway

Azhikkal Mangalore Extension

Plan shewing extra permanent land required for Bunder yard

Scale 100 feet to 1 inch

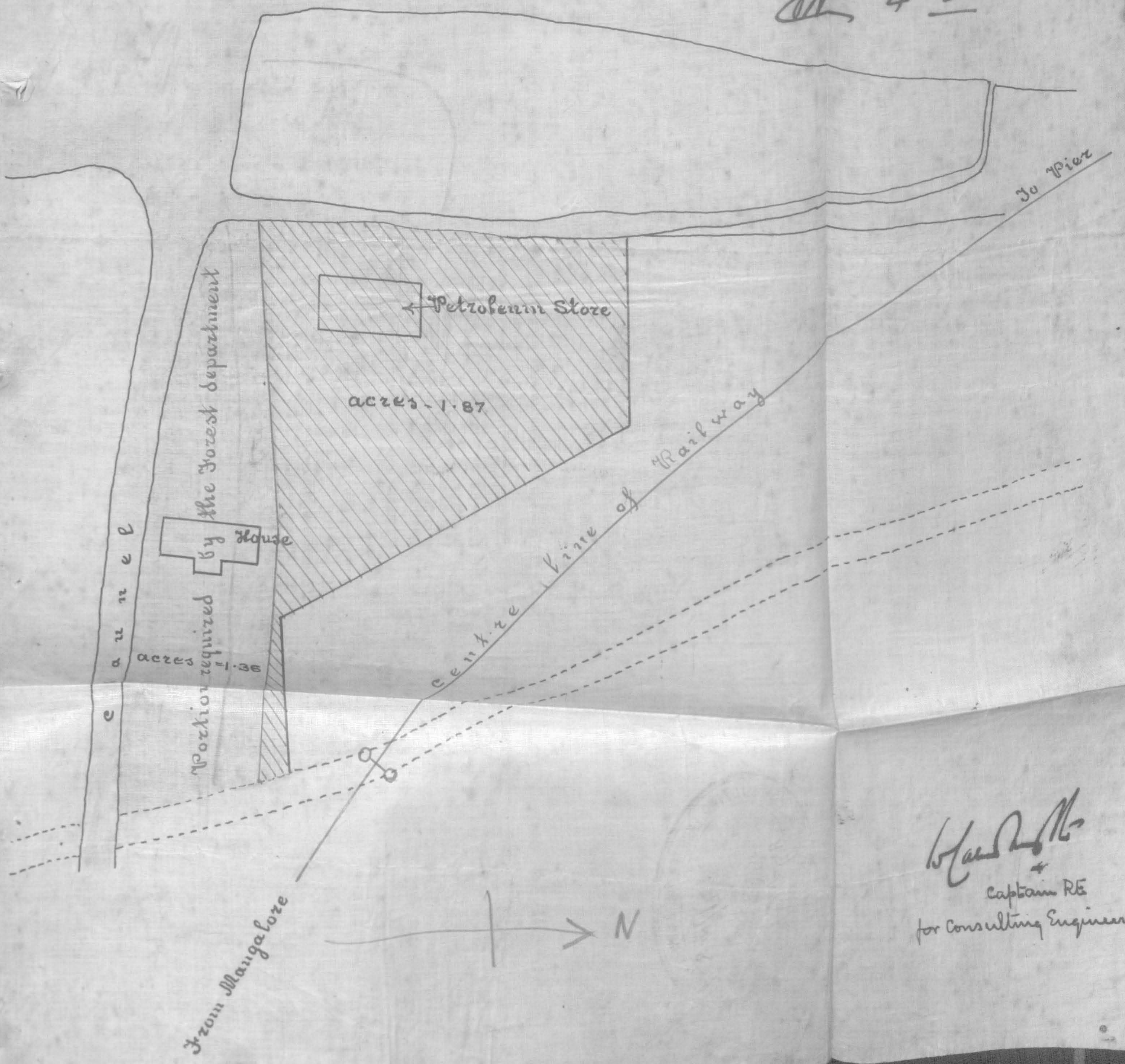
Land required for Railway shewn thus ▨
--do--------for Forest Depᵗ,, --do---- ■

AGENT & MANAGER'S OFFICE
No.
7-FEB 1905
MADRAS RAILWAY.

OFFICE OF CHIEF ENGINEER,
No.
DEC 5 1906
RAYAPURAM,
CONSTRUCTION BRANCH.

OFFICE OF CHIEF ENGINEER,
No.
MAY 25 1905
RAYAPURAM,
CONSTRUCTION BRANCH.

Chief Engineer
(Construction branch)
4-2-05



Captain RE
for Consulting Engineer

12 134

(E. 59.) 1,000—1-1904.

OFFICE OF CHIEF ENGINEER, CONSTRUCTION BRANCH. RAYAPURAM.
No.
MAY 25 1905

AGENT & MANAGER'S OFFICE, MADRAS RAILWAY.
No.
7 FEB 1905

PLAN No. 49.A. SHEET No. 1

MADRAS RAILWAY.

Azhikkal Mangalore Extension Line.

Schedule of Land required for the use of the Railway in Attawar Village in South Canara District.

No. on Plan.	Purpose for which required.	Payable by Government. A PINK. Land for permanent occupation by Railway Company.	B YELLOW. Land for temporary occupation by Railway Company.	D GREEN. Land to be occupied by Government permanently.	Payable by Railway Company. C PURPLE. Land for occupation by Railway Company permanently or temporarily.	Description of land.
		Acres.	Acres.	Acres.	Acres.	
49.A	Land originally excluded and now required for yard arrangement at Bundar.	1·87	-	-	-	Garden land with houses.
	Do do do do required for Forest Department.	-	-	1·36	-	Do do
	Total...	1·87	-	1·36	-	

Harry G. Thompson
Chief Engineer.
Construction Branch

4-2-05
District Engineer.

Captain RE
for Consulting Engineer to Government.

6.8

D/P 7/9/06

p 3 gc 7

Reminded 8-10-06.

Endt. on letter from the Agent and Manager, Madras Railway Company no. $\frac{0/1285}{961}$ d/ 12th July 1906.

Endt. no. 3109 A/06-1, d/ 7.8.06

The Madras Railway Company propose to retain the new timber basi at Mangalore constructed by them × and to allow the Forest Depmt. to use it free of charge for their timber despatched by railway. As for the timber sent by road, the mouth of the channel - marked M in the accompanying plan - is reported to be the most convenient place, and the Railway authorities agre to give the Forest Depmt. free access to the place and to assist them in all possible ways to make use of it. The Collector is requested to report, at an early date, through the Board of Revenue, whether the arrangemen will be suitable ~~in any way~~ to the Forest Depmt., and if not, whether it may be adopte provisional

(marked B in the Plan)

7

CONSULTING ENG
Regr.
14

78

provisionally subject to revised arrangements if necessary.

6/8/06

Sd/ 7.8.06

To The Collector of S. Canara with copies of letters from the Agent dt 3.5.06 & plan & 12.7.06 & letter to him dt 16.5.06 (+ 1567 C. 3) to be returned.

Copy to the Board of Rev (L.R.) with copies of the above letters. with copy of G.O. 671 Ry dated 6th April 1906

3-8-06.

Despd 8/8/06

8

Cw/B/R

RECEIVED
15 AUG 1906
C: NO. 9
MADRAS

R. 250—4-1906.

From

The Agent and Manager,
Madras Railway Company,
Madras.

To The Consulting Engineer
for Railways
Ootacamund

Dated
Received } 11th August 1906.

No. O/1285/1164

The undersigned has the honour to request the favour of an early reply to his letter No. O/1285/961 para 3 dated 12th July '06 on the subject of the timber basin at Mangalore constructed by the railway for Forest Department.

for Agent and Manager.

papers sent to
Rev Dt with
us No 288 d/28.7.06

(A. & M II.)

Enclosures________

No. 0/1295

1212

Regtr. No. 81
20 AUG. 1906
DRAWING BRANCH

1,000—7-1906.

Madras Railway Company,
AGENT & MANAGER'S OFFICE,
RAYAPURAM TERMINUS,

Madras, 13th August 1906. *190*

From

The Agent and Manager,
Madras Railway Company,

To

The Consulting Engineer for Railways,
Madras.

RECEIVED
2 AUG 1906
C. No 4658

SIR,

I have the honour to address you about the land handed over to the Forest Department as Timber Yard at Mangalore. The question was discussed on inspection at a Meeting held in Collector's Bungalow at Mangalore where the Assistant Conservator pointed out what land was required by his Department for a Timber Yard, and it was agreed that the Railway should acquire the whole area and afterwards hand over the portion required by the Forest Department; this has been done and we are now erecting our boundary wall excluding that portion of land required by the Forest Department.

(2) I understand that the Forest Department intend constructing a road on this land leading from the existing ~~xxx~~ Public Road to Timber Basin, and I now wish to know on what terms the land should be handed over to the Forest Department.

(3) I enclose a sketch plan showing the land referred to; it measures 1.36 acres and its cost was Rs.13,454-12-2: the timber Basin dealt with in my letter No.0/1235/961 of 12th July 1906 was built on reclaimed land which cost nothing.

I have the honour to be,
Sir,
Your most obedient servant,
G Keene
for Agent and Manager.

Inc/one.

0
20.VIII.06

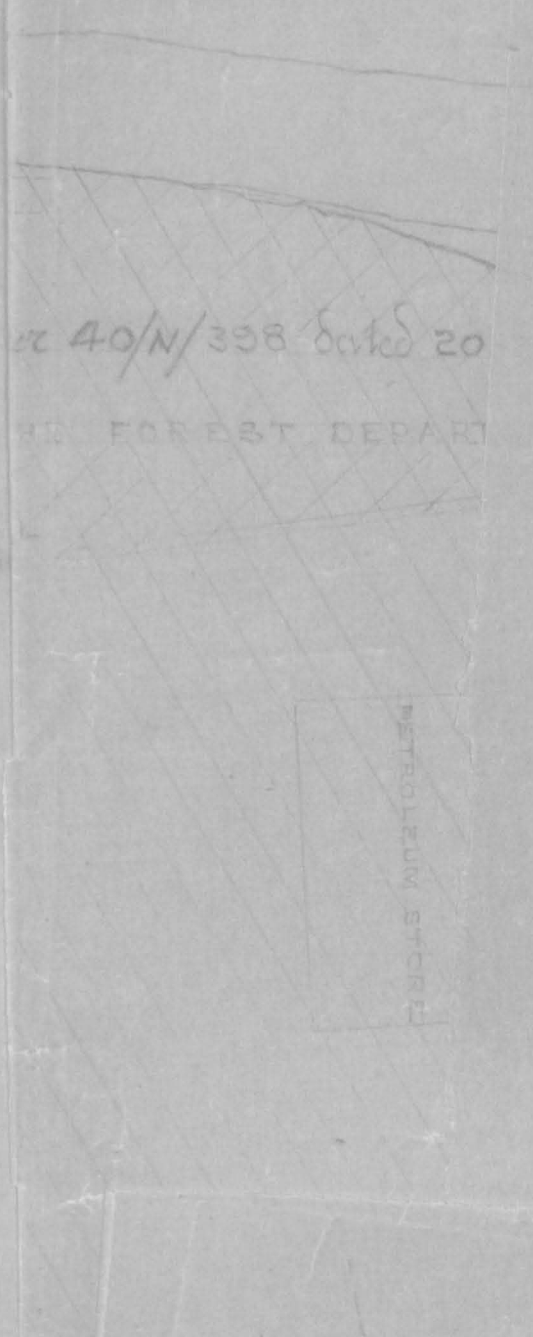
A.R.M.

K

1285–

CONSULTING ENGINEER FOR RAILWAYS, M.
Regtr. No. 81
20 AUG. 1906
DRAWING B

Enc to C.E.No 4658/06



1,000—7-1906.

(A. & M II.)

Enclosures______

No. ~~0/1233~~ 1512

Madras Railway Company,
AGENT & MANAGER'S OFFICE,
Rayapuram Terminus,
Madras, 18th October 1906.

4086
26/7/06

From
The Agent and Manager,
Madras Railway Company,

To
The Consulting Engineer for Railways,
Madras.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
20 OCT 1906
O. No. 5846
MADRAS

Sir,

I have the honour to request that you will kindly return the land plan (sheet No.49 H) and schedule of yard arrangement at Mangalore sent to you with this office letter No.0/1233/1023 dated 21st July 1906, if you have done with them.

D (linked file No. 1)

I have the honour to be,
Sir,
Your most obedient servant,
GW
for Agent and Manager.

G

Inc/Nil.

A.P.K.

PAGE 15

P 7°

1,000-6-05.

REVENUE DEPARTMENT.

CURRENT No. REVENUE-A 4145

4145A

SECRETARY TO GOVERNMENT REVENUE DEPARTMENT

Received 23 OCT. 1906 190 , Registered 23.10. 1906

88

Subject.

Timber basin at Mangalore.

Submitting to Government letter from the Collector of South Canara reporting on the arrangements proposed by the Madras Railway Company in regard to the control of the------- and supporting the objections of the Collector and the Conservator of Forests, Southern Circle, to the arrangements proposed.

ENCLOSURES.
No. 3
Spare copies

Forest No. 1129 Miscellaneous,

Station Madras, Dated the 18th October 1906.

From

The Board of Revenue, Land Revenue, Forests.

The Hon'ble Mr.C.J.Weir,Commissioner of Land Revenue.

p20 infra Read endorsement of F.A.Lodge,Esq., Conservator of Forests, Southern Circle, Cur.No.240 dated 20th September 1906,forwarding pp17-19 infra letter from Khan Saheb M.Aziz-ud-din, Saheb Bahadur,Collector of South Canara, Dis.No.1439-D/Forest dated 12th September 1906. Read also reminder from Government,Revenue Department, dated 8th October 1906.

Resolution.

The Collector's letter read above and the Conservator's endorsement thereon will be submitted to Government pp 13 & 14 supra with reference to their endorsement No.3109 A/06-1, Revenue, dated 7th August 1906.

Flag R.

2. The Board fears that if the Forest Department is merely to be allowed to occupy the basin (marked B in the blue print) on sufferance,by the Railway company, complications and friction will be the inevitable result. Had the retention of the basin by the Railway Com[illegible] been contemplated it would scarcely have been fair to have asked Forest Department to contribute so large a share of the cost of acquiring the strip of land marked C. The Board therefore supports strongly the objections

9

of the Collector and the Conservator to the arrangements proposed by the Railway Company.

(True Extract)

J. L. Evans
19.10.06
Ag. Secretary

To the Secretary to Government, Revenue Department with the Collector's letter, map and the Conservator's endorsement in original.

V.R.D./19-10-06.

P

Stock Form No. 139.
8—16-11-05.

REVENUE DEPARTMENT.

Through the Conservator of Forests, Southern Circle
and the Board of Revenue, Land Revenue.
CURRENT No.

Received 190 , Registered 190

Subject.

Timber basin.- Reporting that it seems impracticable to accept the proposal of the Agent, Madras Railway, in connection with the ___ under construction for the Forest Department in Mangalore.

ENCLOSURES.
No. one
Spare copies Nil

Dis No. 1439D/For. 106

9 P

Station Mangalore, Dated the 12th September 1906.

From (Name) Khan Saheb M. Aziz-ud-din, Saheb Bahadur,
(Designation) Collector of South Canara.

To The Secretary to the Government of Madras,
Revenue Department.

Sir,

p/p 13 & 14 supra

With reference to Government Endorsement No. 3109 A/06-1, Revenue, dated 7th August 1906, calling for report on the proposals of the Agent, Madras Railway, in connection with the Timber basin under construction for the Forest Department in Mangalore, I have the honour to state, after a personal inspection of the locality and consultation with my District Forest Officer, that the proposal to hand over the site to the Railway is impracticable. The basin is required for providing a safe place to keep all the timber brought by the Forest Department to Mangalore for sale to the public, and if the proposal

10

of the Railway Authorities is accepted there will be no place for storing the timber. The Forest Department never expects to send timber by rail from Mangalore because water carriage is available from the Forests to Coondapoor and Kasaragod -- (points, 60 miles north and 29 miles south of this place) and the South Canara timber is not in a position to compete with Malabar timber for the following reasons:-

(1) The existence of greater facilities in Malabar for water carriage.

(2) The remoteness from the Railway at which all our -- principal forests are situated with badly graded roads.

(3) The demand being principally from Kolar, the South Canara timber will have to pay railway freight on an extra 100 miles of railway.

2. My District Forest Officer considers that any ----- traffic by the Madras Railway will be from Kasaragod after the working of what are known as the Kan and Bane blocks has been systematised and the water carriage× down the Paishwani (Chandragiri) river brought into use.

