

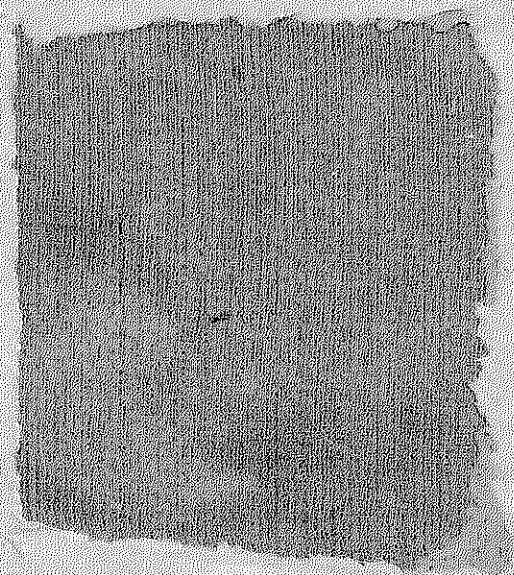
Revenue Department

Minutes of Committee

16th Feb 1858

Back nos 51 & 52

Copy of 201 of 16th Feb 1858



மாண்புமிகு மின்-1

செப்பிரிபெர் பெயர்:

செப்பிரிபெர் க்காசு எடுத்துக்-
கொள்ளப்பட்ட தாள்

25/10/08
செப்பிரிபெர்
கூசு (தபா)
கொய்யப்பம்

25/10/08
செப்பிரிபெர்
கூசு (தபா)
கொய்யப்பம்

4-08

25/10/08
செப்பிரிபெர்
கூசு (தபா)
கொய்யப்பம்

Fort Saint George, Revenue Consultation of 16th February 1858.

No. 51. Read the following Extract from the Minutes of Consultation in the Financial Railway Department under date the 22d January 1858, No. 42.

Read the following letter from Captain C. C. JOHNSTON, Officiating Consulting Engineer for Railways; to T. PYCROFF, Esq., Chief Secretary to Government, Fort St. George, dated Madras, 27th November 1857, No. 398.

SIR,

I have the honor to acknowledge the receipt of Extract Minutes of Consultation Financial Railway Department Nos. 544 and 556, dated 13th and 20th November 1857, embodying letters, &c., from Mr. C. Williams Assistant Conservator of Forests.

2. It is unnecessary to refer particularly to the voluminous correspondence that has taken place between this office and the Agent and Manager, the same having already been submitted to Government, on the subject of obtaining supplies of sleepers for the railway, I propose, therefore, to confine myself to a few observations as to the manner in which effect may best be given to the valuable suggestions offered by Mr. Williams for overcoming the delays and difficulties so unceasingly complained of.

3. From the information given by Mr. Williams it appears:—

1st. That with properly organized working establishments in the several forests named, an abundant supply of excellent timber may be obtained.

2nd. That from the scarcity of carriage in the villages situated near the forest, arrangements for the removal of the timber must be made either by the Railway Company, or by Government themselves through the agency of their forest department.

3rd. That to facilitate the carriage, the formation of direct cart roads is necessary.

4th. The result of the experiment made in the Wynand forests by the Mysore authorities, shows what may be done by systematic arrangements. The demand for timber for Railway purposes alone is immediate and extensive, and likely to be continual. Timber is also immediately required for the Salem Jail, and with the facility of transport by rail it would doubtless be economy to convey timber from the forests in question to Madras where large quantities are constantly required by Government, as well as to intermediate places along the line, which may happen to be conveniently approximate to any Government works under construction.

5. A forest department having now been organized, the proper principle would appear to be that as far as possible, Government should look to it for the supply of all timber they may require, and that on reports, as in the present instance, being received of the practicability of carrying on work in any one locality, with the certainty of very considerable profits resulting from the undertaking, some Member of the department should be immediately deputed to commence operations.

6. Were authority given at once to Mr. Williams to organize a working establishment for the Cotaputty forests, to the east of the town of Salem, and at the same time to open out a direct cart road from Cotaputty to Hunoor a plentiful supply of timber might be stored at the latter place by the middle of next year, and obviate all risk of delay in the progress of the line of rail from want of sleepers.

7. In consequence of the scarcity of carriage, as before observed, it would be necessary for the Superintendent to purchase bullocks, but not carts, as any number such as those used by Woders, and convenient for the purpose of carrying timber may be made up on the spot.

8. In speaking of the sleepers supplied from the forests at the base of the Jevadkee Hills, Mr. Williams states "that the cost of a sleeper at the villages where it is dressed is Rs. 1-2-0 and from 4 to 6 sleepers go to a cart load, the distance from the forest to the villages being 4 or 5 miles."

