M.R.O. 1—30,000—16-10-39.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1436 Press ~~Mis.~~

524-525

Dated 21st May 1869

Not to be folded or roughly handled

No. 524. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 8th April 1869, No. 117 :—

AGREEABLY to the instructions conveyed in the Order of Government, dated the 8th February 1869, No. 403, I have the honor to submit a letter* from the Agent of the Madras Railway Company, which shows that, calculating on the average prices during the last five years, the cost of coal at the stations along the North-West Line beyond Cuddapah may be set down as ranging between Rupees 33 and Rupees 40 per ton. As coal is the cheapest kind of imported fuel, and as three tons of firewood are considered equivalent to one ton of coal, it may fairly be assumed that the Madras Railway Company will be able to pay from Rupees 10 to Rupees 12 per ton of firewood at the stations beyond Cuddapah.

* No. 115, dated 15th March 1869.

2. The Locomotive Superintendent of the Madras Railway Company informed me last year that he could not afford to pay more than Rupees 5½ per ton at those stations; but this rate was calculated upon the cost of firewood taken from the Balapully jungles, which is now about Rupees 4½ per ton delivered at Cuddapah. There can be no doubt that if, from any cause, the supply of firewood from the existing tracts of natural forest were interrupted, the Railway Company would gladly pay a price much in excess of that named by Mr. Barton Wright.

3. The cost of firewood is at present regulated entirely by the rate of seigniorage charged by Government. This was lately raised† from 6 Annas per 1,000 lbs. to 10 Annas, or to 22½ Annas per ton. There can, however, be no doubt that, even with this enhanced rate of seigniorage, the cost of firewood cut in the Government jungles is at present far below the cost of production. Such a condition is not only wrong in principle but operates most prejudicially by preventing the growth of firewood by private enterprise. The opinion of the Government has been‡ repeatedly recorded as to the impolicy of allowing it to continue. Its vicious operation is shown most clearly in the present instance, where the ease with which firewood can be obtained from the Government jungles furnishes the Railway authorities with an argument against paying a price more nearly resembling the cost of production; and such an argument necessarily tends to prevent any artificial cultivation, even by the agency of the Forest Department.

† *Vide* G. O., Revenue Department, 8th April 1868, No. 949.

‡ *Vide* G. O., R. D., No. 2,061, 10th Nov. 1864.
" " 896, 2nd May 1865.
" " 159, 15th Jan. 1867.

4. So far as the railways in this Presidency are concerned, the question is one of vital importance. For their supplies of coke and coal they are, in all probability, likely to be for ever dependent upon external sources; and in the event of England being engaged in a naval war, the nearest available source of supply would be the coal-fields of Northern India, from which a land carriage of some 2,000 miles would be inevitable. Under those circumstances, if there were no reserve of firewood from which to draw their supplies of fuel, the railways could not be worked, except at a cost largely in excess of the present rates.

5. The following table shows the consumption in tons of the different kinds of fuel during the years 1867 and 1868 by the Railway Companies in this Presidency:—

A.

	Madras Railway.		Great Southern of India Railway.		Conjeveram Railway.		Total.	
	1867.	1868.	1867.	1868.	1867.	1868.	1867.	1868.
Coke, ...	1,488	1,909	23	32	.....	.....	1,511	1,941
Cole, ...	5,191	3,584	3,513	2,791	167	43	8,871	6,418
Patent Fuel,..	364	3,259	.....	462	... ..	1	364	3,722
Firewood, ...	49,235	48,069	1,923	5,923	14	367	51,172	54,358

6. In the year 1863 the weight of firewood consumed by the Madras Railways was 9,821 tons. In 1867 this had increased to 51,172 tons, and in 1868 to 54,358 tons. These figures give an idea of the extent to which the demand for firewood may be expected to increase when the Railway system becomes more extended. Taking three tons of firewood as equivalent to one ton of other fuel, the consumption of firewood amounted, during the years 1867 and 1868, to about sixty per cent. of the total quantity of fuel used.