× in ~~the~~ Kasaragod Taluk

It was with a view to secure a place for the storage of timber brought to Mangalore for sale to the public that the building of a basin was sanctioned in G.O., No. 2301 W., --- dated 3rd September 1898, long before the construction of -- the Railway to Mangalore was decided upon. The site originally selected for the basin which was more accessible to the public was, however, given up for Railway purposes and the present site obtained instead.

Flag C

3. The proposal to keep the timber in the channel ---- marked× M is equally impracticable; in the first place no --- timber is brought by road as the cost of such carriage works out to about 2½ Annas per cubic foot against half an anna by river from Panemangalore and secondly during the monsoon the stream is subject to floods which might carry away the logs. The channel besides is fit for such use only during fine --- weather, i.e. from September to June; and is quite unsafe -- for the months of July and August. Apart also it is only

vide × blue print flR

P 18.8.06

accessible at high tides for bringing in the timber.

A further point against the proposal to hand over the site of the basin to the Railway is that there is no safe place to bury bamboos in for seasoning; these are brought down with the logs and unless buried, deteriorate very rapidly.

For these reasons the arrangement proposed by the Railway Authorities is not suitable to the Forest Department and cannot be adopted even provisionally.

4. In this connection I venture to think that it is unnecessary for the Railway to make any sidings to the east of the timber basin and I would suggest that this land may be given -- over to the Forest Department so far as it adjoins the portion of the land acquired by that Department. By this arrangement the Railway Authorities will have no cause to complain of ----- trespassing.

Vide blue print flR

The plan received with the endorsement under reference is herewith returned.

I have the honour to be,

Sir,

Your most obedient servant,

Collector. 18/9.

DESPATCHED
14 SEP 1906

P.S.F.

Compd. 12.9.06

11

PAGE 20 5

P ~~67~~

Cur No. 240 of 06

11.80

Reference:-- South Canara Collectors Dis.No.I439.D.,/F,
dated I2th September I906. to the Board of Rev.

Forwarded.

The proposal to allow the Forest Department to share the timber basin with the railway is not acceptable as the Department must have absolute control in its own timber basin and be able to close the entrance with a locked boom to prevent theft. The basin in question was made especially for the Forest Department; it adjoins & forms part of its timber depot which has recently been acquired at a cost of over Rs.I3,000, and is not intended for rail borne timber. The basin is none too large for the requirements of the Department which ~~will~~ would, however, soon be relegated to a small portion of it if it became ~~a~~ railway property, as the railway would naturally give preference to the requirements of merchants exporting timber by rail, and only proposed to allow the department free use of the basin for timber to be exported by rail.

fol 46
P
p 12 of G.O. 671 Ry
6-4-06

2. I note that on the plan a~~nd~~ x double line of rail has been shown cutting off the basin from the depot. I presume this has been entered for construction only if the basin becomes railway property. It is not required and I should object to its construction if the basin remains the property of the Forest Department, and support the proposal in paragraph 4 of the Collector's letter.

x fl R

1019 supra

Hodge

S.V.S/2I-9-'06. Coimbatore,
20th September '06

Ag.Conservator of Forests, S.C.,

12

The Secretary to the Commissioners of Land Revenue, Madras

21-9

E. 1
F.R. 2627/06

21

D.O. No 38

not to print

Chepauk,

27th November 1906.

My dear Bonham,

Linked file 2 below.

x.

Correspondence ending with your No.1212, dated August 18, 1906, on the subject of the timber basin at Mangalore.

The matter has become hopelessly mixed and this ~~long~~ last letter makes it no clearer but brings in yet another "agreement" of which Government know nothing.

(1) In G.O.No.671 Railway, dated April 6, 1906, i[t] said that the Forest Department would be given another s[ite] for their timber basin and that the site had already been chosen and orders for its acquisition issued in G.O.No.1882 Railway, dated October 19, 1905. This notification covered both the land required by the Forest Department and that required by the Railway, the total land to which it applied being that shown in the enclosed land plan No.49.

p1 C.f.

(2) In your letter No.593 dated May 4, 1906, you say that you have acquired a site for a new timber basin and have constructed a basin on it and think the Forest Department should bear the cost and in your letter No.961 dated July 12, 1906 you state that the site on which the new basi[n] has been constructed is the same as that referred to in para 1 (a) of G.O.No.671 Railway and you forward the enclosed blue print showing the position B of the new basin on a different site altogether entirely off the Forest land acquired (C being that land) and say that there will be no [diffi]culty in getting the Forest Department to take the new [ans]wer but that you think it wil[l] ... the Railway to [a]nd pay for ... nt use

p3. C.f.

To

Major Bonham,
Agent,
Ma

Despatched on 30/11/06

13

Chief

96
2
4145A......

appear that the Railway have any use for the basin and they may as well hand it over to the Forest Department, take up the rails to the east of it and hand over that land on which the rails are. I saw Napier last night and he said that since the Inspection he had changed his opinion on the proposal then made and having seen that there really was no direct traffic from basin to rails he now thought the best thing was to hand over the basin to the Forest Department.

(6) Will you kindly look into the matter and if you agree with Napier write a letter stating exactly what the position is, viz., Railway basin constructed in the water, i.e., reclaimed from the sea and nothing to do with the site handed over to Forest Department; the basin not wanted by Railway And then state how much of the land to east of it you are prepared to hand over with the basin to Forest Department and send me a plan showing the new boundaries.

Yours sincerely,

27/11/06

Documents accompanying.

1. Board's Proceedings Forest No.1129 Mis., dated 18th October 1906.
2. Letter from Collector of South Canara Dis.No. 1439 D/For., dated 12th September 06.
3. Endorsement No.240, dated 20th September from the Conservator of Forests, Southern Circle.
4. Plan No. 49 H, and
5. One blue print No.74.

To

Major Bonham Carter, R.E.,
Agent and Manager,
Madras Railway.

Despatched on 30/11/06

A.

× 24. P

(A. & M. II.)

Enclosures ______

1,000—11-1906.

No. 0/1285
8

Madras Railway Company,
AGENT & MANAGER'S OFFICE,
RAYAPURAM TERMINUS,

Madras, ~~21st December,~~ 190 6
3.1.07

12-8 Cw 4/1/07

CONSULTING ENGINEER FOR RAILWAYS * MADRAS *
RECEIVED
4 - JAN 1907
C. No. 130

From

The Agent and Manager,
Madras Railway Company,

To

The Consulting Engineer for Railways,
Madras.

SIR,

I have the honor to again address you in continuation of this Office letter p3 A file No.0/1285/961 dated 12th July 1906 as Mr. Thompson, our Chief Engineer who has been on leave informs me that I have misunderstood the case. I beg to refer you to G. O. No. P 671 Ry., dated 6th April 1906. Letter No.IV in this collection (re, my letter No. flag 3 0.14362/131 dated 23rd January 1904) explains that the Timber basin which was being constructed by the Forest Department would cut off the Railway Goods Yard from the Port Lines and states that the Port Officer had informed the Engineer-in-Chief that he could give the Forest Department an equally convenient site for their timber basin at the South end of the railway goods yard where it would not interfere either with the railway works or the improvements to the Port Bunder under contemplation and recommends:-

(1) That the timber basin in progress should be handed over to the Railway who would pay the Public Works Department for work done and materials at site.

(2) That the Railway Goods Wharf siding should be carried over the site of the timber basin so as to permit of the railway and Port Trust lines being connected.

(3) That the Forest Department be given a site for their timber basin at the South end of the Railway yard.

BB 2. The correspondence continued, and on page 6 of the G. O. will be found a communication from the Sub-divisional Officer in which he mentions an interview with Mr. Thompson the Engineer-in-

Chief

13

Chief of the Madras Railway, in which the latter pointed out that the whole of the foreshore up to the Kulsunkah Nullah will be taken up for Railway purposes and that a new timber basin may be constructed near the nullah itself.

3. At this stage a mistake occurred which has since run through the whole case. When the project for the Azhikkal-Mangalore Railway was prepared the Engineers and others enquiring into the traffic prospects were informed that there would be a considerable traffic in timber by rail from Mangalore.

The proposals for the Mangalore Bunder Station therefore contemplated land along the foreshore being taken up as far South as the Kulsunkah Nullah and a small timber basin 300' by 100' being constructed mainly in reclaimed land at the South end of it to accommodate this traffic with lines serving the basin on both sides.

When the Port Officer stated vide para 1 supra that another site could be found his intention was to find the Forest Department a site South of the Kulsunkah Nullah.

4. Unfortunately however I misunderstood the case and in my letter No.0/14862/1172 dated 13/7/04 (No.X of G.0.671 Ry: dated 6th April 1906) I forwarded a plan (x No 74) in which the Railway Timber basin was shown as the proposed new site for the basin for the Forest Department and the subsequent correspondence has dealt with the question on this assumption. This explains why the basin has been constructed by the Railway without special sanction.

x flag OO-

BG

5. Under this misunderstanding Government accepted the proposals made after reference to the Collector and in G.O. No,671 Ry: P dated 6th April 1906 orders were issued in the following terms.

The Agent and Manager, Madras Railway, proposed :-

"(a) that the Forest Department should be given another site for their timber basin,

(b) that the timber basin in progress of construction should be handed over to the Madras Railway Company, who would pay the Public Works Department for the work done and the materials at site.

(c) that the Railway Goods Wharf should be carried over the x 26

14 8

the site of the timber basin so as to permit of the Railway sidings and Port lines being connected.

As regards (a) another suitable site has been selected for the timber basin and a notification for its acquisition has been ordered to be published in the Fort Saint George - Gazette (G.O.No.1882 flag(6) Ry., dated 19th October 1905).

The proposal that the Railway Goods Wharf should be carried over the site of the timber basin so as to permit of the Railway sidings and Port lines being connected, is approved and orders will issue in Marine Department in supersession of G.O.No.52 flag(3) Marine dated 9th February 1904 for the permanent transfer of the site to the Madras Railway Company.

With regard to proposal (b) in para 1 above the partly constructed timber basin with the materials at site will be handed over to the Executive Engineer, Azhikkal-Mangalore Railway Extension at Mangalore, and their value will be debited to the Azhikkal-Mangalore State Railway and credited to the Public Works Department."

6. In accordance with these

(a) The Railway have occupied the site of the old timber basin and the cost is under adjustment. A minor - question has arisen in that the materials found there by the Railway do not correspond with those shewn there in the - Public Works Department records.

(b) The Railway have constructed the timber basin referred to in para 3 above near the mouth of the Kulsunkah Nullah as part of their Mangalore goods yard under the impression that the timber basin was intended for the Forest Department use.

p12 of G.O. flag 6

(c) Land has been taken up at the East of this site up to the Kulsunkah Nullah a part value Rs.10271 for the - Railway and part value Rs.13,239 for the Forest Department as a depot for timber and firewood and it has been accepted by the Railway that the Forest Department require a road to the timber basin.

7. With the idea that all the timber despatched by rail

15

from

from Mangalore would be brought in by the Forest Department and stored in the timber basin I suggested that the Railway might allow the Forest Department the use of the basin.

p4 cb.

8. I understand that this is objected to by the Forest Department for various reasons which seem somewhat contradictory.

~~Hy NN~~ p20 supra

The Collector urges that there will be no rail borne traffic from Mangalore and the whole of the basin is required for storing the timber and bamboos belonging to the Forest Department.

~~above flag~~ NN pp15 + 19 supra

The Conservator of Forests under the mistaken impression as we all have been that it is a Forest Department basin says that "The basin is none too large for the requirements of the Department which would however soon be relegated to a small portion of it if it became railway property, as the railway would naturally give preference to the requirements of merchants exporting timber by rail and only proposed to allow the Department the free use of the basin for timber to be exported by rail."

~~Hy NN~~ p20 supra

If the Collector is correct no timber basin is required by the Railway. If the Conservator is correct, and there will be so large a traffic that the Forest Department would be crowded out, then the Railway would appear to require a timber basin.

I note also that the Forest Department having first asked for a strip of land along the channel for storing firewood and timber for sale now require additional land near the timber basin.

9. A solution however has to be found and I would suggest that the Railway relinquish the timber basin and land adjoining it as shewn in the enclosed plan to the Forest Department on the latter paying the cost of the timber basin and of reclaiming the land and deal with timber in the first instance if any at the Bunder wharf.

Hy R

That if it is found subsequently that the Railway require a timber basin the basin be retransferred to them and a

new

x 11.8

new one be constructed for the Forest Department east of it next the Forest Depot.

The Railway as already arranged will pay for materials already taken over at the new basin.

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

Agent and Manager.

P.D.M

Enc: Original documents returned.

29

1,000—19-6-05.

P

9/1/07

SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
9 - JAN 1907
C. No. 42

REVENUE DEPARTMENT.

REVENUE - A

CURRENT No. 0082

Received 8.1. 1907, *Registered* 8.1. 1907.

Subject.

Timber basin at Mangalore.

UNDER SECY. TO GOVT. REVENUE DEPT.
8-JAN 1907

Submitting to Government letter from the Conservator of Forests, Southern Circle requesting that early orders may be passed on the question of the------required by the Forest Department.

ENCLOSURES.
No
Spare copies

Forest No. 3384/G1. of 1906. 17.8

Station Madras, *Dated the* 5th January 1907

From

The Board of Revenue, Land Revenue, Forests.

The Hon'ble Mr. C.J.Weir, Commissioner of Land Revenue.

To the Public Works Dept. (Ry) u.o.

CAL 9/1/07

9.1.07

Rev. No. 82A/07-1
9.1.07

Read the followingletter from F.A.Lodge,Esq., Conservator of Forests, Southern Circle, Cur.No. 240 dated 19th December 1906:----

In continuation of my No. 240, dated 20th September 1906, on letter Dis.No. 1439.D/For. of 12th September 1906, from the Collector of South Canara, I have the honour to report that last week at Mangalore I saw the Railway Engineer in charge of the line under construction, and he informed me that the timber basin would be quite useless to the Railway, and that he was anxious to obtain a settlement of accounts as early as possible, so that he might utilise the money for other railway works before the close of the financial year. He also agreed to hand over the narrow strip of railway land which at present separates the basin from the Forest Timber depot; until I saw the basin, I was under the impression that it actually adjoined the timber depot but this is not the case, and the intervening

18

strip

strip of land about 5,000 sq. feet in area is required in order that logs may be hauled from the basin into the depot.

I request that early orders may be obtained, so that payments may be adjusted before the 31st March; I may mention that the basin is already half full of Forest Department timber.

Reference.

The Conservator's letter will be submitted to Government in continuation of Board's Proceedings Forest No.1129 Miscellaneous, dated 18th October 1906.

no 4105 R/06.
Supt A.P.W.D.
(Ry) 110 on 31-10-06

J S Evans
7.1.07
Acting Secretary.

To the Secretary to Government, Revenue Department.

V.R.D./5-1-07

Form No. 1.
2,000—2 6-06.

C

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, the 12th Jany 1907.

No. 99 Mr

18.P

From

THE CONSULTING ENGINEER FOR RAILWAYS,
Madras,

Reminders.

To
The Agent and Manager,
Madras Ry.

Reply No. O/1285/115
Dated 18/1/07
p24 c.f.

p29 c.f.

Enclosures.
2 p21 c.f

SIR,

With reference to the Correspondence ending with your letter O/1285/8 dated the 3rd Jany 1907, I have the honour to forward herewith plan no 74 together with a copy of a letter No 240 dated the 19 Decr 1906 from the Conservator of Forests, Southern Circle, and to request that you will kindly return the plan to me after drawing on it (as requested in para 6 of my D.O. letter of the 27th Novr '06) the boundaries of the land which in para 9 of your letter under reply you propose to relinquish to the Forest Dept. It would be as well at the same time to state (approximately if correct figures are not at once obtainable) the cost of the timber basin and land reclamation which in the same paragraph you propose that the Forest Dept should defray. I understood that no land was reclaimed save the walls of the timber basin in which case the

32

the cost of the latter covers the cost of reclamation If other land has been reclaimed it also should be shown on the plan now sent and the cost of its reclamation be given separately from the cost of the timber basin.

A very early reply is requested.

CW
12/1/07
For E. R.
12.1.07.

Despatched on 12/1/07

INDEXED.
ON 16/4/07

32

(A. & M. II.) 1,000-2-1906.
Enclosures

Madras Railway Company,
AGENT & MANAGER'S OFFICE,
RAYAPURAM TERMINUS,

No. O-1235
115

Madras, 18th January 1907.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
21 JAN 07
C. No. 470

From

The Agent and Manager,
Madras Railway Company,

To

The Consulting Engineer for Railways,
Madras.

SIR,

TIMBER BASIN AT MANGALORE.

