M.R. O. 1—39,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 2073 Press ~~Mis.~~

418-419

Dated 19 th July ~~19~~ 1869

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
19th July 1869.

No. 418. Read the following letter from Major R. H. BEDDOME, Officiating Conservator of Forests, to the Acting Secretary to Government, Revenue Department, Fort Saint George, dated Camp at Manantoddy, 1st June 1869, No. 1,433:—

In reply to the Government Order, No. 1,436, of the 21st ultimo, I have the honour to inform you that I fully agree with the views expressed by the Consulting Engineer for Railways as to the importance of raising the rate of seigniorage on locomotive fuel from 10 Annas to 1 Rupee per 1,000 lbs., and would recommend that the increased rate should be put in force after one month's notice. The increased rate should only be for firewood of large size, such as that used by the locomotives, and should have no reference to small wood for ordinary consumption, which is often only small sticks, etc.

2. The question of a large plantation on the banks of the Cauvery above Erode is still under consideration. Colonel Morgan has been in communication with the Revenue authorities, and he has been over the ground, but reports that no suitable land is available: if a plantation is to be formed, it will probably be necessary to purchase land at a high rate. I am about to visit the localities with Colonel Morgan, and had delayed any decision in the matter till my visit, which will probably be in July. The Locomotive Superintendent informed me that the highest rate he would be prepared to give for fuel at Erode would be 4½ to 5 Rupees per ton, and Colonel Morgan estimated that it could not be delivered there at less than 10 Rupees.

3. There are very large, I may say, almost inexhaustible forests within short distances of the Cauvery above Erode: if a tramway could be made from any of these to a navigable part of the river, large rafts of timber and boats laden with fuel might be brought down to Erode. The subject is well worth the careful consideration of the Railway Company.

4. The dense shola forests on the Bolamputty hills, the Palghaut hills, and the Anamallays, may be said to be quite inexhaustible, and are all within a short distance of the line; the advisability of having tramways to any of these tracts should be considered.

5. There is a very large extent of hill-forest in the Salem District, quite contiguous to the line. The jungles of the plains have been heavily indented upon for fuel to a considerable distance but no timber has as yet been taken from the hills; or the ravines on the slopes. These hills contain a great deal of wood that is of no use except for fuel; but I am not sure that the supply is sufficient to authorise a tramway, but a timber slip would probably pay well.

6. We have little or no data to enable us to make even a rough estimate of the cost of producing fuel from plantations. With the exception of casuarina, I believe it will be very heavy in those districts where it is most required. Under these circumstances, I do not think we should attempt plantations at first on any very large scale, and unless they are upon an enormous scale, they will, I feel sure, be quite inadequate to meet future requirements, and tramways will eventually be resorted to. If this is the case, the sooner they are commenced the better. The traffic in timber, besides fuel from tracts like the Anamallays and Pennagra forests, would be very considerable.

7. Plantations are mostly required in dry timberless countries like the Gooty District: it is in these districts, however, that they will be most expensive. We have now commenced a large plantation of upwards of 600 acres in a most favourable locality near Gooty, and two smaller ones between that place and Cuddapah. I am not very sanguine as to the results, as I am afraid the cost will be very heavy, particularly if we have unfavourable seasons like this and the last three years. It is, however, quite right that it should be tried; but I would not recommend any great extension till we see the results of two or three years. I am giving every attention to the trial of various kinds of trees.

8. The casuarina plantation at Trivellum promises to be a success: it is about 350 acres in extent, and we now have upwards of 30,000 young trees planted out, which show rapid growth; the nurseries are full of plants ready for transplanting out, but the season has been most unfavourable.

9. I cannot quit this subject without pointing out the importance of bringing all fuel-yielding tracts in the vicinity of the railways under one administration. At present certain tracts under Collectors dovetail with ours; these are not worked on any system, and have no establishment, and the fuel from them is certainly, in some instances, brought in without any payment for seigniorage, and they interfere much with our arrangements for checking smuggling. Again, there are considerable tracts of zemindary or private forests, which it would be advantageous if Government could lease at almost any cost.

No. 419. ORDER THEREON, 19th July 1869, No. 2,093.

Forests, No. 14.

THE Government sanction the proposed increased rate of seigniorage for wood-fuel, *viz.*, 1 Rupee per 1,000 lbs., and grant authority for its being brought into force from 1st September next. The suggestion of the Officiating Conservator of Forests, in paragraph 1 of the foregoing letter, *viz.*, that this rate should apply only to firewood of large size such as that used by the Railway, and that it should have no reference to small wood for ordinary consumption, does not commend itself to the Government, as such an arrangement would necessarily lead to complications.