7. Taking those facts into consideration, I venture to suggest the advisability of a further revision of the rate of seigniorage. As above stated the last increase in the rate was from 6 Annas to 10 Annas per 1,000 lbs. From the papers printed with the Order* of Government, dated the 15th January 1867, I observe that a proposal had then been made by the Forest Department to raise the rate to Rupee 1 per 1,000 lbs. I recommend that this rate be adopted, and that an early date be named, after which the seigniorage shall be Rupee 1 per 1,000 lbs., or Rupees 2-4-0 per ton. This increase should not, however, be final; and the rate should be gradually raised, until it becomes more nearly assimilated to the cost of production. Whether, keeping this in view, it will be necessary to fix varying rates for different parts of the Presidency, is not for me to say.

*Revenue Department, No. 159.

8. Upon this point I beg to remark that, when it was recommended by the Conservator of Forests to charge the enhanced seigniorage rate only to the Railway Company, the Government declared† the proposal to be wrong in principle, and ruled that different prices should not be charged to different customers, and that whatever price was fixed on must be applicable to the general public as well as to the Railway Company. I presume, therefore, that it was owing to an oversight that the Order‡ of the 8th April 1868, No. 949, was made applicable to the Railway Company only.

†G. O., Revenue Department, 15th January 1867, No. 159, paragraph 12.

‡ Revenue Department.

9. I take this opportunity to represent to Government the very great importance which I attach to the early formation of a Firewood Plantation, on an extensive scale, at some convenient point upon either bank of the Cauvery above Erode. So far as the railways are concerned, the situation would be a singularly favorable one, inasmuch as a large supply of firewood delivered at Erode would be available for the Madras Railway in both directions, and for the Great Southern of India Railway. With water-carriage to Erode, available throughout most of the year, it matters little how far it is necessary to go up the Cauvery before a suitable site is reached.

Proceedings of the Madras Government, Revenue Department,
21st May 1869.

10. In a letter, dated the 12th May 1868, the Officiating Conservator of Forests informed me that he had under consideration the formation of a large Firewood Plantation on the banks of the Cauvery near Cauverypooram, some fifty miles above Erode. It was with very great regret that I learnt in a letter,* which I have the honor to submit, that up to the 9th ultimo no progress had been made towards forming the plantation, and that it was doubtful whether suitable land could be obtained. I beg that the Forest Department may be urged to take early and decisive action in this matter. The progress of denudation in the jungle tracts, which have hitherto fed the railways, renders the question one of national importance, and no small plantation near Bhowany can remedy the evil. It is difficult to believe in the existence of any insuperable difficulty in the way of acquiring suitable sites for the establishment of plantations on a sufficiently large scale.

* No. 1,217, 9th March 1869.

11. In reply to my inquiries the Agents of the Madras and the Great Southern Railways stated last year that they could not afford to pay more than Rupees 4½ and Rupees 5½, respectively, per ton of firewood delivered at Erode. These rates were, however, calculated with reference to the cost of firewood obtained from the Walliar and Caroor jungles, and had no relation to the price paid for coke or coal. Looking to the cost of imported fuel during late years I have no doubt that, if the rate of seigniorage were raised, the authorities of both railways would find it to their interest to pay from Rupees 8 to Rupees 10 per ton of firewood delivered at Erode.

12. In their Order,† dated the 2nd May 1865, the Government directed the attention of the Madras Railway Company to the necessity of their taking steps for the growth of firewood to meet their future requirements. The views expressed by Government were brought to the notice of the Board of Directors; and, acting under their instructions, the Agent applied for and obtained two small tracts of waste land in North Arcot favorably placed for planting operations. Of these one was situated near the junction of the Palar and Poiny rivers, measuring about 350 acres, and the other near the Soornamooky river, measuring about 210 acres. Before the commencement of any operations, however, the Secretary of State expressed‡ his refusal to authorise a Railway Company to embark in such an enterprise outside the limits of its own property; and in my letter to you, dated the 5th July 1866, No. 239, I recommended that the land already taken up by the Railway authorities should be handed over to the Conservator's department, with a view to its being planted out. Subsequently the Secretary of State was induced§ to re-consider his objections, and to authorise, as a special case, the formation of plantations upon the two sites in ques-

† Revenue Department, No. 896.