Your letter No. 99-M, dated the 12th instant. p31 of file

:-:-:-:-:-:-:-:-:-:-:

In returning herewith plan No. 74, I have the honor to inform you that the boundary of land we propose to transfer to the Forest Department is already shown on the plan by a double red line - marked boundary wall. The portion of land reclaimed round the timber basin has now been shown as requested.

Flag R

The estimated cost is as follows :-

	Rs.
Dry stone walling	4,500
Sand filling	980
Contingencies	274
Total ...	5,754

I have the honor to be,
Sir,
Your most obedient servant,
G. Keene
Agent and Manager.

Enclo. one
K.C.

Form No. 17.
2,000—19-9-04

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS, MADRAS.

~~TELEPHONE MESSAGE.~~

TELEGRAM ~~Urgent.~~ ~~Ordinary.~~ Deferred.

Date 18/5/07 Hour

From ER

To AM

MESSAGE.

No. 11. C

Kindly send six copies of Ferro No 74 shewing yard arrangement at Bundar Mangalore with boundary of land ~~proposed~~ to be transferred to ~~[illegible]~~ Forest Department ~~[illegible]~~ & portion reclaimed see your letter ~~[illegible]~~ 1285 – 115 January eighteenth last –

18.5.07

Despd 18/5/07.

Send fair copy.

18/5

No 97/C d/20/5/07.

Despd 20/5/07.

REPLY.

Date Hour

From

To

OVER.

MESSAGE. REPLY:

A P 33

Public Works Department, Railways.

Papers to be read in Proceedings;--

Flag P. abstract

G.O.No. 671 Railway, dated 6th April 1906.

p1 c.f. Letter from the Agent and Manager, Madras Railway, No.0/1285-593, dated 3rd May 1906.

" 2 " Letter to the Agent and Manager, Madras Railway, No.127/0, dated 16th May 1906.

" 3 " Letter from the Agent and Manager, Madras Railway, No.0/1285/961, dated 12th July 1906. P

~~Letter from the Agent and Manager, Madras Railway, No.0/1285/1028, dated 21st July 1906.~~

13 " Endorsement in the Revenue Department, No.3109, dated the 4th August 1906. P

" 15 " Resolution by the Board of Revenue, Land Revenue, Forests, No.1129 Misc, dated the 18th October 1906. P

" 17 " Letter from the Collector of South Canara, Dis.No.1439 D/For., P dated 12th September 1906.

" 24 " Letter from the Agent and Manager, Madras Railway, No.0/1285/8, P dated 3rd January 1907.

" 29 " Reference from the Board of Revenue, Land Revenue, Forests, No.3384 General, dated 5th January 1907. P

" " Letter to the Agent and Manager, Madras Railway, No.99 M., dated 12th January 1907. P

" 32 " Letter from the Agent and Manager, Madras Railway, No.0/1285/115, dated 19th January 1907. P

For instructions for printing see c.f.

26.8 P

ORDER:--No. 850 Ry., dated 19/5/1907

In G.O.No.671 Railway, dated the 6th April 1906, it was ordered that the timber basin at Mangalore which was being constructed by the Public Works Department for the Forest Department should be handed over to the Madras Railway Company under the conditions stated therein, and that the Forest Department should be given another site for a new basin.

12.5.07

2.

21

34

21 P

Agent's letter No. 0/1285/8, dated 3-1-07, paras 3, 4 & 6 [pages 25 & 26 c. f] and note dated 21st July 1906 [page 3 Notes File]

2. The correspondence which subsequently ensued shows that prior to the issue of those orders the Railway Company had constructed as part of their goods yard a timber basin along the foreshore at the south end of the Bunder yard for the traffic in timber which they expected from Mangalore, and that this basin after the issue of the orders in G.O.No.671 Railway, dated 6th April 1906, somehow come to be looked upon by all concerned as the new basin to be provided for the Forest Department. As far as can at present be foreseen there is likely to be little or no direct traffic in timber between the basin and the rails; the Railway Company therefore agree to hand over the basin to the Forest Department provided that if it is found subsequently that the Railway require a timber basin, the basin shall be retransferred to them after ~~and~~ a new one has been ~~will be~~ constructed for the Forest Department, further east next the Forest Depôt. The Government accordingly direct that the Forest Department take over the new basin with the land marked on plan No.74 by a double red line boundary wall. The old basin was built by the Public Works Department for the Forest Department out of Public Works Department funds; and the new basin would similarly have been paid for from Public Works Department

P.

a/

Para 9 of Agent's letter noted above. [pages 27 & 28 c. f] and page 34 of the Notes file.

at the Expense of the Railway Co

omit

Hag R.

22

funds

35

22.8

funds if it had been constructed by that Department in the ordinary course. The Public Works Department will therefore arrange to pay to the Madras Railway Company the cost of the new timber basin less the amount expended on the unfinished timber basin which was made over to the Railway Company under paragraph 1(b) of G.O.No.671 Railway, dated 6th April 1906.

Flag P.

Cew
24/4/07

for R.
23.4.07

To

The Agent and Manager, Madras Railway Company.
The Marine Department.
The Public Works Dept.(General Branch). with plan 30/5/07
The Revenue Department. with plan 30/5/07
The Examiner, Guaranteed Railway Accounts, Madras.
The Consulting Engineer for Railways, Madras.

M.G. first
Dsld 20/5/07.

Despatched on 17/8/07

23

(A. & M. II.)
Enclosures

1,000—2-1906.

Madras Railway Company,
AGENT & MANAGER'S OFFICE,
RAYAPURAM TERMINUS,

No. 0/1285.

925

Madras, 22nd May, 1907

Cw 27/5

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
27 MAY 1907
C. No.
MADRAS.

From

The Agent and Manager,
Madras Railway Company,

To

The Consulting Engineer for Railways,
~~Madras~~ Ootacamund.

SIR,

In compliance with the request contained in your telegram of the 18th Instant, I have the honor to forward herewith 6 copies of ferro No. 74 showing yard arrangement at Bundar, Mangalore.

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

J B Walker

for Agent & Manager.

P.D.M

Enclo: 6 plans (by Regd book post)

P. W. D. RAILWAYS.

Timber basin at Mangalore

Print

1.8

NOTES.

850-Ry

Notes No. 850-
19-5-07

850 R

24

1

Form No. 8 B.
600—19-9-04.

PUBLIC WORKS DEPARTMENT, RAILWAYS.

28

C. No. 2469, d/5-5-06.

From the Agent and Manager, Madras Railway.

No. 0/1285 / 593, dated 3rd, / 4th May 1906,

Subject.

TIMBER BASIN AT MANGALORE.

NOTE FOR B1. ER

P

Please see G.O. No. 671 Ry:, dated 6th April 1906, and the connected notes. In para 4 of that order Government directed that the partly constructed timber basin at Mangalore together with the materials at site should be handed over to the Executive Engineer, Azhikal-Mangalore Railway, and their value debited to that line by credit to the Public Works Department.

A site for a new timber basin was ordered to be acquired in G.O. No. 1882 Ry:, dated 19th October 1905. The Agent now reports that the Company have constructed a basin on the new site similar to the one partly constructed on the old site, and asks to be informed as to who should bear the cost of its construction. It is not stated on whose authority the Madras Railway Company undertook the construction of the new basin and nothing is known as to the circumstances under which this was done. The old basin was constructed for the Forest Department by the Public Works Department, and it is not known why the new basin was not constructed by the same agency. Before any action can be taken on the Agent's letter it is submitted that he should be asked to report fully on these points and to furnish a statement showing the expenditure incurred on the new basin.

Para 12 of G.O. - flag P.

No' Agency on à new site. it is not necessary [illegible] the note about [illegible] to the Forest dept
[illegible] 15/5

A draft is put up for approval.

[illegible] 10.5.06

1) I put up another draft. The A & M has not made it clear on what site he has constructed a basin & who it is for.
[illegible] 15/5/06

2) Issue.

850 Ry

p2 cf

Action taken in E R's letter No. 127/6 of 16th May 1906 to A.M.

3.8

Receipt No. 3871
From the Agent and Manager M.Ry
No. 0/1285-961 dated 12th July 1906.

Take for D.

Para 2 of A & M's letter - A copy of the minutes of the meeting held in the Collector's bungalow has not been furnished to this office:

Para 3 of A & M's letter - The actual amount of the claim presented by the P.W.D. should be known - This information, it is submitted, should be awaited.

Dal
17/7 1906

Go 671 Ry
6-4-06 P

I see from the tracing (Flag X) that the new timber basin is initialled by the Port Officer as being under construction. The tracing ~~is~~ was signed by the Port Officer on 16-9-04. It would therefore seem that the Ry. Co. started making the basin some two years before G.O. No 671 Ry. dt 6-4-06 was issued.

P

p 37 c 7

Para 2 of A & M's letter says that the site was agreed to by K and the Forest & Port Officers. There was no irregularity in that, the irregularity now brought to light is in connection with the construction of the basin. Before going further I want to be certain that no mistake has been made about the site -

Dr. R.

26

4.8

P

Let me see the land plan for the acquisition of "another suitable site + + + for the timber basin" referred to in para 2(a) of G.O. 671 Ry. dt. 6 April 1906.

Cm
18/7/06

Or Please see plan flagged H ~~in linked file~~.

Or 19/7/06

Ltd
21/7

ER.

The ^new^ timber basin has not been constructed on the new site referred to in para 2(a) of G.O. 671 Ry. dt. 6 April 1906. That site is marked C on the ferrotype now received from Ad m and is shown coloured green on the tracing (Sheet No 49H) in ~~linked file~~.

P
flag R
H
flag R

The basin at B on the ferrotype was under construction two years before the G.O. making over a site for the purpose was issued – see tracing Flag X signed by the Port Officer Mangalore.

G.O. 671 Ry
6-4-06 P

Cm
21/7/06

I think there are some further notes on this subject. including one from the Hon Mr Peters. Please put up.

SMM 23/7/06

588 Ry

G.O. 671/6-4-06 P

AM. ER

Please see flag XI.

CR 24/7

58

I looked into this matter at my recent inspection. The situation is as now explained in the Agents. 961. of. July 12.06

p 3. current.

1) The old timber basin under construction for the Forest Dept at A is practically demolished.

See ferrotype plan flag R under Agents letter p 3. current

II The new timber basin for the Forest Dept. has been constructed by the Railway at B.

2). Things go queerly at Mangalore People there seem to think themselves so out of the ~~[illegible]~~ world that they had better settle their own affairs! No useful end it seems to me will be served by taking any further notice of the irregular way in which the basin has been constructed. The great thing is that the present arrangement suits all parties.

3) The proposal now is that the Ry retain the new basin which they have made and allow the Forest to use it for timber dispatched by Railway. charging them

850 Ry

nothing for it. The Forest Dept also send away a good deal of timber by road. and at the inspection it was pointed out that for this timber the mouth of the nullah M. was the most convenient handling place. and convenient access thence to the main road was obtainable along the road which I have marked with a red line. and the Ry agreed to give the Forest Dept free access to M. and assist them in any way they can to make use of it

Ferrotype plan
– Flag R

4). The arrangement seems the most suitable for all parties and I recommend that it may be agreed to if the Forest Dept are satisfied with it. If not quite sure that it will suit them in any way, let it ~~be~~ be accepted provisionally on the understanding that revised arrangements will be admitted if found necessary. The Forest Dept

6

7.8

Port authorities, and the officials all seem to think better well at Mangalore. and in case I think safely allow the arrangement I propose.

5) When this matter is settled the matter of the estimate and the amount payable for the old basin to the P.W.D. will be taken up.

Ecl 28/7/06

R. O. O. No 288
28-7-06

Rev Dept O/o.

Rev to Marine

REVENUE - A
3109

Rev Reg 3 30/7/06

G.O. 671 Ry P
6.4.06

~~p.b. of C.T.~~
Filing R

Revenue Dept

To Under-Secy

A timber basin required by the Forest Dept within the port limits of Mangalore was under construction by the Public Works Dept on the site marked A in the plan. As the Madras Railway Company wanted to connect the railway sidings with the port lines, it was agreed that the Forest Dept should be given another site - marked B in the plan - for the timber basin, and that the partly constructed basin with the materials at site should be

850 Ry

30

be handed over to the Railway Company, their value being debited to the Railway and credited to the Public Works Dept. To provide for the storage of firewood and timber by the Forest Dept. for sale to the public, the site C in the plan to which the public could have free access was acquired.

Para. 1 of Collector's Letter dy 8-11-04 - p 9 of — G.O. 671 Ry / 6-4-06 P

Letter dy 12-7-06 - pp 3 & 4 of C.F.

2. The Railway Company, without proper authority, have constructed the new basin at a cost of Rs 5,994. (The revised estimate sanctioned for the old basin amounted to Rs 5,560. vide G.O. no. 2445 W dy 27th August 1903). The Agent states that if the new basin is to be made over to the Forest Dept, that Dept should bear the cost less the amount expended on the old basin. He ~~suggests~~ considers, however, that it would be more satisfactory to all parties if the basin was retained by the Railway, the Forest Dept being allowed to use it for their timber for despatch by Railway.

E

p 5 supra

3. The Railway Dept adds that for the timber sent by road by the Forest Dept, the mouth of the channel - marked M in the plan - would be a suitable place, being conveniently accessible to the main road, and that the Railway authorities would ~~assist~~ assist the Forest Dept in all possible

858 Ry

98

possible ways to make use of the place

4. It is recommended that the above arrangement which is suitable to all parties may be agreed to if the Forest Dept. are satisfied with it, and that if they are not quite sure that it will suit them in every way it may be accepted provisionally on the understanding that revised arrangements will be adopted if found necessary.

5. A draft endt. is submitted calling for a report from the Collector on the suitability of the arrangement proposed.

3-8-06.

Sec

The reference must issue, I presume – It will mean another [our correspondence presumably]

6/8/06

Issue
Agl 7.8.06

(Endt. no. 3109A/06-1 d/ 7th August 1906)

No. 4145A From the Board. L.R. For no. 1129 d/ 18th October 1906

To Secretary.

pp 13 & 14 of C.F. With reference to the above endt., the Collector of S. Canara (M. Aziz-ud-din, Sahib Bahadur) reports that the timber basin – marked B in the plan – is required for providing a safe

Paras. 1 & 3 of letter d/ 12.9.06 – pp 17-19 of C.F.

Flag R

858 Ry

32

place to keep all the timber brought by the Forest Dept to Mangalore for sale to the public, and for burying bamboos for seasoning that the proposal to hand over the basin to the Railway Company is impracticable, and that the arrangement suggested by the Railway authorities cannot be adopted even provisionally.

Para. 1 of endt. dy 20.9.06. - p 20 of C.F.

2. The Conservator of Forests, Mr Lodge, states that the proposal to allow the Forest Dept to share the timber basin with the Railway is not acceptable as the Dept must have absolute control in its own timber basin, and that the basin is none too large for the requirements of the Dept.

Para. 2 of B.P. dy 18.10.06. - p 15 of C.F.

3. The Board of Revenue supports strongly the objections of the Collector and the Conservator. The Board fears that if the Forest Dept is merely to be allowed to occupy the basin on sufferance by the Railway Company, complications and friction will be the inevitable result. It observes that if the retention of the basin by the Railway Co had been contemplated, it would scarcely have been fair to have asked the Forest Dept to contribute so large a share ~~of the amount~~ - over Rs 13,000 - of the cost of acquiring the strip of land marked C in the plan for

p 12 of G.O. 671 Ry / 6.4.06 P

Flag R

timber depôt.

4. In the above circumstances, it does not seem advisable that the Railway Company should retain the new basin. The Railway authorities may be asked to hand over the basin to the Forest Dept. In that case, the P. W. D (Railways) may adjust the cost of constructing the new basin with the Public Works Dept, which would have constructed it had not the Ry Company undertook its construction, and to which the value of the materials of the old basin is to be credited.

Para. 4 of G.O. 671 Ry P. 6.4.06.

5. In connection with the present question, the Collector thinks that it is unnecessary for the Railway to make any sidings to the east of the basin, and suggests that this land may be given over to the Forest Dept so far as it adjoins the portion of the land acquired by that Dept. The Conservator supports the Collector's proposal. The P. W. D. (Railways) may be asked to consider the matter."

Para. 4 of letter d/ 12.9.06 - p 19 of C. F.

Marked C in the plan R

Para. 2 of endt. d/ 20.9.06 - p 20 of C. F.

RM
26.10.06.

X The original proposal - vz. that the new basin at B shld be made over to the Forest Dept. - must now apparently be carried out, & Revenue may agree with the Agent's view that the cost of constructing that basin,

858 Ry

12

less the expenditure wh. they or the P.W.D. had incurred in connection with the previous site at A, should be accepted by the Forest Dept. or by the P.W.D., if the latter sees no objection.

The attention of the P.W. Ry. Dept. may also be invited to the remarks of the Coll. regarding the channel marked M_ but this subject is not mentioned in the C.F. Letters & the Agent & M.