2. It is observed from paragraph 2 of the Officiating Conservator's letter, that the question of a large plantation on the banks of the Cauvery above Erode is under the consideration of that officer, and that he proposes to visit the localities. Major Beddome, as already ordered,* should also consult the Collectors of Salem and Coimbatore prior to submitting his report on the subject.

* G. O., 21st May 1869, No. 1,436.

3. In paragraphs 3 to 5 the Officiating Conservator advocates the formation of tramways, etc., to certain forest tracts therein mentioned, contiguous to the Railway, with the view of facilitating the transit of wood therefrom. He should communicate with the Consulting Engineer for Railways on this subject, and submit definite proposals for the consideration of Government.

4. With reference to paragraphs 7 and 8, the Government request the Officiating Conservator to submit half-yearly reports on the plantations therein referred

Proceedings of the Madras Government, Revenue Department,
19th July 1869.

to, showing the progress made in them, and the cost incurred on their account up to date.

5. In paragraph 9 Major Beddome urges the importance of bringing all fuel yielding tracts in the vicinity of the Railways under one administration, as certain of these tracts at present under Collectors are not systematically worked, and interfere much with the arrangements of the Forest Department for checking smuggling. He also states that there are considerable tracts of zemindary or private forests which might be advantageously leased by Government. On these points definite proposals should be laid before Government, with particulars of the localities referred to.

(True Extract.)

(Signed) R. A. DALYELL,
Acting Secretary to Government.

To the Officiating Conservator of Forests.
,, the Consulting Engineer for Railways.
,, the Board of Revenue.
,, the Public Works Department.

Ird. F. R. Bantleman.

No. 1438.

Camp Mianwali, July 15th 1869.

From Major R. H. Bidduph,
Officiating Conservator of Forests,
To P. N. Daly, Esqre.
Secretary to Government
Punjaub Department.

Sir,

I have the honor to forward for the information of Government a Report from Lieutenant Baden Powell, Assistant Conservator of Forests, dated the 21st ultimo, on the Salt Range Forests, and to state that I fully agree with the suggestions and recommendations contained therein.

2. I would only add that I consider it desirable that the Government should be moved to sanction the immediate demarcation of the Forests mentioned by Lieutenant Baden Powell, as I am convinced that the value of the timber in these Forests will increase very rapidly, and that unless this is done at once, the Forests will be seriously damaged by the reckless felling of timber which is now going on.

3. I would also recommend that the Forests be placed under the charge of Lieutenant Baden Powell, who has already done much valuable work in them, and who is well acquainted with the requirements of the Forests.

I have &c.
(signed) R. H. Biddulph
Officiating Conservator of Forests.

Copy in a Letter to Govt.
5th Nov. No. 6 of 1869.
Mis. Forest

1/9/5207

Pro. of the Board of Rev.
20 Jan. 1870 No. 1228

GOVT. OF INDIA. Simla

REVENUE.

To

THE OFFICIATING CONSERVATOR
OF FORESTS,
&c., &c., &c.

Dated July 19th.

Read. Ind.

G. O., 10th July 1869, No. 2,993.

Form No. 24 Aug/69 C.P. 2895

JULY.

Nos. 418-419.

Wood-fuel.—Increased rate of seigniorage recommended by the Conservator of Forests, sanctioned.

in the matter till my visit (which will probably be in July). The Locomotive Superintendent informed me that the highest rate he would be prepared to give for fuel at Erode would be 4 p. & 5 Rs. per ton, and Colonel Morgan estimated that it could not be delivered there at less than 10 Rupees.

3. There are very large, I may say almost inexhaustible forests within short distances of the Cauvery above Erode, if a tramway could be made from any of these to a navigable part of the river, large rafts of timber and boats laden with fuel might be brought down to Erode, the subject is well worthy careful consideration of the Railway Company.

4. The dense Shola forests on the Bolampatty hills, the Palghat hills and the Aniamallays may be said to be quite inexhaustible and are all within a short distance of the Line, the advisability of having tramways to any of these tracts should be considered.

5. There is a very large extent of hill forest in the Salem district quite contiguous to the Line, the ravines of the plains have been heavily indented allow for fuel, to a considerable distance, but no timber has as yet been taken from the hills or the ravines on the slopes, these hills contain a great deal of wood that is of no use except for fuel, but I am not sure that the supply is sufficient to authorize a tramway, but a timber slip would probably pay well.