‡ Letter from Under-Secretary of State to Board of Directors, dated 22nd March 1866.

§ Letter from Under-Secretary of State to Board of Directors, dated 20th July 1866.
Vide G. O., 8th January 1867, No. 61.

tion; but, after full consideration by the Railway Committee, it was decided to be inexpedient for the Company to embark in the cultivation of firewood, and the two plots of land were* accordingly given up.

* *Vide* G. O., 4th April 1867, No. 1,046, and 25th April 1867, No. 1,228.

13. Whether or not the formation of plantations upon these sites has as yet been undertaken by the Forest Department, I am ignorant; but I must respectfully press upon Government the necessity which exists for immediate and vigorous action on the part of that department throughout those districts, at least in the Presidency, which are, or are likely to be, traversed by railways. By the decision of the Secretary of State, direct action in the matter on the part of the Railway Companies has been precluded, and private individuals also are effectually prevented from embarking their capital in such an enterprise, so long as, owing to the lowness of the rates of seigniorage, it continues to be cheaper to procure firewood from the tracts of natural forest than to grow it. In the meantime the resources of the country, especially in the neighbourhood of the railways and the large towns, are being rapidly exhausted; and, in the interest of the department under my control, I feel it my duty to urge the necessity of extensive operations being promptly undertaken by the direct agency of the State.

From the Officiating Conservator of Forests, to the Consulting Engineer for Railways, dated camp at Mysore, 9th March 1869, No. 1,217.

In reply to your letter, No. 74, of the 10th of February, 1869, I have the honor to inform you that the question of a Fuel Plantation near Cauverypooram is still under consideration, but it appears doubtful whether suitable land can be obtained. Colonel Morgan, however, wishes to commence a small plantation near Bhowany.

2. There is a considerable amount of waste land between Adoni and the Tumbudra, but it is in all cases very poor red soil, and not adapted for Babul Plantations. We are going to commence large plantations at Gooty and on the north bank of the Chittravatty river, and I shall institute experiments in planting on the poor red soil, but I fear it will never pay.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 15th March 1869, No. 115.

In reply to your letter of the 10th ultimo, No. 52, I have the honor to quote as follows from a communication* received to-day from the Acting Locomotive Superintendent:—

* Dated 13th March, No. 81.

"I beg to express my regret that I am unable to give the data upon which Mr. Wright formed his calculation that Rupees 2 at Erode and at Cuddapah, and Rupees 2-8-0 at stations along the North-West Line beyond Cuddapah, are the highest prices which this department could afford to pay for firewood per 1,000 lbs.

"3. With reference to paragraph 2, I find, taking as a basis the average prices charged to engines during the last five years, *viz.*, Rupees 31 per ton for coke, Rupees 26 per ton for coal, and Rupees 34 per ton for patent fuel, (the latter having been used only during 1868,) that a ton of each of these three descriptions of fuel would cost as follows:—

	Coke.			Coal.			Patent fuel.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
At Cuddapah, ...	37	13	3	32	13	3	40	13	3
Tadpatri, ...	40	8	6	35	8	6	43	8	6
Gooty, ...	41	13	0	36	13	0	44	13	0
Bellary and Adoni, ...	43	12	10	38	12	10	46	12	10

"We generally consider that three tons of wood are equal to one ton of coal or coke."

2. I am sorry that Mr. Collinson is unable to furnish the data upon which Mr. Barton Wright formed his calculations, as to the price which he could afford to pay for firewood at Erode, Cuddapah, and stations north of Cuddapah; and if you desire it, I will, with pleasure, refer the question to the Locomotive Superintendent who, as you are aware, is in England.

From Major R. H. BEDDOME, Officiating Conservator of Forests, to the Consulting Engineer for Railways, dated 12th May 1868, No. 378.