A.G.J.
31.10.06

Rev no No 3109A/06-2
31-x-06

SECRETARY TO RECEIVED 2 1906 C. ..... GOVT. OF MADRAS RYS.

flag R

PWD Ry No.

p 1 C. file

The Agent & Managers letter no. 0/1285/593 dt. 3rd May 1906 is misleading. The Ry had no authority ~~[illegible]~~ to construct the new dock at B on the plan. The site was acquired for Ry. purposes and when it was acquired it was not stated that it was wanted for the purpose of providing a dock for the Forest Depdt. in place of the partially completed dock at A surrendered to the Ry. The site acquired for the Forest Depdt., under para 2 of G.O. No 671 Ry. dt. 6 April 1905 is marked C on the plan. The timber basin at B is on Ry. land, it was made without sanction and for no apparent reason. Its situation is suitable for the despatch of timber by rail but for local purposes it is inconvenient as an approach road would run through the railway goods yard and over

P

Please see Ami's letter on p 3 of C. file

"850 Ry"

35

several lines of rail. As the Forest Depart. do not wish to use the dock the Ry. must keep it to themselves and make the best use of it they can; they clearly cannot call upon the Forest Department to pay for it.

P

The construction of this basin on Ry. land does not affect the arrangement come to in G.O. No. 671 Ry, dt. 6th April 1905. To carry out that arrangement the Forest Depart. must now make their own basin on the land that has been made over to them for the purpose (marked C on plan), and the Ry must pay the Forest Depart. for the work done on the old basin (at A) and the materials at site. The basin at B is a third basin and is outside the terms of the agreement - it has nothing to do with it.

Aw
13/11/06

R

Flag P.

In G.O. 671. Ry. it was stated that the Forest Dept. were to given another site for their timber basin. That a suitable site had been selected, and that a notification for its acquisition had been issued in G.O. 1882 Ry.

Flag P.
P 12 of same G.O

2) G.O 1882 Ry. orders the notifications referred to in the Collector's letter

Dis. 64 - Ry. 07. July 29. 05.
and apparently there were 2 notifications to be published.

1) For the Railway 3.23 acres.
ii). For the Forest Dept – not stated –

3) I want it made clear what was the land then notified (i) for the Ry (ii) for the Forest Dept. There must be a land plan flag H and schedule below flag D where are they?

4) The case has been confused owing to the action of the Ry Cy.

p1 encl. a) They first say that they have acquired a new site for a town, and apparently intend it for the Forest Dept as they ask that that Dept should bear the cost.

p3 encl. b/. They next say that the new town B. (Plan flag R) is the one on the new site referred to in G.O. 671 Ry. as intended for the Forest Dept that it has been laid out with lines for the convenient transfer of Forest logs to wagons.. and that which there will be no difficulty in getting the Forest Dept to take it over. They

850 Ry

I think the best arrangement will be for the Ry to retain the basin and pay for it and allow the Forest Dept to use it.

c). On looking into the matter on the spot with the Ry officers (Overseer not present). This proposal was reiterated. and it was represented that there were 2 methods of dealing with the Forest produce

P of intersection

(1) Loading direct into wagons for which purpose the 2 lines alongside the basin (shown in plan Flag R) have been laid

(ii). From water to road. for which purpose a basin at the creek mouth M with a road thence to the main road. would be the most suitable and I was given to understand that this had been practically agreed to on behalf of the Forest Dept.

5). It now appears that the Ry must have made their proposals without reference to the Forest.

850 Ry

Dept..

The Forest Dept. claim that

p. 5 current
20 of C. F.

(i) The basin was made specially for them. (and from Consr's letter p 1 current he appears to agree that this is so)

(ii) It adjoins and forms part of the Forest timber Depot recently acquired. (i.e. formerly C no plan Flag R)

(iii) It is none too large for the Forest Dept. requirements & cannot be shared by the Ry.

(iv) There will be no direct despatch of timber by rail. and the 2 lines laid alongside the basin are " not only useless but in the way

(v) That the basin is wanted for storing timber & bamboos. and is the only safe place for this purpose.

(vi). That the land to the east of the basin (upon which the 2 lines are) be handed over to the Forest Dept.

6) If it is the case that there is to be no direct despatch of timber from the basin by rail. then

853 Ry

17

It seems to me that the Ry have
no use for the basin and may
hand it over to the Forest Dept
together with the land to the
South of it and may later up-
lift the 2 class sidings to the
South of the basin, ~~and hand~~

7) I will take this up with Coates
when I know about the land
taken up for Ry and for
Forest. (para 3 above)
If the land handed over
to Ry & Forest Subordinates
was that shown in plan
Flag H. then the
original mistake lay in
handing over the site B
for the new basin to the Ry.
instead of to the Forest Dept
B having it seems been
regarded as a suitable site
for the new basin. and the
site having been handed
over to the Rail: the latter
presumably concluded that
it was their business to
provide the basin in lieu
of the one of which they

850 Ry

40

17

Form No. 7 B.
3,000—9-2-06. A.

18. P

had dispensed the Forest Dept. This matter was cleared up. All that remains to do is either for the Ry. to hand over the house and land & the cost of it to the Forest. or for the Forest to build another house for themselves on their own land or on fresh land to be acquired.

To reply early to para 3 above please.

18/11/08

AK

With reference to para 3 of Secretary's note above it is submitted that the total Extent of land applied for by the agent for both Railway and Forest purposes was 3.23 acres made up as under:-

	Private Land. acres	Govt Land. acres	Total. acres
For Railway:-	1.45	0.42	1.87
For Forest Dept:-	1.10	0.26	1.36
Total	2.55 -	0.68 -	3.23

Flag H & below

Please see Land plan No. 49 H and Schedule forwarded by the agent which show the full Extent of land required by Each Department. As only the Extent of private land to be acquired under the Land Acquisition Act

850 Sq

41

has

18

Form No. 7 B. A.
3,000—9-8-06.

19. P

has to be shown in the notification to be published in the Gazette the extents of Govt land required by each Department have been eliminated in the draft notifications submitted by the Collector of South Canara with his letter No. 64 Eng of '05 dated 29th July 1905 and approved and ordered to be published in G.O. No. 1882 Ry dated 19th Octr 1905. The land plan flag H shows separately the entire extent (both private and Govt land) taken for the Railway and for the Forest Dept.

flag SS & below

flag G.

he
20.11.06.

Cws
21/11/06

Issue D/O to be typed and sent to Major B. Carter with the 2 plans (H) attached to D/O and blue print (R) and letters noted in the letter

Elll 26/11/06
27.

AH

DAR
27-11-06

Typed D.O. submitted for signature.

Rol
28/11

Issue D/O.

Elll 30/11/06

Action taken in D.O. No. 38 of 30.11.06 to Major H. Bonham Carter R.E. Agent and Manager M.Ry.

850 Ry

42

Receipt No.

From the Agent and Manager M. Ry.

No. 0/1285-1164 dated 11 August 1906.

Subject. Requesting an early reply to his letter No. 0/1285-961, para 3, dated 12 July 1906 on the subject of the timber train at Mangalore constructed by the Railway for the Forest Department.

Note for U.S.

The previous papers were sub to the Revenue Department with this Department's U.O. No. 288 dated 28 July 06. Submitted that this reminder from the Agent and Manager Madras Railway may be forwarded to the Revenue Department in continuation of the previous U.O. reference.

Dal 14/8. [illegible] 14/8/06

Yes Cw 15/8/06

U.O. No 288-1
15-8.06

1

To the Rev: Dept U.O.

Rev Dept.

SECRETARY
RECEIVED
20 AUG 06
C. No. ....
GOVT. OF MADRAS RYS.

To Under. Secy.

The file is lying over pending receipt of report called for from the Board in endt no. 3109 A/06-1 17th August 1906. The P. W. D. (Ry) may be informed accordingly.

U
20/8/06

REVENUE - A
3315

Recd
Regd } 15 Aug 06.

Recd 18.8.06

[illegible] 3107 A/06-1 17.8.06

Rev uo no 3315 RA/06-1
21.8.06

CM 18.8.06

Dp. to S 13 D
20/8

Receipt No. 4658.

From the Agent and Manager M.Ry.

p. 2 cf No. 9/1285/1212 of 18th August 1906.

Subject:— Timber yard at Mangalore.

The papers relating to the above subject are now in Rev dept.; please see that department's reply to our

p. 1 Note file. reminder dated 14th August 06.

CR 24/8

Remind them in a week's time if nothing heard by them

Elle 27/8/06.

A.R.

Note for W.S.

No reply has yet been received from the Revenue Dept who may now be reminded.

Yes Cen 30/8/06

30-8-06.

R U.O. No 288/2 31-8-06.

To the Rev: Dept W.O.

REVENUE-A 3489

Rep. 31-8-6

SECRETARY TO GOVT. OF MADRAS RYS. RECEIVED 7 - SEP 1906 C. No. ....

P.W. (Rys) No

Rev. No 3489 Apps-1 3-9-06

To Under Secretary.

The Board has not forwarded the report called for in Endt. No. 3109 A/06-1 of 7-8-06. Please see reminder submitted.

PGS 31.8.

It is not the least use sending a reminder yet. The question has been referred to the Coll. We cannot expect an answer within a month.

1-9-06

Form No. 7 B.
3,000—9-8-06. A.

PUBLIC WORKS DEPARTMENT, RAILWAYS.

Wait –

Cor
3/9/06

Form No. 7 B.
3,000—9-8-06. A.

Receipt No 130 d 4-1-07
From the Agent & Manager M.Ry
No 0/1285/8 d 3.1.07.
Subject – Timber basin at Mangalore

The agent and manager now explains that when the project for the Azhikkal-Mangalore Railway was prepared it was understood that there would be a considerable traffic in timber by rail from Mangalore and that consequently the proposals for the Mangalore Bunder Station contemplated the provision of a small timber basin. It was proposed to locate the basin at the South end of the yard on reclaimed land, as part of the Station arrangement, with lines serving the basin on both sides. When however with his letter 0/14862/1172, dated 13th July 1904 he forwarded a plan of the Railway timber basin, it was referred to in the letter as the site for the Forest basin. There was also a further mistake in that the site for the new basin was understood by the Port Officer as required for the Forest Dept while the Railway took it as ~~proposed~~ intended for Railway purposes. The Agent explains that special sanction for the work was not obtained in consequence of the misunderstanding that the work which was first undertaken for

para 3, p25 C. file.

p6 of G.O. flag BB

flag OO

paras 3 & 4 p25 C.f.

858 Ry

43

Ry

para 11 of p 25 c.f

Railway purposes having subsequently ~~taken~~ been understood as work belonging to the Forest Dept.

In these circumstances he suggests (1) that the Railway should relinquish the new basin and land adjoining it as shown in the plan, flag R, to the Forest Dept, on the latter paying the cost of the timber basin and of reclaiming the land, and (2) that if it is found subsequently that the Railway require a timber basin, it should be retransferred to them, the Forest Dept providing a new one for themselves. There is no objection from a Forest point of view to the first of these proposals being accepted (Please see note dated 31-10-06 in the Rev: Dept on pages 10 & 11 of Notes file), but it is questionable if the Forest Dept would agree to the retransfer of the basin if it is subsequently required by the Railway. The Rev: Dept may perhaps be consulted on this point.

Lee
8.1-07.

The new basin was commenced, if not finished, by the railway as a railway basin for their own use. The Forest Depot have not commenced the construction of a basin on the site made over to them by the railway in lieu of their old basin which has been

850 Ry

21

22.P

filled up. The Railway now want the Forest Depart to take over at actual cost the new basin instead of making another one for themselves at their own expense as contemplated in G.O. No 671 Ry. dt 6 April 1906.

flag 3.

A & M in para 9 of his letter No. 0/1285/8 dt. 21 Dec. 190$\overset{6}{5}$ suggests that the Forest Depart in addition to paying the cost of the new basin should also pay for the land reclamation that was done in connection with its construction. If the Forest Depart agree, good and well, but I do not think that the ry. can insist on this item being met. The condition regarding the retransfer of the basin to the ry. if it is found afterwards to be required [illegible] seems reasonable and will no doubt be accepted by the Forest Depart on the condition that another basin is constructed by the ry. for their use before the transfer is carried out.

p27 c.f.

Cow
9/1/07

R

Receipt No 42 dated 9th January 1907
Forest No. 3384 of 06 dated 5th Jany 1907
From the Board of Revenue, Land Rev: Dept.

p29 c.f.

A reminder from the Conservator of Forests has since been received through the Board of Revenue.

85 Ry

47

Ec
9-1-07.

Form No. 7 R.
2,000—17-11-06. A.

Return the plan (R) to A & M
with copy of letter No 240.
p29 current of 19 Dec. 06 from the Conservator
of Forests and ask him to
kindly draw on the plan
(As asked in para 6 of my D/o of the
p23 Cf. 27. Nov 1906) the boundaries
of the land. which. in para
p27 Cf. 9 of his letter under reply
he proposes to relinquish
to the Forest Dept. and return the plan to me ~~He should~~

✓ Add that he wd as well to at the same
time state (approximately
if exact figures ~~cannot~~
~~readily be obtained~~ are
not at once obtainable) the
cost of the timber basin
& land reclamation which
in the same para he proposes
the Forest Dept should
defray. I understood that
no land was reclaimed
save ~~that~~ the walls of the
timber basin. in which case the cost of
the latter covers the
cost of reclamation. If the

83 Ry

land has been reclaimed it also should be shown on the plan now sent. and the cost of this reclamation be given separately from the cost of the timber basin.

A very early reply is requested

10/1/07

Recd 12-1-07.

A draft letter to A.M. is submitted

12-1-07.

12/1/07

---

p31 c.f.

Action taken in letter No. 99 M of 12th Jany/07 to A.M.

---

p32 c.f.

Receipt No. 470 d/ 21.1.07.

From A.M. Madras Railway.

No. 0-1285-115, d/ 19.1.07

---

p31 cf

Flag R

In reply to letter No. 99 M. d/12.1.07, th returns plan No 74 after having marke on it the boundaries of the land whic he proposes to transfer to the Forest Dept, but does not give separate estimates of the cost of the timber basin, and of reclaiming the land s marked. With his letter No. 0/1285-96

85

p3 cf

8

d/12.7.06, he submitted an estimate of the cost of the timber basin, which amounted to Rs 5,994. The cost of the partly-constructed basin (at A) taken over by the Ry. Co. is reported to be Rs.3,951-14-8.

place flag R

p4 f.

WBS
23.1.07.
[illegible]
23.1.07

A & M does not give a complete answer to our letter but it is quite evident that the socalled reclamation is merely the spoil excavated from the basin and that the cost of the basin (Rs 5,754) covers the cost of the reclamation. A & M is silent on the point of any other land having been reclamed so it may be accepted that there is none.

p32 of C.F.
Yes.
Exe

There is no. [illegible]
Exe

PA

To comply as far as possible with the original agreement recorded in G.O. No. 671 Ry dt. 6th April 1906, the Forest Deptt should now take over the new basin with the land bounded by the stone wall (as shown in the ferrotype No. 74) and should pay the Ry. Rs 5,754 for it. Clause (b) of the G.O. stands as before. The actual amount of compensation to be paid to the P.W.D. for the old basin is not yet settled but apparently the Ry. will have to pay some Rs 3900 for it - vide para ~~4~~ 3 of A & M's letter

R

850 Ry

P. 4 C/.

letter No. 0/1285/961 of 12th July 1906.
The actual cost of the transaction to the Forest Depdt. will amount to about Rs ~~[illegible]~~ 1854/- which probably represents very nearly what they would have had to pay the P.W.D for finishing the old basin.

* vide para. 2 of note at page 7 supra.

The Forest Depdts' claim for the old basin should be settled by A.G. M without further delay but in the meantime the new basin with the land shown in the plan may be made over to the Forest Depdt on their agreeing to accept the charge of Rs 5754 for the cost of constructing the basin.

A.

Cw
24/1/07

ER

The Madras Railway have muddled this business of the timber basin at Mangalore. but it is now cleared up.

pp 21-23 of C. F.

Please see my d/o of the 27 Nov 06 to the Agent (p 21. current file) & subsequent correspondence.

2) The Agents proposals are given in para 9 of his $\frac{0/1285}{8}$ of Dec 21. 06 and the boundaries of the land to be relinquished to the Forest Dept are shown on the plan (Flag R)

p. 27 current file

850 Ry

3). If A A of D S note above is agreed to

Form No. 7 R.
3,000—9-8-06. A.

PUBLIC WORKS DEPARTMENT, RAILWAYS.

SECRETARY TO GOVERNMENT
9. JAN-1907
REVENUE DEPARTMENT

The matter may be closed by a E O to that effect.