9. At Cotaputty the villagers bring the wood from the surrounding forest, cut it into sleepers, and sell them there ready dressed for 1 Rupee each.

10. At Mullapooram which is about 5 miles from the base of the Shevaroy Hills, where the wood is worked into Sleeper, the cost is also one Rupee each, half of which goes for cutting and dressing the Sleepers, and the other half for carriage, the contractor, or party purchasing these same sleepers, selling them to the Railway Company at Rupees 3 each.

Fort Saint George, Revenue Consultation of 16th February 1858.

11. The trees logs cut in the Wynad forests, and brought to Mysore cost less than 8 annas a tree, and were sold there at public auction, at an average rate of about 1 Rupee each.

12. From the foregoing it is evident that the prices hitherto paid for sleepers by the Rail-
way Company are considerably in excess of what, with systematic arrangements, either on their
own part, or on that of the Government they might be obtained for.

13. I will now suppose an establishment to be organized at Cotaputty, and that the
timber is to be stored at Hurroor which would be a convenient Depot being situated on the high
road from Vairambaddy, via the Munnawaddy Pass, to Salem, its distance from the former
town is 37 miles, and from the latter 46½ miles.

14. First cost of establishment purchase of 20 pairs of Bullocks at Rs. 70

per pair	...	14,000
Forming 20 Miles of road at Rupees 200 per Mile	...	4,000
Making up 200 wooden carts at Rupees 10 each	...	5,000
Buildings Superintendence House, more sheds and &c...	...	2,000
Tools and Sundries	...	1,000

Total Rs... 26,000

15. The distance to be travelled being 20 Miles, each cart, carrying 5 Sleepers, would
make 3 trips per month, so that the total number of Sleepers delivered annually at Hurroor
would be

$$200 \times 5 \times 3 \times 12 = 1,08,000$$

16. The annual cost of the establishment would be Superintendent's pay at Rs. 450 per
annum per annum Rupees 5,400.

Contingencies &c., at Rupees 150 per annum.	...	1,800
Cost of 200 pair of bullocks, including drivers and all expenses, Rs.	...	40,000
200 per annum each pair	...	1,000
Repairing 20 Miles of road at Rupees 50 per Mile.	...	36,000
Cutting and dressing 72,000 Sleepers at 8 annas each.	...	800
Repairs of sheds and contingencies &c.	...	800

Total Rs... 85,000

If the 72,000 sleepers were sold at Rs. 2 each, they would realize... 1,44,000

Leaving a balance of Rupees... 59,000

And yielding in the first year, after covering all original outlay,
a profit to Government of Rupees... 33,000

17. The profits to be derived from such an establishment as the one now proposed, would
depend on the distances which the timber has to be carted, thus if instead of 20 the distance
were 15 miles, the number of sleepers delivered annually would (if required) be 1,44,000 (each
cart making 12 trips,) and the profit on their sale, at Rupees 2 each, would, after the first year,
be upwards of 2 lacs of Rupees.

18. The expenses of the establishment both in original outlay and maintenance have been
allowed on a liberal scale, and as the profitable result, or otherwise, of the undertaking may be
fairly tested in one year, it appears very desirable that Mr. Williams, if his services can be
spared should be at once deputed to organize the necessary working establishment.

19. The operations should, I think, be confined for the first year to the Cotaputty jungles,
for until a trial has been made, more or less uncertainty must be felt respecting the several sug-
gestions made by Mr. Williams in para. 4 of his letter of the 6th Instant.

20. It is important to ascertain whether the climate is such as to admit of the forests in
the Salem Districts, generally, being worked throughout the year, what number of wood cutters
can be collected, and for how long their services can be depended on on these and many other
points, satisfactory information can only be obtained by an intelligent person, residing for some
time among the inhabitants of the forests villages.

21. Mr. Williams has evidently given the subject of working the Salem forests much care-
ful consideration, and from his possessing a practical knowledge of the timber trade, and the
further advantage of being familiar with the language and customs of the people, he appears, in
all respects, well qualified to undertake the duties for which he has offered his services. The

Fort Saint George, Revenue Consultation of 16th February 1858.

nature of the duties moreover will give him, as a Member of the Forest Department, opportu-
nities of suggesting measures for the better conservancy of the forest trees.

Resolved that the foregoing letter be referred to the Revenue Department in continuation
of the previous papers connected with the Salem forests and that Captain Johnston's sugges-
tions for the working of those forests be taken into early consideration in that Department.

(Signed) T. PYCROFT,
Chief Secretary.

No. 52. ORDER THEREON, No. 201 : dated 16th February 1858.