With reference to your letter, No. 138, of the 7th instant, and its enclosure, I have the honor to inform you that the Collector of Cuddapah informs me that there is no land available between Cuddapah and Papagary river; he states that the whole of it is in occupation, except 450 acres near Camalapoor, of which 250 acres have already been planted with Babul by the late Collector, and the remaining 200 acres are now being planted.

2. I am in communication with the Collector of Bellary, with reference to land in his district in the Adoni and Aloor Talooks; and if any quantity is available, I shall visit the localities shortly. I much fear the land is already occupied, as Mr. Robinson, one of the Railway Engineers, informs me that he had great difficulty in procuring a few acres for Babul plantation. Plantations under our department would only have a chance of paying if on a very large scale; if under small area, they would be better under the talook authorities. The cost of wood from artificial plantation in dry districts like Bellary will be very much in excess of what the Railway are paying for their fuel from the natural forests and natural fuel reserves, and I think that they should draw up some data as to what they will be prepared to pay in future years.

3. With reference to your letter, No. 99, of the 26th of March, I am afraid no land is available near Erode. I have, however, under consideration the formation of a large fuel plantation on the banks of the Cauvery near Cauverypooram, as the wood might be brought down in boats at a trifling charge for carriage. With reference to this project, however, I should be glad to receive a memorandum from the Company as to what rates they would be prepared to pay for fuel delivered at Erode.

Transferred to the Revenue Department, with reference to the Order in that Department, No. 248, dated 28th January 1869.

(Signed) CHARLES A. ORR, Colonel, R.E.,
Secretary to Government, P.W.D.

12*th April* 1869.

No. 525. Order thereon, 21st May 1869, No. 1,436.

Forests, No. 21.

Ordered that the foregoing letter from the Consulting Engineer for Railways, with copy of that from the Agent of the Madras Railway Company, dated 15th March 1869, received with it, be communicated to the Officiating Conservator of Forests, with reference to paragraph 4 of Proceedings of Government, 28th January 1869, No. 248.

2. The Government fully concur in the views expressed by the Consulting Engineer, as to the vital importance of conserving the natural firewood-supply, and supplementing it by artificial plantations, with the view of meeting the requirements of the Railway.

3. As regards the rate of seigniorage, which in G. O., 8th April 1868, No. 949, was raised from Annas 6 to Annas 10 per 1,000 lbs, the Consulting Engineer remarks (paragraph 3) that, even with this enhanced rate, the cost of firewood cut in the Government jungles is far below the cost of production; and he suggests

(paragraph 7) that the rate be further increased, for the present, to Rupee 1 per 1,000 lbs. This proposal will be referred to the Officiating Conservator of Forests for consideration and report.

4. Adverting to paragraph 8 of the Consulting Engineer's letter, the Government have to observe that the increased rate of seigniorage of 10 Annas per 1,000 lbs., sanctioned in their Order of 8th April 1868, must be held to apply not only to the Railway Company, but also to the general public. The Order just quoted referred specifically to the wood-fuel supplied to the Railway Company, as this was the only point then under the consideration of Government; but it was not intended to limit the enhanced rate to the Company exclusively.

5. The proposal of the Consulting Engineer in paragraph 9, for the early formation of large Firewood Plantations upon either bank of the Cauvery above Erode, seems to the Government a highly desirable one; and they desire that the Officiating Conservator, after communicating on the subject with the Collectors of Salem and Coimbatore, will report what arrangements can be made for forming such plantations.

6. The Officiating Conservator will also report why, as stated in paragraph 10 of the Consulting Engineer's letter, no progress has been made towards the formation of the Firewood Plantation near Cauverypooram therein referred to. Should there be any difficulty in the way of obtaining suitable land for the purpose, as appears to be the case, Major Beddome should seek the assistance of the Collector in the matter.

7. Adverting to paragraph 12 it is observed that of the two tracts in the North Arcot District therein adverted to, that near the Tirupatty Station was renounced* by the Forest Department as being of too limited an area for the purpose of a plantation. The other tract at Trivellam is now under the Forest Department, and Major Beddome is requested to report what progress has been made in the formation of a plantation.