Ecc 25/1/07

Rev Dept U/O

Rpm 40
28-1-07

REVENUE-A
0418

Recd } 28.1.07
Rep }

Revenue Dept.

To Under-Secy

The proposal in the note marked A A at pages 24 + 25 supra is that the new basin and the adjoining land should be made over to the Forest Dept on its agreeing to accept the charge of Rs ~~[illegible]~~ 5,754 for constructing the basin less the amount (about Rs 3,900) expended on the old basin, that is about Rs 1854.

2. The Forest Dept. wanted the basin and the land (vide Conservator's note dy 20th Septr 1906 and letter dy 19th December 1906) and this Dept has already stated that the cost of constructing the new basin less the expenditure incurred in connection with the old basin should be accepted by the Forest Dept. (or by the P. W. D., if it had no objection).

pp 20 + 29 of C. F.

pp 10 + 11 supra

There seems therefore no objection to the above proposal.

Ecm
5-2.07

85 Rey

Secy

6.2.7

2/d
121~
B.H.
14.2.07

F. R. No. 70 A / Govt.

27

The file maybe forwarded U.O. to the Board of Revenue (Forests) with the request that the Board will be so good as to state whether it has any objection to the accaptance of the proposals suggested by PWD R

- A.G.I.
7.2.07.

SECRETARY TO GOVERNMENT
23 FEB 1907
REVENUE DEPARTMENT

Rev. U.O. 418 A/07-1 / 8.1.07

. ~~Board~~ Revenue U.O.
L.R. (Forests)

A.L.
10-2-07.

Bd. L.R.,

The Board accepts the proposal of the Mad. Ry to hand over to the Forest Depart. the new basin (B in the ferrotype plan) with the lands to E. & W. of it.

flag R

The old basin was built by the ~~P~~ P.W.D. for the Forest Depart. out of P.W.D. funds (G.O. 2301. W. D. 3 Sept 1895); & the new basin would similarly have been paid for from P.W.D. funds if it had been constructed by that Depart. in the ordinary course.

C

vide para. 4 of note - page 10 supra.

The Board considers therefore that P.W.D. shld pay the Ry. for the new basin, deducting the sum due to it from the Ry. for the old basin.

L
22.2.07.

51

SECRETARY TO GOVERNMENT
21 FEB 1907
REVENUE DEPARTMENT

850 By

Sec. to Govt. R.D. U.O.

To Under-Secy.

Submitted.

2. The Board's view stated in the previous page may be concurred in and the Public Works Depnt. asked to pay the Railway the excess cost amounting to about Rs 1,854.

p 25 supra.

27.2.07

Sec.

27.2.7

Yes. The file may now go on to PWD UO for acceptance of the above proposal, & if it is accepted, for return of the papers to PWD Ry.

AE 28.2.07

RE... 1 MAR 1907 PUBLIC WORKS DEPARTMENT

Rev. UO 418 A/07-2
21.3.07

PWD UO.

P.W.D

P.W.U.O. RNO 257
1.3.07

DR 1/3/7

Fur. Sub.

The proposal so far as the P.W.D is concerned is that we should pay the Railway the cost of the new basin - Rs 5754. minus the sum due to us by the Railway for the old basin - about Rs 3900 - or about Rs 1854. The proposal may be accepted and the file returned to P.W.D Ry.

P.K.S
2.3.07

850 Ry

5a

W.

The file refers to the question of payment for a Timber Basin at Mangalore.

In 1903 P.W.D. had under construction a Timber basin for the Forest Depᵗ, but in the extension of the Mangalore Azikhal Ry this land, with the uncompleted basin was taken over by the railway. An expenditure of Rs. 3900 had been incurred.

The Ry then without authority apparently, built a new basin, at a cost of Rs 5754. at B (See flag R).

The idea was that the Forest should use this basin conjointly with the Ry, but the Forest Depᵗ say they must have sole control of the Timber basin if it is to be of any use to them.

The Railway now suggest that the Forest should take over the new basin at cost price instead of making another. As a sum of Rs 3900 (in round figures) is debitable to the Ry on account of the old basin the net amᵗ payable by the Forest Depᵗ is. 1854 Rs, which represents approximately the amount it would have cost to finish the abandoned basin.

850 Rs

30

The Rev. note on p 26 (Note file) agrees to this, and forward the file to Rev Board for opinion.

The board of Revenue agree to the proposal, but consider that as the old basin was being built from P.W.D. funds, and as in the ordinary case a new basin would also be built from P.W.D. funds the amount payable to the Ry shd be met by P.W.D, deducting the amount due for the old basin from the railway.

i.e. The board of Rev. recommend that the new basin be handed over to the Forest Dept. and that P.W.D. pay the Railway the sum of Rs 5754 - 3900 (in round figures) or Rs 1854.

Submitted for approval.

5/3/07.

Approved

15/3/07

SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
18 MAR 1907

P.W.D. Railways u.o.

Draft G.O. accordingly

18/3/07.

P.W.D., Railways

A draft G.O. is subd & may be sent to P.W.D. (General), Revenue, & Marine Deptts, for acceptance.

GD
21.3.07

The G.O. makes no provision for the stipulation in para 9 of A & M's letter 0/1285/8 of Jan 3. 07 regarding the retransfer of the basin if it is subsequently found that the Ry require one. p 27 current

Please see portion marked with red chalk of Consg Engr's D.O. dated 27-11-06 to the Agent & Manager [page 23 C. f]

2) The G.O. also says that "it is now found that there really is no direct traffic in timber from basin to docks!"

~~2~~ 3) But A & M in para 8 of the same letter says that the Collector & Conservator — the two authorities who ought to know about this — are in disagreement on the point, hence the stipulation in para 9

3) The truth seems to be that neither the Ry nor the Civil Authorities are able to say at present how the timber will be handled and that being so, it w[ould] seem advisable to word the clause A of the G.O. differently‡ and enter the stipulation asked for by the Agent if it is agreed to.

EMC 20/3/07

‡. As far as can at present be foreseen there is likely to be little or no direct traffic in timber between the basin & the rails. The Ry Co therefore agree ---- Dept. provided ----

Rev Dept u/o

DR. 25/3

Ry. W.O.D. No 114
25-3-07

SECRETARY TO GOVERNMENT
26. MAR.-1907
REVENUE DEPARTMENT

Revenue Dept

To Under-Secy

The P. W. D (Ry) propose that the transfer of the timber basin* by the Railway Company to the Forest Dept., which has been agreed to by this Dept., should be subject to the proviso suggested by the Agent and Manager, namely, "that if it "is found subsequently that the Railway "require a timber basin, the basin be "retransferred to them and a new one be

* marked B in the plan flag R

p 2 supra

para. 9 in pp 27–28 of C. F.

880 Ry

34

"be constructed for the Forest Dept. east "of it next to the Forest Depôt." This stipulation was not mentioned in the note A-A at pages 24 and 25 supra which this Dept. was previously asked to accept. The Forest Dept. may not probably have any objection to the condition, but it will have to be ascertained by a further reference to the Board of Revenue and the local authorities which will tend to delay the disposal of the file. Mr. Lodge ~~Dor~~ ~~appears is~~ reported that the Railway Engineer had informed him ~~the Conservator~~ ~~Mr. Lodge~~ that the timber basin 'would be quite useless to the Railway.' It seems therefore that it is not necessary to enter any stipulation now and that if and when the Railway Company require the basin the question as to what should be done may be considered.

marked C in the plan R

vide para. (3) at pp 25 & 26 supra

Letter d/ 19.12.06 - p 29 of C.F.

30.3.07

Sec.

It seems necessary to refer again to the Bd.- no.

DTC
2-4-7

very well - the Board may be consulted, tho' I dont see why the Ry. is to have an indefinitely pro=

B5 R

57

34 Ext 5/4

F.R. No 180/07 Govt

In the Linked file { Refce 3354/06 5-1-07 ✓
Bd. 1129 mis 18-10-06 ✓
Bd. 848 mis 17-8-06 ✓

Desp 8/4/07

Rev. No 418 A/07-3
4.4.07

longed option over the basin.

Board Forest Dept U.O.

AGL 3. 4.07

Bd. L.R.

The question is whether we are to accept the stipulation that the timber basin wh. the Ry proposes to hand over to Forest, sh. be handed back to the Ry when required, on condition of the Ry constructing another basin for Forest Dept next to the Forest depot.
I think we may accept –

11. 4.07

Mr 2

Yes; I dont believe the Ry Co. are ever likely to require a timber basin. It should of course be understood that we dont hand over till the new one is constructed.

11. 4. 07

Rev. No No 418 A/07-4
19.4.07

To Rev. Dept. U.O.

12.4.7

Accepted in Rev.

AGL 13.4.07

PWD Ry U.O.

D/p 19/4

SECRETARY TO GOVERNMENT
13 APR-1907
REVENUE DEPARTMENT

SECRETARY TO
RECEIVED
19 APR 07
C. No. 851
GOVT. OF M RYS.

Alter the draft at A to read –
As far as can at present be foreseen there is likely to be little or no direct traffic in timber between the basin and the rails, the Railway Co. therefore agree to hand over the basin to the Forest Department provided that if it is found subsequently that the Railway requires a timber basin, the basin shall be retransferred to them and a new one will be constructed for the Forest Deptt., further east near the Forest Depôt.

Then send draft to P.W.D. (General) Revenue & Marine for acceptance.

CW
23/4/07

For the Secretary

The alteration has been made & the draft is submitted for initials before circulation to other departments.

GR
23.4.07

I have altered the wording in para 2 to provide for the new basin for Forest Depth being constructed before the present one is retransferred – as desired by the Board.

24/4/07

RMO D No. 157
24.4.07

P.W. W.O.R. No. 480
26.4.07

~~V.O.~~ R (32 leaves)

TO GOVERNMENT,
26 APR 1907
PUBLIC WORKS DEPARTMENT.

To
P.W.D. (General)
Revenue
Marine } Deptts. u.o. 59

36 - P.W.

~~REVENUE~~ DEPARTMENT.

The draft as amended is accepted in the P.W. Dept.

C.S.

To the Rev. Dept u.o.

29/4/07

30 APR 1907

REVENUE DEPT.

Accepted in Rev.

DTC

30.4.7

Marine u.o.

REVENUE-A

1576

P.D.

30/4/07

Revd No 1576 A/07-1

30/4/07

Marine Department

For the M.S.

The draft may be accepted in Marine. Port interests are not affected.

Cu

2/5/07

Accepted

3.5.7

P.W.D. Rys u.o.

SECRETARY TO GOVT. OF MADRAS RYS.

RECEIVED

C. No.

P.W.D.Railways.

The draft order is circulated to:--

His Excellency the Governor.

The Honourable Mr.M.Hammick, C.I.E.

8/5/07

for R.

Appd. as amended p. 2

12.5.07

App'd

15.v.07

Ci H.E. 9/5/07

Hon (2) " 3.

P.D. 16/5/07

The Railway is a State Railway so we had better not say Company. Make H.E.'s alteration on p. 2 read "at the expense of the Railway" and issue G.O. correction accordingly.

Ca
16/5/07

R before issue

Gm Laa 17/5/07

p 33-c-f

Action taken in G.O. 850 Ry. dated the 19th May 1907 to Am. Sr.

D.R.

For orders whether this G.O. which is to be printed shd is to be placed on E.T.

R. This G.O. is to be printed. Subd that it is not necessary to place it on the Editor's Table. For orders.

GR
30.5.07

Not necessary to place on E.T.

Cao
31/5/07

857 Ry

61

3rd proof
3/8/07

Government of Madras.

PUBLIC WORKS DEPARTMENT.
RAILWAYS.

Checked
3/8/07. Approved
5/8/07

Recd. } 1907. *Enclosures.*
Regd. *Spare copies.*

G.O., No. 850 Ry., 19th May 1907.

Timber Basin at Mangalore

Directing that the Forest Department take over the new — with the land marked on plan No. 74 by a double red line boundary wall, and that the Public Works Department will arrange to pay to the Madras Railway Company the cost of the new basin less the amount expended on the unfinished timber basin which was made over to the Railway Company.

No. 850 Ry., 19th May 1907.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

RAILWAY.

Read—the following papers :—

I

G.O., No. 671 Ry., dated 6th April 1906.

Abstract.—Directing that the partly constructed timber basin at Mangalore together with the materials at site be handed over to the Executive Engineer, Azhikal-Mangalore Railway extension at Mangalore, and stating that orders will issue in the Marine Department for the permanent transfer of the site to the Madras Railway Company.

II

Letter—from Major H. Bonham-Carter, R.E., Agent and Manager, Madras Railway.
To—the Consulting Engineer for Railways, Madras.
Dated—the 3rd May 1906.
No.—O/1285-593.

With reference to the last paragraph of G.O., No. 671 Ry., dated the 6th April 1906, I have the honour to point out that the company have not only acquired a site for a new timber basin, but have constructed a basin on this site similar to the one partly constructed by the Forest department. I shall therefore be obliged if you will kindly let me know who should bear the cost of constructing the new basin.

2. I am of opinion that the Forest department should bear the cost of constructing the new basin, less any expenditure incurred by them in partly constructing a basin on the old site.

3. If you agree to this proposal, the Forest department should be asked to submit a statement showing expenditure incurred by them on the old basin, and we will submit our expenditure incurred in constructing a new basin.

III

Letter—from Mr. G. A. Anderson, Consulting Engineer for Railways, Madras.
To—the Agent and Manager, Madras Railway.
Dated—the 16th May 1906.
No.—127/O.

It is not clear from your letter No. O/1285-593, dated the 4th instant, whether the site which you say has been acquired by the Railway Company for a new timber basin is the same as that referred to in paragraph 1 (*a*) of G.O., No. 671 Ry., dated 6th April 1906, as to be given to the Forest department or another site. I have the honour to request that you will kindly make this clear—sending a plan if necessary—and at the same time inform me on what authority you undertook the construction of a new basin and whether it has been constructed for yourselves or for the Forest department. If for the latter the construction should have been in the hands of the Public Works department as before in the case of the abandoned basin.

2. When replying I should be obliged if in compliance with paragraph 4 of the Government order referred to, you would kindly report the amount to be adjusted between the Public Works department and the Azhikal-Mangalore Railway and also furnish a statement showing the expenditure incurred by the Railway Company on the new timber basin.

IV

Letter—from Major H. Bonham-Carter, R.E., Agent and Manager, Madras Railway.

To—the Consulting Engineer for Railways, Madras.

Dated—the 12th July 1906.

No.—O/1285-961.

With reference to your letter No. 127/O., dated the 16th May 1906, and to Government Order forwarded to me under cover of your No. 1109, dated 14th June, I have the honour to inform you that the site on which the new timber basin has been constructed is the same as that referred to in paragraph 1 (*a*) of G.O., No. 671 Ry., dated 6th April 1906, and I forward herewith a plan (No. 74) showing (A) the position of the original timber basin which was under construction for the Forest department and (B) the position of the new basin constructed in lieu by the railway.

2. The Executive Engineer obtained the approval of the Collector, Forest and Port officers (at a meeting held in the Collector's bungalow at Mangalore) to the site; no requisition to build the basin was obtained from the Forest department, and I regret to say that I cannot trace any definite sanction to the work being carried out; the question however had been before Government and it had been accepted that a basin was to be built.

The work was therefore begun at once, as it would have been very difficult to deal with timber traffic on the opening of the line and it was considered that the Forest department should be placed in no worse position on the opening of the railway than they would have been had their own basin not been taken over and lines have been laid alongside the basin and logs can be lifted direct from water to wagon.

No difficulty in getting the Forest department to take the completed basin over in lieu of the one partly constructed (if such be the wish of Government) is apprehended.

3. The Public Works department have presented a claim for Rs. 3,951-14-8 for expenditure on the original timber basin (A), but as this claim includes the cost of a quantity of concrete and masonry which our Executive Engineer failed to find in the abandoned basin, the claim has been returned for further particulars.

The cost of constructing the new basin by the Railway Company was Rs. 5,994 and if it is to be made over to the Forest department I consider they should bear the cost less the amount expended on basin at (A). I think however that it would be more satisfactory to all parties if the basin was retained by the railway, the Forest department being allowed to use it for their timber for despatch by Railway. I should have no objection to paying for the material actually recovered from the old basin.

4. I forward an abstract estimate of the cost of the new basin. The work being practically complete, the estimate is prepared from actual expenditure incurred plus approximate estimate of such small charges as are still to be incurred.

V

Endorsement No. 3109-A. 06/1, Revenue, dated 7th August 1906.