Ordered that Captain Johnston's letter, communicated with the foregoing Extract, be refer-
red to the Conservator of Forests, for an early expression of his opinion, as to the utility of the
Conservancy Department to carry out the views of Captain Johnston, in respect to working the
Salem Forests for the supply of timber to the Railway.

(Signed) H. FORBES,
Acting Secretary to Government.

Provincial Railway Department

1888

Extract from the Minutes of Consultation

Under date the 23rd January 1888

Read the following letter

Consulting Engineer's Office

1888

Sir,

William C. C. Johnston

Consulting Engineer for Railways

At

St. George's

Chief Secretary to Government

St. John's

Sir,

I have the honor to acknowledge

the receipt of Extract Minutes

of Consultation Provincial Railway

Department

Department of the Interior, Sept. 26, 1886, dated
10th Nov 28th November 1887, Mr. W. H. Williams
Letter to me from Mr. C. W. Williams Chief
Forest Conservator of Forests.

It is unnecessary to
refer particularly to the voluminous
correspondence ^{but} has taken place
between this Office and the Agent
and Manager, the same having
already been submitted to Govern-
ment, on the subject of obtaining
supplies of sleepers for the Railway.
I propose, therefore, to confine my-
self to a few observations as to the
manner in which effect may
best be given to the valuable
suggestions offered by Mr. Williams
concerning the delays and difficulties
now being complained of.

From the information
given

given by Mr. Williams it appears
1st That with properly organized
working establishments in the several
forests named, an abundant
supply of excellent timber may be
obtained.

2nd That from the scarcity of
carriage in the Villages situated
near the forest, arrangements for the
removal of the timber must be
made either by the Railway Com-
pany, or by Government themselves
through the Agency of their Forest
Department.

3rd That to facilitate the carri-
age, the formation of direct Car-
roads is necessary.

4th The result of the experi-
ment made in the log roads in
forests

points by the Japanese authorities, in
showing what may be done by system
under existing conditions. The demand
for lumber for railway purposes
is so enormous and extensive,
and likely to be considerable
timber is also immediately re-
quired for the steam fleet, and
with the facility of transport by
rail it would doubtless be en-
tirely necessary to convey timber from
the points in question to Japan
where large quantities are con-
stantly required by the government
as well as to intermediate places
along the line, which may happen
to be commercially appropriate
to carry the government work under
construction.

E. J.

65

6
S. The Forest Department
having now been organized,
the proper principle would
appear to be that as far as
possible, Government should
look to it for the supply of all
timber they may require, and
that on reports, as in the pre-
sent instance, being received
of the practicability of carrying
on work in any new locality, or
with the certainty of very con-
siderable profits resulting from
the undertaking, some member
of the Department should be
immediately deputed to con-
duct operations.

5. New authority given to
Mr. Williams to organize
a

an extraordinary establishment for
the cut of the forest, to the
East of the Town of Laramie,
and at the same time to open
out a direct east road from
Laramie, by the same or a plain
supply of timber might be
found at the latter place by the
middle of next year, and obviate
all risk of delay in the progress
of the line of road from want
of timber.

7th The consequence of the
scarcity of carriage, as before
observed, it would be necessary
for the Superintendent to
purchase bullocks, but not
carts.

8th
Carts, or any number such as
those used by traders, and in
convenient for the purpose
of carrying timber, may be made
up on the spot.

9th In speaking of the
timber supplied from the
forests at the base of the
Front Range Mts., Mr. Williams
states that the cost of labor
at the villages where it
is dressed is about 12.
and from 4 to 6 Slaves
go to a cart load, the dis-
tance from the forests

to the villages being 4 or 5 miles

9 At Coimbatore the villagers bring the wood from the surrounding forest, cut it into sleepers, and sell them there ready dressed for 1 Rupee each.

10 At Mullapooram which is about 5 miles from the base of the Shevaroy Hills

8 Hills, where the wood is worked into sleepers, the cost is also one Rupee each, half of which goes for cutting and dressing the sleepers, and the other half for carriage to Coimbatore, or partly purchased there same sleepers, selling them to the Railway Company at Rupees each.

11 The bark brought in the Hyund forests, and brought to Mysore cost less than 1 anna a foot, and were sold there at public auction, at an average rate of about 1 Rupee each.

12 From the foregoing it is evident that the prices hitherto paid for sleepers by the Railway Company are considerably in excess of what with systematic arrangements

in order to throw over their own part, and
that if the Government they might
add to their force.

13. A small house to be organized at
Korobakia to be organized at
Korobakia, and that the house
is to be at Warroo which
will be an important depot
being situated on the high road
from Koroakia to Laddy, via the Munga
road by Rago, the distance
from the former town is 37 miles,
and from the latter 48 miles.