* G. O., 11th February 1869, No. 355.

(True Extract.)

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

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

Exd F. R. Bantleman.

Copy in a Letter to Govt 15th March No 6 of 1869 - Mis Series

21 . . . 1

Govt. of {1869} Madras.

REVENUE.

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
&c., &c., &c.

Dated May, 21st.

Recd. Read.

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

From the Offg Secretary of Govt
to Govt 1869 Cft 1870

MAY.

Nos. 524-525.

Railway fuel.—Passing orders on the subject of forming firewood plantations in the vicinity of certain Railway stations.

the cost of production. Whether, keeping this in view, it will be necessary to fix varying rates for different parts of the Presidency is not for me to say.

8. Upon this point I beg to remark that when it was recommended by the Conservator of Forests to charge the enhanced seigniorage rate only to the Railway Company, the Government declared the proposal to be wrong in principle, and ruled that different prices should not be charged to different customers, and that whatever price was fixed on must be applicable to the general public as well as to the Railway Company. I presume therefore that it was owing to an oversight that the order of the 8th April 1868, No. 949, was made applicable to the Railway Company only.

* G. G. Revenue Department No. 159. dated 12th January 1867

Revenue Department

9. I take this opportunity to represent to Government the very great importance which I attach to the early formation of a firewood plantation on an extensive scale at some convenient point upon either bank of the Cauvery above Erode. So far as the railways are concerned, the situation would be a singularly favourable one, inasmuch as a large supply of firewood delivered at Erode would be available for the Madras Railway in both directions, and for the Great Southern of India Railway. With water carriage to Erode available throughout most of the year, it matters little how far it is

necessary

necessary to go up the Caveries, before a suitable site is reached.

10. In a letter dated the 12th May 1868 the Officiating Conservator of Forests informed me that he had under consideration the formation of a large firewood plantation on the banks of the Caveries, near Caveries poorum, some 60 miles above Erode. It was with very great regret that I learnt, in a letter which I have the honour to submit, that up to the 9th ultimo no progress had been made towards forming the plantation, and that it was doubtful whether suitable land could be obtained. I beg that the Forest department may be urged to take early and decisive action in this matter. The progress of

* No. 1217 9th March 1869. The Conservator of Forests Circle [illegible]

working under their instructions, the Agent applied for and obtained two small tracts of waste land in North Arcot favourably placed for planting operations. Of these one was situated near the junction of the Palar and Poiny rivers, measuring about 350 acres; and the other near the Poornamooky river, measuring about 210 acres. Before the commencement of any operations, however, the Secretary of State expressed his refusal to authorize a Railway Company to embark in such an undertaking outside the limits of its own property; and in my letter to you dated the 5th July 1866 I recommended that the land already taken up by the Railway Authorities should be handed over to the Conservator's department, with a view to its being

* Letter from Under Secretary of State to Board of Directors dated 22nd March 1866. * No. 269.

being planted out. Subsequently the Secretary of State was induced to reconsider his objections, and to authorize, as a special case, the formation of plantations upon the two sites in question; but, after full consideration by the Railway Committee, it was decided to be inexpedient for the Company to embark in the cultivation of firewood, and the two plots of land were accordingly given up.

13. Whether or not the formation of plantations upon these sites has as yet been undertaken by the Forest department, I am ignorant: but I must respectfully press upon Government the necessity which exists for immediate and vigorous action on the part of that department throughout those districts at least in the Presidency which

* Letter from Under Secretary of State to Board of Directors dated 20th July 1866. Vide G.O. 8th January 1867. No 61.

† Vide G.O. 4th April 1867 No 1046 and 25th April 1867. No 1228.

Received 1864 Nos 113-115
- 25 May 1865 - 22-24
- 15 January 1867 - 339-344
- 24 January - 556-557
- 25 April - 450-454
- 1st April - 285-287
- 8 April 1868 - 211-212
- 8 February 1869 - 211-212
- 28 January - 575-577

Transferred to the Revenue Department with reference to the Order in that Department No 248 dated 28th January 1869.