The Madras Railway Company propose to retain the new timber basin at Mangalore constructed by them (marked B in the plan) and to allow the Forest department to use it free of charge for their timber despatched by railway. As for the timber sent by road, the mouth of the channel (marked M in the accompanying plan) is reported to be the most convenient place, and the Railway authorities agree to give the Forest department free access to the place and to assist them in all possible ways to make use of it. The Collector is requested to report, at an early date, through the Board of Revenue, whether the arrangement will be suitable to the Forest department, and if not, whether it may be adopted provisionally subject to revised arrangements if necessary.

(True Extract).

A. G. Cardew,
Secretary to Government.

To the Collector of South Canara with copies of letters
from the Agent, dated 3rd May 1906, and 12th July 1906 and
letter to him dated 16th May 1906 and plan to be returned.

Copy to the Board of Revenue (Land Revenue) with copies of the above
letters with copy of G.O., No. 671 Ry., dated 6th April 1906.

VI

Proceedings of the Board of Revenue (Land Revenue), Forest, Mis. No. 1129, dated 18th October 1906.

Read - the following paper :—

Letter—from Khan Saheb M. Aziz-ud-din, Saheb Bahadur, Collector of South Canara.

To—the Secretary to Government, Revenue Department, through the Conservator of Forests, Southern Circle, and the Board of Revenue (Land Revenue).

Dated—Mangalore, the 12th September 1906.

No.—Dis. 1439-D./For.

With reference to Government Endorsement No. 3109-A./06-1., Revenue, dated 7th August 1906, calling for report on the proposals of the Agent, Madras Railway, in connection with the timber basin under construction for the Forest Department in Mangalore, I have the honour to state, after a personal inspection of the locality and consultation with my District Forest officer, that the proposal to hand over the site to the railway is impracticable. The basin is required for providing a safe place to keep *all* the timber brought by the Forest Department to Mangalore for sale to the public, and if the proposal of the Railway authorities is accepted there will be no place for storing the timber. The Forest Department never expects to send timber by rail from Mangalore because water carriage is available from the Forests to Coondapoor and Kasaragod (points, 60 miles north and 29 miles south of this place) and the South Canara timber is not in a position to compete with Malabar timber for the following reasons :—

(1) The existence of greater facilities in Malabar for water carriage.

(2) The remoteness from the railway at which all our principal forests are situated with badly-graded roads.

(3) The demand being principally from Kolar, the South Canara timber will have to pay railway freight on an extra 100 miles of railway.

2. My District Forest Officer considers that any traffic by the Madras Railway will be from Kasaragod after the working of what are known as the Kan and Bane blocks has been systematised and the water carriage down the Paishwani (Chandragiri) river brought into use.

It was with a view to secure a place for the storage of timber brought to Mangalore for sale to the public that the building of a basin was sanctioned in G.O., No. 2301 W., dated 3rd September 1898, long before the construction of the railway to Mangalore was decided upon. The site originally selected for the basin which was more accessible to the public was, however, given up for railway purposes and the present site obtained instead.

3. The proposal to keep timber in the channel marked M is equally impracticable; in the first place no timber is brought by road as the cost of such carriage works out to about 2½ annas per cubic foot against half an anna by river from Panemangalore; and secondly during the monsoon the stream is subject to floods which might carry away the logs. The channel besides is fit for such use only during fine weather, *i.e.*, from September to June; and is quite unsafe for the months of July and August. Apart, also, it is only accessible at high tides for bringing in the timber.

A further point against the proposal to hand over the site of the basin to the railway is that there is no safe place to bury bamboos in for seasoning; these are brought down with the logs and unless buried, deteriorate very rapidly.

For these reasons the arrangement proposed by the Railway authorities is not suitable to the Forest Department and cannot be adopted even provisionally.

4. In this connection I venture to think that it is unnecessary for the railway to make any sidings to the east of the timber basin, and I would suggest that this land may be given over to the Forest Department so far as it adjoins the portion of the land acquired by that department. By this arrangement the Railway authorities will have no cause to complain of trespassing.

The plan received with the endorsement under reference is herewith returned.

Endt. Cir. No. 240, *dated* 20*th September* 1906.

[*Reference.*—South Canara Collector's Dis. No. 1439 D./For., dated 12th September 1906, to the Board of Revenue.]

Forwarded.

The proposal to allow the Forest Department to share the timber basin with the railway is not acceptable as the department must have absolute control in its own timber basin and be able to close the entrance with a locked boom to prevent theft. The basin in question was made especially for the Forest Department; it adjoins and forms part of its timber depot which has recently been acquired at a cost of over Rs. 13,000, and is not intended for rail-borne timber. The basin is none too large for the requirements of the department which would, however, soon be relegated to a small portion of it if it became railway property, as the railway would naturally give preference to the requirements of merchants exporting timber by rail, and only proposed to allow the department free use of the basin for timber *to be exported by rail.*

2. I note that on the plan a double line of rail has been shown cutting off the basin from the depot. I presume this has been entered for construction only if the basin becomes railway property. It is not required and I should object to its construction if the basin remains the property of the Forest department, and support the proposal in paragraph 4 of the Collector's letter.

F. A. Lodge,
Ag. Conservator of Forests, Southern Circle.

To the Secretary to the Commissioners of Land Revenue, Madras.

Resolution—Forest Mis. No. 1129, *dated* 18*th October* 1906.

The Collector's letter read above and the Conservator's endorsement thereon will be submitted to Government with reference to their endorsement No. 3109-A. 06/1, Rev., dated 7th August 1906.

2. The Board fears that if the Forest department is merely to be allowed to occupy the basin (marked B in the blue print) on sufferance by the Railway Company, complications and friction will be the inevitable result. Had the retention of the basin by the Railway Company been contemplated it would scarcely have been fair to have asked Forest department to contribute so large a share of the cost of acquiring

the strip of land marked C. The Board, therefore, supports strongly the objections of the Collector and the Conservator to the arrangements proposed by the Railway Company.

(True Extract.)

F. B. Evans,
Ag. Secretary.

To the Secretary to Government, Revenue Department, with the
Collector's letter, map and the Conservator's endorsement in original.

VII

Letter—from Major H. Bonham-Carter, R.E., Agent and Manager, Madras Railway.

To—the Consulting Engineer for Railways, Madras.

Dated—the 21st December 1906.

No.—O./1285/8.

I have the honour to again address you in continuation of this office letter No. O/1285/961, dated 12th July 1906, as Mr. Thompson, our Chief Engineer, who has been on leave informs me that I have misunderstood the case. I beg to refer you to G.O., No. 671 Ry., dated 6th April 1906. Letter No. IV in this collection (regarding my letter No. O/14862/131, dated 23rd January 1904) explains that the timber basin which was being constructed by the Forest Department would cut off the railway goods yard from the port lines, and states that the Port Officer had informed the Engineer-in-Chief that he could give the Forest Department an equally convenient site for their timber basin at the south end of the railway goods yard where it would not interfere either with the railway works or the improvements to the Port Bunder under contemplation and recommends—

(i) that the timber basin in progress should be handed over to the railway who would pay the Public Works Department for work done and materials at site.

(ii) that the railway goods wharf siding should be carried over the site of the timber basin so as to permit of the railway and Port Trust lines being connected.

(iii) that the Forest Department be given a site for their timber basin at the south end of the railway yard.

2. The correspondence continued, and on page 6 of the Government order will be found a communication from the Sub-divisional officer in which he mentions an interview with Mr. Thompson, the Engineer-in-Chief of the Madras Railway, in which the latter pointed out that the whole of the foreshore up to the Kulsunkah nullah will be taken up for railway purposes, and that a new timber basin may be constructed near the nullah itself.

3. At this stage a mistake occurred which has since run through the whole case. When the project for the Azhikal-Mangalore railway was prepared the Engineers and others enquiring into the traffic prospects were informed that there would be a considerable traffic in timber by rail from Mangalore.

The proposals for the Mangalore-Bunder station therefore contemplated land along the foreshore being taken up as far south as the Kulsunkah nullah and a small timber basin 300′ by 100′ being constructed mainly in reclaimed land at the south end of it to accommodate this traffic with lines serving the basin on both sides.

When the Port Officer stated—*vide* paragraph 1 *supra*—that another site could be found, his intention was to find the Forest Department a site south of the Kulsunkah nullah.

4. Unfortunately however I misunderstood the case and in my letter No. O./14862/1172, dated 13th July 1904 (No. X of G.O., No. 671 Ry., dated 6th April 1906) I forwarded a plan No. 74 in which the Railway timber basin was shown as the proposed new site for the basin for the Forest Department and the subsequent correspondence has dealt with the question on this assumption. This explains why the basin has been constructed by the Railway without special sanction.

5. Under this misunderstanding Government accepted the proposals made after reference to the Collector and in G.O., No. 671 Ry., dated 6th April 1906, orders were issued in the following terms :—

The Agent and Manager, Madras Railway, proposed—

"(*a*) that the Forest Department should be given another site for their timber basin,

"(*b*) that the timber basin in progress of construction should be handed over to the Madras Railway Company, who would pay the Public Works Department for the work done and the materials at site,

"(*c*) that the railway goods wharf should be carried over the site of the timber basin so as to permit of the railway sidings and Port lines being connected.

"As regards (*a*) another suitable site has been selected for the timber basin and a notification for its acquisition has been ordered to be published in the *Fort St. George Gazette* (G.O., No. 1882 Ry., dated 19th October 1905).

"The proposal that the railway goods wharf should be carried over the site of the timber basin so as to permit of the railway sidings and port lines being connected is approved and orders will issue in Marine Department in supersession of G.O., No. 52, Marine, dated 9th February 1904, for the permanent transfer of the site to the Madras Railway Company.

"With regard to proposal (*b*) in paragraph 1 above the partly-constructed timber basin with the materials at site will be handed over to the Executive Engineer, Azhikal-Mangalore Railway extension at Mangalore, and their value will be debited to the Azhikal-Mangalore State Railway and credited to the Public Works Department."

6. In accordance with these—

(*a*) The railway have occupied the site of the old timber basin and the cost is under adjustment. A minor question has arisen in that the materials found there by the railway do not correspond with those shown there in the Public Works Department records.

(*b*) The railway have constructed the timber basin referred to in paragraph 5 above near the mouth of the Kulsunkah nullah as part of their Mangalore goods yard under the impression that the timber basin was intended for the Forest Department use.

(*c*) Land has been taken up at the east of this site up to the Kulsunkah nullah a part value Rs. 10,271 for the railway and part value Rs. 13,239 for the Forest Department as a depot for timber and firewood and it has been accepted by the railway that the Forest Department require a road to the timber basin.

7. With the idea that all the timber despatched by rail from Mangalore would be brought in by the Forest Department and stored in the timber basin, I suggested that the railway might allow the Forest Department the use of the basin.

8. I understand that this is objected to by the Forest Department for various reasons which seem somewhat contradictory.

The Collector urges that there will be no rail-borne traffic from Mangalore and the whole of the basin is required for storing the timber and bamboos belonging to the Forest Department.

The Conservator of Forests under the mistaken impression as we all have been that it is a Forest Department basin says that "the basin is none too large for the requirements of the department which would however soon be relegated to a small portion of it if it became railway property, as the railway would naturally give preference to the requirements of merchants exporting timber by rail and only proposed to allow the department the free use of the basin for timber to be exported by rail."

If the Collector is correct no timber basin is required by the Railway. If the Conservator is correct, and there will be so large a traffic that the Forest Department would be crowded out, then the Railway would appear to require a timber basin. l.c

I note also that the Forest Department having first asked for a strip of land along the channel for storing firewood and timber for sale now require additional land near the timber basin.

9. A solution however has to be found and I would suggest that the railway relinquish the timber basin and land adjoining it as shown in the enclosed plan to the Forest Department on the latter paying the cost of the timber basin and of reclaiming the land and deal with timber in the first instance if any at the Bunder wharf.

That if it is found subsequently that the Railway require a timber basin the basin be retransferred to them and a new one be constructed for the Forest Department east of it next the Forest depot.

The Railway as already arranged will pay for materials already taken over at the new basin.

VIII

Reference from the Board of Revenue (Land Revenue), Forest No. 3384-Genl., dated 5th January 1907.

Read—the following paper :—

Letter—from F. A. Lodge, Esq., Conservator of Forests, Southern Circle.
To—the Secretary to the Commissioners of Land Revenue, Madras.
Dated—the 19th December 1906.
No.—Cur. 240.

In continuation of my No. 240, dated 20th September 1906, on letter Dis. No. 1439 D./For. of 12th September 1906, from the Collector of South Canara, I have the honour to report that last week at Mangalore, I saw the Railway Engineer in charge of the line under construction, and he informed me that the timber basin would be quite useless to the Railway, and that he was anxious to obtain a settlement of accounts as early as possible, so that he might utilise the money for other railway works before the close of the financial year. He also agreed to hand over the narrow strip of railway land which at present separates the basin from the Forest Timber depot; until I saw the basin I was under the impression that it actually adjoined the timber depot but this is not the case, and the intervening strip of land about 5,000 square feet in area is required in order that logs may be hauled from the basin into the depot.

I request that early orders may be obtained, so that payments may be adjusted before the 31st March; I may mention that the basin is already half full of Forest Department timber.

Reference—Forest No. 3384-*Genl., dated* 5*th January* 1907.

The Conservator's letter will be submitted to Government in continuation of Board's Proceedings, Forest Mis. No. 1129, dated 18th October 1906.

F. B. Evans,
Ag. Secretary.

To the Secretary to Government, Revenue Department.

IX

Letter—from Mr. G. A. Anderson, Consulting Engineer for Railways, Madras.
To—the Agent and Manager, Madras Railway.
Dated—the 12th January 1907.
No.—99-M.

With reference to the correspondence ending with your letter No. O./1285/8, dated the 3rd January 1907, I have the honour to forward herewith plan No. 74 together with a copy of a letter No. 240, dated the 19th December 1906, from the Conservator of Forests, Southern Circle, and to request that you will kindly return the plan to me after drawing on it (as requested in paragraph 6 of my demi-official letter of the 27th November 1906) the boundaries of the land which in paragraph 9 of your letter under reply you propose to relinquish to the Forest Department. It would be as well at the same time to state (approximately if correct figures are not at once obtainable) the cost of the timber basin and land reclamation which in the same paragraph you propose that the Forest Department should defray. I understood that no land was reclaimed save the walls of the timber basin in which case the cost of the latter covers the cost of reclamation. If other land has been reclaimed it also should be shown on the plan now sent and the cost of its reclamation be given separately from the cost of the timber basin.

A very early reply is requested.

X

Letter—from Major H. Bonham-Carter, R.E., Agent and Manager, Madras Ry.
To—the Consulting Engineer for Railways, Madras.
Dated—the 18th January 1907.
No.—O.-1285/115.

In returning herewith plan No. 74, I have the honour to inform you that the boundary of land we propose to transfer to the Forest Department is already shown on the plan by a double red line marked boundary wall. The portion of land reclaimed round the timber basin has now been shown as requested.

The estimated cost is as follows :—

	RS.
Dry stone walling	4,500
Sand filling	980
Contingencies	274
Total ...	5,754

Order—No. 850 Ry., dated 19th May 1907.

In G.O., No. 671 Ry., dated the 6th April 1906, it was ordered that the timber basin at Mangalore which was being constructed by the Public Works Department for the Forest Department should be handed over to the Madras Railway Company under the conditions stated therein, and that the Forest Department should be given another site for a new basin.

2. The correspondence which subsequently ensued shows that prior to the issue of those orders the Railway Company had constructed as part of their goods yard a timber basin along the foreshore at the south end of the bunder yard for the traffic in timber which they expected from Mangalore, and that this basin after the issue of the orders in G.O., No. 671 Ry., dated 6th April 1906, somehow came to be looked upon by all concerned as the new basin to be provided for the Forest Department. As far as can at present be foreseen there is likely to be little or no direct traffic in timber

between the basin and the rails; the Railway Company therefore agree to hand over the basin to the Forest Department, provided that if it is found subsequently that the Railway require a timber basin, the basin shall be retransferred to them after a new one has been constructed, at the expense of the railway for the Forest Department, further east next the Forest depot. The Government accordingly direct that the Forest Department take over the new basin with the land marked on plan No. 74 by a double red line boundary wall. The old basin was built by the Public Works Department for the Forest Department out of Public Works Department funds; and the new basin would similarly have been paid for from Public Works Department funds if it had been constructed by that department in the ordinary course. The Public Works Department will, therefore, arrange to pay to the Madras Railway Company the cost of the new timber basin less the amount expended on the unfinished timber basin which was made over to the Railway Company under paragraph 1 (*b*) of G.O., No. 671 Ry., dated 6th April 1906.

(True Extract.)

G. A. Anderson,
Secretary to Government.

To the Agent and Manager, Madras Railway Company.
" Marine Department.
" Public Works Department (General Branch), with plan.
" Revenue Department, with plan.
" Examiner, Guaranteed Railway Accounts, Madras.
" Consulting Engineer for Railways, Madras.