14. First cost of establish-
ment purchase of 20 pairs
of the black and Rago paper - 1000
of Rago 20 miles of road
at Rs 200 per mile - 4000
making

Making up 500 wooden carts
at Rago each - 5000
Buildings Superintendence
House and store at Rago - 2000
Tools and Sundries - 1000
Total Rago 26000

15. The distance to be travelled
being 20 miles, each cart carrying
1000 lbs, would make 9 trips per
month, so that the total number of
trips delivered annually at
Warroo would be

$200 \times 9 \times 12 = 21600$

16. The annual cost of the
Establishment would be Super-
intendent at Rago
4000 per year
Carriers at Rago
per annum - 1500
4500

Cost of 500 pairs of bullocks
 carting drivers all
 expenses, Rs. 300. 200000
 each pair. ————— 40000
 Re. 100000 20 Miles of
 road at Rs. 50 per Mile — 10000
 Carting and Draying 2000
 Re. 100000 at Rs. 200 each — 30000
 Re. 100000 of shoes & carting
 expenses, per ————— 800
 Total Re. — 88000

If the 20000 sheep
 were sold at Rs. 2 each,
 they would realize — 40000
 Leaving a balance of Rs. 50000
 and yielding in the first year, after
 covering all original outlay, a
 profit to Government of Rs. 30000.
 The

17. The profits to be derived
 from such an establishment as the
 one now proposed, would depend on the
 distances which the sheep has to be
 carded. Thus if instead of 20 the dis-
 tances were 15 Miles, the number of
 the sheep delivered annually would
 (if required) be 140000 (each carding
 12 sheep) and the profit on their
 sale, at Rs. 2 each, would, after the
 first year, be upwards of 20000 of Rs.
 18. The expenses of the esta-
 blishment, both in original outlay
 and maintenance, have been allowed
 on a liberal scale, and as the profit
 will be small, & after some years of the under-
 taking may be fairly tested in one year,
 it appears very desirable that the
 expenses can be spared should be

And must depend on the necessary working of the Government.

19. The operations should, I think, be confined for the first year to the least fertile jungles, for until a trial has been made, more or less uncertainty must be felt respecting the several suggestions made by

Mr. Williams in para 6 of his letter of the 1st Instant.

20. It is important to ascertain whether the climate is such as to admit of the forests in the Salem District, generally, being worked throughout the year what number of wood cutters can be collected and for how long their services can be depended on on these and many other points satisfactory information can

can only be obtained by an intelligent person, residing for some time among the inhabitants of the forest villages.

21. Mr. Williams has kindly given the subject of working the Salem forests much careful consideration, and from his possessing a practical knowledge of the Timber Trade, and the further advantages of being familiar with the language and customs of the people, he appears, in all respects, well qualified to undertake the duties for which he has offered his services. The nature of the duties moreover will give him, as a Member of the Forest Department, opportunities of suggesting measures for the better conservancy of the forest trees.

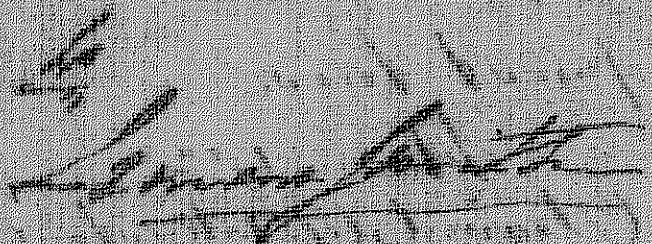
Madras
24th Nov 1854

Signed J. C. Johnston
Off Secy Forest Dept

Resolved that the foregoing
letter be referred to the Revenue &
Department in continuation of
the previous papers connected with
the Indian Forests and that Captain
Johnston's suggestions for the
marking of those Forests be taken
into early consideration in that
Department.

(Signed, H. Pyroft
Chief Secretary

The Revenue Department
A. H. C. (Sd) C. J. C.



Revenue 1858 Sept.
Cano. 16th February

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Extract from the statement
of fact in the Financial
Railway Department.

Dated 22nd
Re^d 25th } January 1858.

J. P. No. 201 16th February 1858.

Requesting that
Capt. Johnston's suggestions
for the improvement of the Salween
River be taken into early
consideration.

C. 57.

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(13)

1858

P. 204.

As has been the Minutes of Councils
under date the 18th February 1858

Read the following
G. M. C. C. C. C. C.
Railway Department.

Were under 22nd Aug 1858
(1858)

Ordered that

Capt Johnston's letter, com-
municated with the foregoing
Extract, be referred to the
Conservation of Forests, for an
early expression of his opinion,
as to the ability of the Con-
servancy, Dept to carry out
the views of Capt Johnston,
in respect to cutting the
forests for the supply of
to the Railway.

[Signature]

Notes to the Conservator
of Forests Dept. 18

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