Coll Nte
Sec to Govt P.W.D.
12th April 1869.

To The Revenue Dept
Nothing-R 17 May

Transferred

1869.

RAILWAY DEPARTMENT.

From The Consg. Engineer for Railways,

To

The Secretary to Government,
P. W. Dept.

Dated 5th April 1869.
Received 12th

No. 117-

Enclosures, No. 2

Letter No 1436 dated 1/4/69 submitting a letter from the Agent & Manager of the N.W. Railway, on the subject of the process of procuring the stations along the North West line beyond Ruddapah

Transferred

Rev.ⁿ Department

No 1436

Proceedings of the Madras Government
under date the 21st May 1869.

Read the following
letter from the Consulting
Engineer for Railways.

— Subj.ᵗ a letter from the Agent & Manager of the M. R. Company, on the subject of the prices of firewood at the stations along the North west line beyond Cuddapah. (M.E. 8th Apl.ⁿ/69 No 117)

Ordered that the foregoing letter from the Consulting Engineer for Railways, with copy of the letter from the Agent of the Madras Railway Company dated 15th March 1869, received with it, be communicated to the Offg Conr.

07

of Forests, with reference
to para 5 of Pro: of Govt:
28th Jan: 1869, No. 248.

2 The Govt: fully
concur in the views expressed by the Consulting
Engr, as to the vital im-
portance of conserving the
natural firewood-supply,
and supplementing it by
artificial plantations,
with the view of meeting
the requirements of the
Railway.

3 As regards the rate
of seigniorage, which in
G. O. 8th April 1868, No 949, was
raised from Annas 6 to Annas 10
per 1000 lbs, the Consulting
Engr remarks (para 3) that
even with this enhanced
rate,

rate, the cost of firewood
cut in the Govt: jungles
is far below the cost of
production, and he suggests
(para 7) that the rate be
further increased, for the
present, to Rupee 1 per 1000 lbs.
This proposal will be referred
to the Offg Conservr of Forests,
for consideration and report.

4 Adverting to para
8 of the Consulting Engrs letter,
the Govt have to observe that
the increased rate of seigniorage
of 10 Annas per 1000 lbs sanc-
tioned in their Order of
8th April 1868 must be held
to apply not only to the
Railway Company, but
also to the general public.
The order just quoted

referred

referred specifically to the wood fuel supplied to the Railway Company as this was the only point then under the consideration of Govt.; but it was not intended to limit the enhanced rate to the Company exclusively.

5. The proposal of the Executive Engineer in para 9, for the early formation of large firewood plantations upon either bank of the Cauvery, above Erode, seems to the Govt. a highly desirable one; & they request the Offg. Conservator to report his arrangements for giving effect to it.

The

desire that the Officiating Conservator after communicating on the subject with the Collector of Salem & Coimbatore will report what arrangements can be made for forming such plantations

6 The Officiating Conservator will also report why, as stated in para 10 of the Consulting Engineer's letter, no progress has been made towards the formation of the firewood Plantation near Cauveryroom therein referred to. Should there be any difficulty in the way of obtaining suitable land for the purpose, it appears to be the case, Major Beddome should seek the assistance of the Collector in the matter.

Advertising

y. A description of plan 12,
it is observed that of
the two tracts in the
North Arcot district
therein referred to, that
near the Seraspar
station was reserved
by the Forest Dept.
as being of too limited
an area for the purposes
of a plantation. The
other tract at Trivellam
is now under the
Forest Dept. and Major
Beddome is requested
to report what progress
has been made in the
formation of a Plant-
ation at that place

G.O. 11th Feby 1869 p. 355.

3 Copies Drawing Engd for Plates
13 — Off. Copies of Tracts
14 — Do of Plans
21 — Descriptive

10/1.85

E. C.

Railway Clerk

Cir

Railway Clerk - 18.17 May