Forwarded to the

(By order.)

First Assistant.

NOTES CONNECTED WITH G.O., No. 850 Ry., DATED 19th MAY 1907.

[Subject.—*Timber basin at Mangalore.*]

From the Agent and Manager, Madras Railway, No. O./1285/593, *dated* 3*rd May* 1906.

Note for the Consulting Engineer for Railways—

Please see G.O., No. 671 Ry., dated 6th April 1906, and the connected notes. In paragraph 4 of that order Government directed that the partly constructed timber basin at Mangalore together with the materials at site should be handed over to the Executive Engineer, Azhikal-Mangalore Railway, and that their value be debited to that line by credit to the Public Works Department. A site for a new timber basin was ordered to be acquired in G.O., No. 1882 Ry., dated 19th October 1905. The Agent now reports that the Company have constructed a basin on the new site similar to the one partly constructed on the old site, and asks to be informed as to who should bear the cost of its construction. It is not stated on whose authority the Madras Railway Company undertook the construction of the new basin and nothing is known as to the circumstances under which this was done. The old basin was constructed for the Forest Department by the Public Works Department, and it is not known why the new basin was not constructed by the same agency. Before any action can be taken on the Agent's letter it is submitted that he should be asked to report fully on these points and to furnish a statement showing the expenditure incurred on the new basin.

No, "they say on *a* new site," it is not necessarily the site ordered to be given to the Forest Department.

G.A.A.
15-5-06.

A draft is put up for approval.

G. D. Plummer.
10-5-06.

I put up another draft. The Agent and Manager has not made it clear on *what* site he has constructed a basin and who it is for.

2. Issue.

G. A. Anderson.
15-5-06.

[Action taken in letter No. 127/O., dated 16th May 1906, to the Agent and Manager, Madras Railway.]

From the Agent and Manager, Madras Railway, No. O./1285/961, *dated* 12*th July* 1906.

Note for the Consulting Engineer for Railways—

Paragraph 2 *of Agent and Manager's letter.*—A copy of the minutes of the meeting held in the Collector's bungalow has not been furnished to this office.

Paragraph 3 *of Agent and Manager's letter.*—The actual amount of the claim presented by the Public Works Department should be known. This information, it is submitted, should be awaited.

J. A. Chellappa Pillai.
17-7-06.

J. G. Calder.
17-7-06.

I see from the tracing that the new timber basin is initialled by the Port Officer as being under construction. The tracing was signed by the Port Officer on 16th September 1904. It would therefore seem that the Railway Company started making the basin some two years before G.O., No. 671 Ry., dated 6th April 1906, was issued.

Paragraph 2 of Agent and Manager's letter says that the site was agreed to by the Collector and the Forest and Port Officers. There was no irregularity in that, the irregularity now brought to light is in connection with the construction of the basin. Before going further I want to be certain that no mistake has been made about the site. Let me see the land plan for the acquisition of "another suitable site. . . . for the timber basin" referred to in paragraph 2 (*a*) of G.O., No. 671 Ry., dated 6th April 1906.

C. D. WILSON.
18-7-06.

Please see plan No. 49 H., dated 4th February 1905.

J. A. CHELLAPPA PILLAI.
21-7-06.

J. G. CALDER.
21-7-06.

Consulting Engineer for Railways—

The new timber basin has not been constructed on the new site referred to in paragraph 2 (*a*) of G.O., No. 671 Ry., dated 6th April 1906. That site is marked C on the ferrotype now received from Agent and Manager, and is shown coloured green on the tracing sheet No. 49 H.

The basin at B on the ferrotype was under construction two years before the Government order making over a site for the purpose was issued—see tracing signed by the Port Officer, Mangalore.

C.D.W.
21-7-06.

I think there are some further notes on this subject including one from the Hon'ble Mr. Stokes. Please put up.

G. A. ANDERSON.
23-7-06.

Consulting Engineer for Railwys—

Please see notes dated 30th May 1906 to 6th June 1906, stitched with G.O., No. 671 Ry., dated 6th April 1906.

C. RAMASWAMY AIYANGAR.
24-7-06.

J.G.C.
24-7-06.

I looked into this matter at my recent inspection. The situation is as now explained in the Agent's No. 961 of 12th July 1906—

(i) The old timber basin under construction for the Forest Department at A is practically demolished.

See ferrotype plan under Agent's letter.

(ii) The new timber basin for the Forest Department has been constructed by the *Railway* at B.

2. Things go queerly at Mangalore. People there seem to think themselves so out of the world that they had better settle their own affairs! No useful end it seems to me would be served by taking any further notice of the irregular way in which the basin has been constructed. The great thing is that the present arrangement suits all parties.

3. The proposal now is that the Railway retain the new basin which they have made and allow the Forest to use it for timber *despatched by Railway*, charging them nothing for it. The Forest Department also send away a good deal of timber by road, and at the inspection it was pointed out that for this timber the mouth of the nullah M was the most convenient handling place, and convenient access thence to the main road was obtainable along the road which I have marked with a red line, and the Railway agreed to give the Forest Department free access to M and assist them in any way they could to make use of it.

4. The arrangement seems the most suitable for all parties and I recommend that it may be agreed to if the Forest Department are satisfied with it. If not quite sure that it will suit in every way then let it be accepted provisionally on the understanding that revised arrangements will be adopted if found necessary. The Forest Department, Port authorities and Railway officials all seem to pull together well at Mangalore, and we can, I think, safely allow the arrangement I propose.

5. When this matter is settled the matter of the estimate and the amount payable for the old basin to the Public Works Department will be taken up.

G. A. ANDERSON.
28-7-06.

To the Revenue Department u.o. ; then to *Marine*.

Revenue Department.

Under Secretary—

A timber basin required by the Forest Department within the port limits of Mangalore was under construction by the Public Works Department on the site marked A in the plan. As the Madras Railway Company wanted to connect the railway sidings with the port lines, it was agreed that the Forest Department should be given another site—marked B in the plan—for the timber basin and that the partly-constructed basin with the materials at site should be handed over to the Railway Company, their value being debited to the Railway and credited to the Public Works Department. To provide for the storage of firewood and timber by the Forest Department for sale to the public, the site C in the plan to which the public could have free access was acquired.

G.O., No. 671 Ry., dated 6th April 1906.

Paragraph 1 of Collector's letter, dated 8th November 1904, in page 9 of G.O., No. 671 Ry., dated 6th April 1906.

2. The Railway Company, without proper authority, have constructed the new basin at a cost of Rs. 5,994. (The revised estimate sanctioned for the old basin amounted to Rs. 5,560—*vide* G.O., No. 2445 W., dated 27th August 1903.) The Agent states that if the new basin is to be made over to the Forest Department that department should bear the cost less the amount expended on the old basin. He considers, however, that it would be more satisfactory to all parties if the basin was retained by the Railway, the Forest Department being allowed to use it for their timber for despatch by railway.

3. The Railway Department adds that for the timber sent by road by the Forest Department the mouth of the channel—marked M in the plan—would be a suitable place, being conveniently accessible to the main road, and that the Railway authorities would assist the Forest Department in all possible ways to make use of the place.

4. It is recommended that the above arrangement which is suitable to all parties may be agreed to if the Forest Department are satisfied with it, and that if they are not quite sure that it will suit them in every way, it may be accepted provisionally on the understanding that revised arrangements will be adopted if found necessary.

5. A draft endorsement is submitted calling for a report from the Collector on the suitability of the arrangement proposed.

B. MUTHAYYA MUDALI.
3-8-06.

Secretary—

The reference must issue, I presume. It will mean another year's correspondence persumably.

F. B. Evans.
6-8-06.

Issue.

A. G. Cardew.
7-8-06.

[Endorsement No. 3109-A/06-1, dated 7th August 1906.]

From the Board of Revenue (Land Revenue), For. No. 1129, *dated* 18*th October* 1906.

Secretary—

With reference to the above endorsement, the Collector of South Canara (M. Aziz-ud-din Sahib Bahadur) reports that the timber basin—marked B in the plan—is required for providing a safe place to keep *all* the timber brought by the Forest Department to Mangalore for sale to the public and for burying bamboos for seasoning, that the proposal to hand over the basin to the Railway Company is impracticable, and that the arrangement suggested by the Railway authorities cannot be adopted even provisionally.

2. The Conservator of Forests, Mr. Lodge, states that the proposal to allow the Forest Department to share the timber basin with the Railway is not acceptable as the department must have absolute control in its own timber basin, and that the basin is none too large for the requirements of the department.

3. The Board of Revenue supports strongly the objections of the Collector and the Conservator. The Board fears that if the Forest Department is merely to be allowed to occupy the basin on sufferance by the Railway Company, complications and friction will be the inevitable result. It observes that if the retention of the basin by the Railway Company had been contemplated, it would scarcely have been fair to have asked the Forest Department to contribute so large a share—over Rs. 13,000—of the cost of acquiring the strip of land marked C in the plan for timber depot.

Page 12 of G.O., No. 671 Ry., dated 6th April 1906.

4. In the above circumstances, it does not seem advisable that the Railway Company should retain the new basin. The Railway authorities may be asked to hand over the basin to the Forest Department. In that case the Public Works Department (Railways) may adjust the cost of constructing the new basin with the Public Works Department, which would have constructed it had not the Railway Company undertook its construction and to which the value of the materials of the old basin is to be credited.

Paragraph 4 of G.O., No. 671 Ry., dated 6th April 1906.

5. In connection with the present question, the Collector thinks that it is unnecessary for the Railway to make any sidings to the east of the basin, and suggests that this land may be given over to the Forest Department so far as it adjoins the portion of the land acquired by that department. The Conservator supports the Collector's proposal. The Public Works Department (Railways) may be asked to consider the matter.

B. Muthayya Mudali.
26-10-06.

The original proposal, viz., that the new basin at B should be made over to the Forest Department must now apparently be carried out, and Revenue may agree with the Agent's view that the cost of constructing that basin, less the expenditure which they or the Public Works Department had incurred in connection with the previous site at A, should be accepted by the Forest Department or by the Public Works Department, if the latter sees no objection.

The attention of the Public Works (Railway) Department may also be invited to the remarks of the Collector regarding the channel marked M, but this subject is not mentioned in the letters from the Agent and Manager.

A. G. Cardew,
31-10-06.

To the Public Works Department (Railway) u.o.

Public Works Department (Railway).

Secretary—

The Agent and Manager's letter No. O/1285/593, dated 3rd May 1906, is misleading. The Railway had no authority to construct the new dock at B on the plan. The site was acquired for Railway purposes and when it was acquired it was not stated that it was wanted for the purpose of providing a dock for the Forest Department in place of the partially completed dock at A surrendered to the Railway. The site acquired for the Forest Department, under paragraph 2 of G.O., No. 671 Ry., dated 6th April 1905, is marked C on the plan. The timber basin at B is on Railway land; it was made without sanction and for no apparent reason. Its situation is suitable for the despatch of timber by rail, but for local purposes it is inconvenient as an approach-road would run through the Railway goods yard and over several lines of rail. As the Forest Department do not wish to use the dock the Railway must keep it to themselves and make the best use of it they can; they clearly cannot call upon the Forest Department to pay for it.

The construction of this basin on Railway land does not affect the arrangement come to in G.O., No. 671 Ry., dated 6th April 1906. To carry out that arrangement the Forest Department must now make their own basin on the land that has been made over to them for the purpose (marked C on plan), and the Railway must pay the Forest Department for the work done on the old basin (at A) and the materials at site. The basin at B is a third basin and is outside the terms of the agreement; it has nothing to do with it.

C. D. Wilson,
13-11-06.

In G.O., No. 671 Ry. it was stated that the Forest Department should be given another site for their timber basin, that a suitable site had been selected, and that a notification for its acquisition had been ordered in G.O., No. 1882 Ry.

Page 12 of same G.O.

2. G.O., No. 1882 Ry. orders the notifications referred to in the Collector's letter Dis. No. 64-Eng., dated 29th July 1905, and apparently there were two notifications to be published—

(i) *For the Railway*—3·23 acres.
(ii) *For the Forest Department*—not stated.

3. I want it made clear what was the land thus notified: (i) for the Railway, (ii) for the Forest Department. There must be a land plan and schedule. Where are they?

4. The case has become confused owing to the action of the Railway Company.

(*a*) They first say that they have acquired a new site for a basin, and apparently intend it for the Forest Department as they ask that that Department should bear the cost.

(*b*) They next say that the new basin B is the one on the new site referred to in G.O., No. 671 Ry., as intended for the Forest Department, that it has been laid out with lines for the convenient transfer of forest logs to wagons and that while there will be no difficulty in getting the Forest Department to take it over, they think the best arrangement will be for the Railway to retain the basin and pay for it and allow the Forest Department to use it.

(*c*) On looking into the matter on the spot, with the Railway officers (Agent not present), this proposal was reiterated and it was represented that there were two methods of dealing with the forest produce—

(i) Loading direct into wagons for which purpose the two lines alongside the basin have been laid.

(ii) From water to road, for which purpose a basin at the crest mouth M with a road thence to the main road would be the most suitable and I was given to understand that this had been practically agreed to on behalf of the Forest Department.

5. It now appears that the Railway must have made these proposals without reference to the Forest Department.

The Forest Department claim that—

(i) The basin was made specially for them (and from the Agent and Manager's letter, he appears to agree that this is so).

(ii) It adjoins and forms part of the forest timber depot recently acquired (*i.e.* presumably C on plan).

(iii) It is none too large for the Forest Department requirements and cannot be shared by the Railway.

(iv) There will be no direct despatch of timber by rail and the two lines laid alongside the basin are not only useless but in the way.

(v) That the basin is wanted for *Storing* timber and bamboos, and is the only safe place for this purpose.

(vi) That the land to the east of the basin where the two lines are should be handed over to the Forest Department.

6. If it is the case that there is to be no direct despatch of timber from the basin by rail, then it seems to me that the Railway have no use for the basin and may hand it over to the Forest Department together with the land to the east of it and may take up the two crane sidings to the east of the basin.

7. I will take this up with Agent and Manager when I know about the land taken up for Railway and Forest (paragraph 3 above). If the land handed over to Railway and Forest respectively was that shown in plan No. 49 H then the original mistake lay in handing over the site B for the new basin to the Railway instead of to the Forest Department, B having, it seems, been selected as a suitable site for the new basin and the site having been handed over to the Railway, the latter presumably concluded that it was their business to provide the basin in lieu of the one of which they had dispossessed the Forest Department. This matter once cleared up, all that remains to do is either for the Railway to hand over the basin and land to the east of it to the Forest or for the Forest to make another basin for themselves on their own land or on fresh land to be acquired.

So reply early to paragraph 3 above please.

G. A. ANDERSON,
18-11-06.

Secretary—

With reference to paragraph 3 of Secretary's note above, it is submitted that the total extent of land applied for by the Agent for both Railway and Forest purposes was 3·23 acres made up as under :—

—	Private land.	Government land.	Total
	ACS.	ACS.	ACS.
For Railway	1·45	0·42	1·87
For Forest Department	1·10	0·26	1·36
Total	2·55	0·68	3·23

Please see land plan No. 49-H and schedule forwarded by the Agent which show the full extent of land required by each Department. As only the extent of private land to be acquired under the Land Acquisition Act has to be shown in the notification to be published in the Gazette, the extents of Government land required by each Department have been eliminated in the draft notifications submitted by the Collector of South Canara with his letter No. 64-Eng., dated 29th July 1905, and approved and ordered to be published in G.O., No. 1882 Ry., dated 19th October 1905. The land plan No. 49 H shows separately the entire extent (both private and Government land) taken for the Railway and for the Forest Department.

V. SRINIVASACHARIAR.
20-11-06.

C. D. WILSON,
21-11-06.

My demi-official to be typed and sent to Major Bonham-Carter with the two plans—(H) attached to demi-official and blue print (R)—and letters noted in his letter.

G. A. ANDERSON,
26-11-06.

Secretary—

Typed demi-official submitted for signature.

J. A. CHELLAPPA PILLAI,
29-11-06.

Issue sharp.

G.A.A.
30-11-06.

[Action taken in demi-official No. 38 dated 27th November 1906, to Major H. Bonham-Carter, R.E., Agent and Manager, Madras Railway.]

From the Agent and Manager, Madras Railway, dated 3rd January 1907, No. O/1285-8.