6. We have little or no data to enable us to make here a rough estimate of the cost of producing fuel from plantations, with the exception of Calcarina. I believe it will be very heavy in those districts where it is most required, under these circumstances I do not think we should attempt plantations at first on any very large scale, and unless they are upon the substantial scale they will I feel sure be quite inadequate to meet future requirements, and tramways will eventually be resorted to, if this is the case the sooner they are commenced the better.

The traffic in timber, besides fuel from tracts like the Aniamallays and Anaipa forests, would be very considerable.

7. Plantations are most required in dry timberless countries like the Gooty district, it is in these districts however, that they will be most expensive.

We have now commenced a large plantation of upwards of 600 acres in a most favorable locality, near Gooty, and 2 smaller ones between that place and Cudalapah, I am not very sanguine as to the results, as I am afraid the cost will be very heavy particularly if we have unfavorable seasons like this and the last 3 years, it is, however, quite right that it should be tried, but I would not recommend any great extention till we see the results of 2 or 3 years. I am giving very attention to the trial of various kinds of trees.

8. The Casuarina plantation at Trichinopoly promises to be a success, it is about 350 acres in extent, and we now have upwards of 30,000 young trees planted out, which show rapid growth, the nurseries are full of plants ready for transplanting out, but the season has been most unfavorable.

9. I cannot quit this subject without pointing out the importance of bringing all fuel yielding tracts

tracts in the vicinity of the Railways under our administration, at present certain tracts under Collectors dovetail with ours, these are not worked on any system, and have no Establishment, and the fuel found there is certainly in some instances brought in without any payment for Seignorage, and they interfere much with our arrangements for checking smuggling. Again there are Considerable tracts of Zemindary or private forests, which it would be advantageous if Government could lease at almost any cost.

I have the honor to be
Sir
Your Most obedient Servant
[illegible]
Officiating Chief Inspector of Forests

Rec. 21 May/69 N° 524-5

Copy in a Letter to Engd
15th Nov. N° 6 of 1869. Mis
Forest

Revenue
Forest Department
1869
No. 1870.
From
The Offg. Conservator of Forests
Madanapalle
To
The Ag. Secy. to Govt.
Rev. Deptt. Madras
Dated 1st } June 1869
Received 5th }
Enclosures
None
No. 1436.
Subject.
Replies to G.O. 1436
of the 21st May. with
reference to fuel plan
-tations
Recd 23 July/69

418.

Recd 23 July/69 R.G.

Rev Dept

No: 2093.

Proceedings of the Madras Govt
Under date the 19th July 1869

Read the following
letter from the Offg Conservator of Forests.

Replying to G.O. No 1436
of the 21st May with reference
to Pinal plantations ——

M.O. 1st June 1869, No 1436

The Govt sanction
the proposed increased
rate of seigniorage for
wood fuel, viz 1 Rupee for
1000 lbs, and grant authority for its being brought
into force from 1st Septr
next. The suggestions
of the Offg Conservator
of Forests in para 1 of the
foregoing letter viz that
this
~~the above sanctioned~~ rate
should

should apply only to firewood of large size, such as that used by the Railway, and that it should have no reference to small wood for ordinary consumption does not commend itself to the Govt, as such an arrangement would necessarily lead to complications.

2. It is observed from para 2 of the Offg Conservator's letter that the question of a large Plantation on the banks of the Cauvery above Erode is under the consideration of that Officer, and that he proposes to visit the localities. Major Beddome, as already ordered, should also consult the Collectors of Salem & Coimbatore prior to submitting his report

*G.O. 21st May 1869 No. 1436.

report on the subject.

3. In paras 3 to 5, the Offg Conservator advocates the formation of tramways &c to certain forest tracts therein mentioned contiguous to the Railway with the view of facilitating the transit of wood therefrom. He should communicate with the Consulting Engineer for Railways on this subject and submit definite proposals for the consideration of Govt.

4. With reference to paras 4 & 5, the Govt request the Offg Conservator to submit half-yearly reports on the Plantations therein referred to, showing the progress made in

in them, and the cost incurred on their account to date

3. In para 9, Major Beddome urges the importance of bringing all suitable yielding tracts in the vicinity of the Railways under one administration, as certain of these tracts at present under Collectors are not systematically worked, and interfere much with the arrangements of the Forest Dept for checking smuggling. He also states that there are considerable tracts of Zemindary & Private Forests which might be advantageously leased by Govt. On these points, definite proposals should be laid before Govt, with particulars of the localities referred to.

61.

To
13 The Offg Conservator of Forests Devpt 20
3 " Consg Engr for Railways "
14 " Board of Revenue "
21 " P.W. Department "

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1/6

1863