The Agent and Manager now explains that when the project for the Azhikal-Mangalore Railway was prepared, it was understood that there would be a considerable traffic in timber by rail from Mangalore and that consequently the proposals for the Mangalore Bunder station contemplated the provision of a small timber basin. It was proposed to locate the basin at the south end of the yard on reclaimed land, as part of the station arrangements, with lines serving the basin on both sides. When however with his letter No. O/14862/1172, dated 13th July 1904, he forwarded a plan of the Railway timber basin, it was referred to in the letter as the site for the forest basin. There was also a further mistake in that the site for the new basin was understood by the Port Officer as required for the Forest Department while the Railway took it as intended for Railway purposes. The Agent explains that special sanction for the work was not obtained in consequence of the misunderstanding that the work which was first undertaken for Railway purposes having subsequently been understood as work belonging to the Forest Department.

In these circumstances he suggests (1) that the Railway should relinquish the new basin and land adjoining it as shown in the plan, No. 74, to the Forest Department, on the latter paying the cost of the timber basin and of reclaiming the land, and (2) that if it is found subsequently that the Railway require a timber basin, it should be re-transferred to them, the Forest Department providing a new one for themselves. There is no objection from a Forest point of view to the first of these proposals being accepted (please see note, dated 31st October 1906, in the Revenue Department on pages 4 and 5 of notes file), but it is questionable if the Forest Department would agree to the retransfer of the basin if it is subsequently required by the Railway. The Revenue Department may perhaps be consulted on this point.

V. Srinivasachariar.

8-1-07.

The new basin was commenced, if not finished, by the railway as a railway basin for their own use. The Forest Department have not commenced the construction of a basin on the site made over to them by the railway in lieu of their old basin which has been filled up. The Railway now want the Forest Department to take over at actual cost the new basin instead of making another one for themselves at their own expense as contemplated in G.O., No. 671 Ry., dated 6th April 1906. Agent and Manager in paragraph 9 of his letter No. O/1285/8, dated 21st December 1906, suggests that the Forest Department in addition to paying the cost of the new basin should also pay for the land reclamation that was done in connection with its construction. If the Forest Department agree, good and well, but I do not think that the Railway can insist on this item being met. The condition regarding the retransfer of the basin to the Railway if it is found afterwards to be required seems reasonable and will no doubt be accepted by the Forest Department on the condition that another basin is constructed by the Railway for their use before the transfer is carried out.

C. D. Wilson.

9-1-07.

From the Board of Revenue (Land Revenue), Forest No 3384, *dated* 5*th January* 1907.

A reminder from the Conservator of Forests has since been received through the Board of Revenue.

V. Srinivasachariar.

9-1-07.

Return the plan No. 74, to Agent and Manager, with copy of letter No. 240, dated 19th December 1906, from the Conservator of Forests and ask him to kindly draw on the plan (as asked in paragraph 6 of my demi-official of the 27th November 1906) the boundaries of the land, which, in paragraph 9 of his letter under reply, he proposes to relinquish to the Forest Department and return the plan to me. Add that it would be as well at the same time to state (approximately if correct figures are not at once obtainable) the cost of the timber basin and land reclamation which in the same paragraph he proposes the Forest Department should defray. I understood that no land was reclaimed save the walls of the timber basin in which case the cost of the latter covers the cost of reclamation. If other land has been reclaimed it also should be shown on the plan now sent, and the cost of its reclamation be given separately from the cost of the timber basin.

A very early reply is requested.

G. A. Anderson.

10-1-07.

Under Secretary—

A draft letter to the Agent and Manager is submitted.

V. Srinivasachariar.
12-1-07.

Issue.

C. D. Wilson.
12-1-07.

[Action taken in letter No. 99 M., dated 12th January 1907, to the Agent and Manager, Madras Railway.]

From the Agent and Manager, Madras Railway, dated 19th January 1907, No. O/1285-115.

In reply to letter No. 99 M., dated 12th January 1907, the Agent and Manager returns plan No. 74, after having marked on it the boundaries of the land which he proposes to transfer to the Forest department, but does not give separate estimates of the cost of the timber basin, and of reclaiming the land so marked. With his letter No. O/1285-961, dated 12th July 1906, he submitted an estimate of the cost of the timber basin, which amounted to Rs. 5,994. The cost of the partly-constructed basin (at A) taken over by the Railway Company is reported to be Rupees 3,951-14-8.

W. B. Stevens.
23-1-07.

V. Srinivasachariar.
23-1-07.

Secretary—

The Agent and Manager does not give a complete answer to our letter, but it is quite evident that the so-called reclamation is merely the spoil excavated from the basin and that the cost of the basin (Rs. 5,754) covers the cost of the reclamation. The Agent and Manager is silent on the point of any other land having been reclaimed, so it may be accepted that there is none.

Yes.
G.A.A.

There is no other.
G.A.A.

AA To comply as far as possible with the original agreement recorded in G.O., No. 671 Ry., dated 6th April 1906, the Forest department should now take over the new basin with the land bounded by the stone wall (as shown on the ferrotype No. 74) and should pay the Railway Rs. 5,754 for it. Clause (*b*) of the Government order stands as before. The actual amount of compensation to be paid to the Public Works Department for the old basin is not yet settled, but apparently the Railway will have to pay some Rs. 3,900 for it—*vide* paragraph 3 of the Agent and Manager's letter No. O/1285-961, dated 12th July 1906. The actual cost of the transaction to the Forest department will amount to about Rs. 1,854 which probably represents very nearly what they would have had to pay the Public Works Department for finishing the old basin.

The Forest department's claim for the old basin should be settled by the Agent and Manager without further delay, but in the meantime the new basin with the land shown on the plan may be made over to the Forest department on their agreeing to accept the charge of Rs. 5,754 for the cost of constructing the basin.

C.D.W.
24-1-07.

The Madras Railway have muddled this business of the timber basin at Mangalore, but it is now cleared up. Please see my demi-official of the 27th November 1906 to the Agent (not printed) and subsequent correspondence.

2. The Agent's proposals are given in paragraph 9 of his O/1285-8, dated 21st December 1906, and the boundaries of the land to be relinquished to the Forest department are shown on the plan.

3. If **A A** of Under Secretary's note above is agreed to the matter may be closed by a Government order to that effect.

G. A. ANDERSON.
25-1-07.

To the Revenue Department u.o.

Under Secretary— *Revenue Department.*

The proposal in the note marked **A A** *supra* is that the new basin and the adjoining land should be made over to the Forest department on its agreeing to accept the charge of Rs. 5,754 for constructing the basin less the amount about Rs. 3,900 expended on the old basin, that is about Rs. 1,854.

2. The Forest department wanted the basin and the land (*vide* Conservator's endorsement, dated 20th September 1906, and letter, dated 19th December 1906), and this department has already stated that the cost of constructing the new basin less the expenditure incurred in connection with the old basin should be accepted by the Forest department (or by the Public Works Department, if it had no objection). There seems therefore no objection to the above proposal.

B. MUTHAYYA MUDALI.
5-2-07.

Secretary—

D. T. CHADWICK.
6-2-07.

The file may be forwarded u.o. to the Board of Revenue (Forests) with the request that the Board will be so good as to state whether it has any objection to the acceptance of the proposals suggested by the Public Works Department (Railways).

A. G. CARDEW.
7-2-07.

To the Board of Revenue, Land Revenue (Forests) u.o.

Board of Revenue, Land Revenue (Forests).

The Board accepts the proposal of the Madras Railway to hand over to the Forest department the new basin (B in the ferrotype plan) with the lands to east and west of it. The old basin was built by the Public Works Department for the Forest department out of Public Works Department funds (G.O., No. 2301 W., dated 3rd September 1895); and the new basin would similarily have been paid for from Public Works Department funds if it had been constructed by that department in the ordinary course. The Board considers therefore that Public Works Department should pay the Railway for the new basin, deducting the sum due to it from the Railway for the old basin.

F. B. EVANS.
22-2-07.

To the Revenue Department u.o.

Under Secretary— *Revenue Department.*

Submitted.

2. The Board's view may be concurred in and the Public Works Department asked to pay the Railway the excess cost amounting to about Rs. 1,854.

B.M.
27-2-07.

Secretary—

D.T.C.
27-2-07.

Yes; the file may now go on to Public Works Department u.o. for acceptance of the above proposal, and, if it is accepted, for return of the papers to Public Works Department (Railway).

A. G. Cardew.
28-2-07.

To the Public Works Department u.o.

Public Works Department.

Under Secretary—

The proposal, so far as the Public Works Department is concerned, is that we should pay the Railway the cost of the new basin, Rs. 5,754, *minus* the sum due to us by the Railway for the old basin, about Rs. 3,900, or about Rs. 1,854. The proposal may be accepted and the file returned to Public Works Department (Railway).

P. K. Subba Aiyar.
2-3-07.

Secretary—

This file refers to the question of payment for a timber basin at Mangalore.

In 1903 Public Works Department had under construction a timber basin for the Forest Department, but in the extension of the Mangalore-Azikal Railway this land, with the uncompleted basin was taken over by the Railway. An expenditure of Rs. 3,900 had been incurred.

The Railway then without authority apparently built a new basin at a cost of Rs. 5,754 at B in plan No. 74. The idea was that the Forest should use this basin conjointly with the Railway, but the Forest Department say they must have sole control of the timber basin if it is to be of any use to them.

The Railway now suggest that the Forest should take over the new basin at cost price instead of making another. As a sum of Rs. 3,900 (in round figures) is debitable to the Railway on account of the old basin the net amount payable by the Forest Department is Rs. 1,854, which represents approximately the amount it would have cost to finish the abandoned basin. The Revenue note on page 10 (Notes file) agrees to this, and forward the file to Revenue Board for opinion.

The Board of Revenue agree to the proposal, but consider that as the old basin was being built from Public Works Department funds, and as in the ordinary case a new basin would also be built from Public Works Department funds, the amount payable to the Railway should be met by Public Works Department, deducting the amount due for the old basin from the Railway, *i.e.*, the Board of Revenue recommend that the new basin be handed over to the Forest Department and that Public Works Department pay the Railway the sum of Rs. 5,754 — 3,900 (in round figures), or Rs. 1,854.

Submitted for approval.

A. G. Romilly.
5-3-07.

Approved.

F. J. Wilson.
15-3-07.

To the Public Works Department (Railway) u.o.

Public Works Department (Railway).

Draft G.O. accordingly.

C. D. Wilson.
18-3-07.

A draft G.O. is submitted and may be sent to Public Works Department (General), Revenue, and Marine Departments for acceptance.

G. D. Plummer.
21-3-07.

The Government Order makes no provision for the stipulation in paragraph 9 of Agent and Manager's letter No. O/1285/8 of 3rd January 1907, regarding the retransfer of the basin if it is subsequently found that the Railway require one.

2. The Government Order also says that "it is now found that there really is no direct traffic in timber from basin to rails".

Please see portion marked with red chalk of Consulting Engineer's D.O., dated 27th November 1906, to the Agent and Manager.

3. But Agent and Manager in paragraph 8 of the same letter says that the Collector and Conservator—the two authorities who ought to know about this—are in disagreement on the point; hence the stipulation in paragraph 9.

4. The truth seems to be that neither the Railway nor the Civil authorities are able to say at present how the timber will be handled and that being so, it would seem advisable to word the part A of the Government Order differently * and enter the stipulation asked for by the Agent if it is agreed to.

* As far as can at present be foreseen there is likely to be little or no direct traffic in timber between the basin and the rails. The Railway Company therefore agree . . . Department provided . . . .

G. A. Anderson.
23-3-07.

Revenue Department u.o.

Under Secretary— *Revenue Department.*

The Public Works Department (Railways) propose that the transfer of the timber basin by the Railway Company to the Forest Department, which has been agreed to by this department, should be subject to the proviso suggested by the Agent and Manager, namely, "that if it is found subsequently that the Railway require a timber "basin, the basin be retransferred to them and a new one be constructed for the "Forest Department east of it next the Forest depot". This stipulation was not mentioned in the note A A at page 9 *supra* which this department was previously asked to accept. The Forest Department may not probably have any objection to the condition, but it will have to be ascertained by a further reference to the Board of Revenue and the local authorities which will tend to delay the disposal of the file. Mr. Lodge reported that the Railway Engineer had informed him that the timber basin "would be quite useless to the Railway". It seems therefore that it is not necessary to enter any stipulation now and that if and when the Railway Company require the basin the question as to what should be done may be considered.

B.M.
30-3-07.

Secretary—

It seems necessary to refer again to the Board u.o.

D. T. Chadwick.
2-4-07.

Very well; the Board may be consulted, though I don't see why the Railway is to have an indefinitely prolonged option over the basin.

A. G. Cardew.
3-4-07.

To Board, Forest Department, u.o.

Board of Revenue, Land Revenue (Forests).

Second Member—

The question is whether we are to accept the stipulation that the timber basin which the Railway proposes to hand over to Forest should be handed back to the Railway when required, on condition of the Railway constructing another basin for Forest Department next to the Forest depot.

I think we may accept.

F. B. Evans.
11–4–07.

Yes; I don't believe the Railway Company are ever likely to require a timber basin. It should of course be understood that we don't hand over till the new one is constructed.

C. J. Weir.
11–4–07.

To Revenue Department u.o.

F.B.E.
12–4–07.

Revenue Department.

Accepted in Revenue.

A. G. Cardew.
13–4–07.

To the Public Works Department (Railways) u.o.

Public Works Department (Railways).

Alter the draft at **A** to read—

"As far as can at present be foreseen there is likely to be little or no direct traffic in timber between the basin and the rails, the Railway Company therefore agree to hand over the basin to the Forest Department, provided that, if it is found subsequently that the Railway require a timber basin, the basin shall be re-transferred to them and a new one will be constructed for the Forest Department further east next the Forest depot."

Then send draft to Public Works Department (General), Revenue, and Marine, for acceptance.

C. D. Wilson.
23–4–07.

For the Secretary—

The alteration has been made and the draft is submitted for initials before circulation to other departments.

G. D. Plummer.
23–4–07.

I have altered the wording in paragraph 2 to provide for the new basin for Forest Department being constructed *before* the present one is retransferred as desired by the Revenue Board.

G. A. Anderson.
24–4–07.

To the Public Works Department (General)
,, *Revenue*
,, *Marine*
} *Departments u.o.*

Public Works Department (General).

The draft as amended is accepted in the Public Works Department.

R. Parsons.
A.G.R.
29–4–07.

To the Revenue Department u.o.

Revenue Department.

Accepted in Revenue.

D. T. CHADWICK.
30-4-07.

To the Marine Department u.o.

Marine Department.

Under Secretary—

The draft may be accepted in Marine. Port interests are not affected.

C. S. SIMPSON.
2-5-07.

Accepted.

A. GALLETTI.
3-5-07.

To the Public Works Department (Railways) u.o.

Public Works Department (Railways).

The draft order is circulated to—
His Excellency the Governor.
The Hon'ble Mr. M. Hammick, C.I.E.

C. D. WILSON.
8-5-07.

Approved as amended para. 2.

A. L[AWLEY].
12-5-07.

Approved.

M. H[AMMICK].
15-5-07.

The Railway is a State Railway; so we had better not say "Company." Make His Excellency's alteration in para. 2 read "at the expense of the Railway" and issue G.O. corrected accordingly.

C.D.W.
16-5-07.

Yes.

G. A. ANDERSON.
17-5-07.

[Issued as G.O., No. 850 Ry., dated the 19th May 1907.]

ROUTINE SLIP.

(Not to be sent out of the office or printed.)

D.A.R.

I send you a proof of G.O. No. 858 Ry dt 19 May 1907 for circulation to other Depts (Revenue, P.W.D.-Marine) for check before issue.

1/7/07

H.C. I have made certain corrections in the proof.

GR
8.7.07

D.A.R.

The notes have been edited by other Depts and returned. Please say if the papers may be returned to Madras for printing off copies. The proof has not been approved by D.R. but it seems to require much alteration before it can be submitted for approval. Please see corrections in the proof copy.

29.7.07.

A.R. Will you please send a clean proof for DR's approval.

GR
29.7.07

Rpcp
31/7/07

D.A.R.

Herewith a clean proof

5/8/07

DR. Subd for approval.

GR
5.8.07

P.T.O.

Approved
5/8/07

Note for AK

It is proposed to print off copies as noted below

Eo with notes

Marine Dept ——— 4 ✓
P.W.D ——— 10 ✓
Rev Dept ——— 4 ✓
Out offices ——— 3 ✓
~~Madras~~ Oth Offices ——— 15 37

Eo without notes

Acc ——— nil ⊗
C.R ——— 3 ✓
Offl Of ——— ~~7~~ x
Record ——— 9 19

Sign copy of the Eo ——— 1

⊗ as it contains certain remarks. 5

x as it is too late to put into the personal file.

7/8/07

Why? Is there any rule to this effect.

7/8/07

AK. – There is no harm in including the Eo 7 ~~copies to the personal file~~ but it was in … & took such a long time for print & there is no order to the effect 7/8/07

Press asked to print off copies accordingly

7/8/07

Appd 7/8/07

Despatched on 17/8/07