

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	1132	Press ~~Mis.~~
<i>251-54</i> Dated	29-7-	1962

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
29th July 1870.*

Read the following papers :—

No. 251. From the Officiating Conservator of Forests, to the Acting Secretary to Government, Revenue Department, Fort Saint George, dated camp at Tellicherry, 2nd May 1870, No. 2,098.

At the earnest request of Captain Gosling, I have the honour to forward the enclosed claim from him for extra remuneration for work considered exceptional in his range.

ENCLOSURE No. 1.

From Captain H. M. GOSLING, Deputy-Conservator of Forests, Anamallay and Palghaut Ranges, to the Officiating Conservator of Forests, Ootacamund, dated Madras, 16th April 1870, No. 130.

I HAVE the honour to request you will be so good as to submit this application to Government for their favourable consideration.

2. I desire most respectfully to bring to the recollection of Government my humble exertions in the public service in the construction of a ghaut-road up to the great teak-producing forests on the Anamallay Hills in 1868, a full description of which will be found in the Annual Administration Report for 1868-69 and in my official report to yourself.

3. I have to acknowledge, with gratitude, the highly favourable notice which Government were pleased to take of my work, and also to express my deep appreciation of the gracious praise bestowed by His Grace the Duke of Argyll, Secretary of State for India, which will ever be remembered by me, and act as an incitement to continue the zealous performance of my duty.

4. It will not have escaped the memory of Government that the economy and rapidity with which this *long-needed* work was executed was owing wholly to the personal supervision and exertions, during most inclement weather, exercised by myself. The nature of the work was most difficult and arduous, the character of the face of the Anamallay Hills most rocky and precipitous, and the organization of labour in so malarious a climate peculiarly harrassing and responsible. These anxieties and toils seriously affected my health, and nothing but pressing private matters have caused me to refrain from proceeding to England to recruit my health. I do not make this appeal in any begging spirit to the Government, but I am induced to believe that properly represented my claim will be considered on the grounds that my work was of an exceptional character—beyond the character of simple forest-tracks and communications between depôts, and beyond the scope of the legitimate duties required of an officer in the Forest Department.

5. Lastly, it remains only to express in figures the saving effected by my having given *personal* supervision to the work. The estimate submitted in 1848 (when prices and labour were hundred *per cent.* cheaper than now) by the Department Public Works was £2,500. In 1868 I *volunteered* to do the same for £500. I accomplished it for £410. It is hardly necessary to tell the Government that they saved £2,100 on the Department Public Works' estimate of 1848, and £90 on mine of 1868.

6. I will also bring to notice that, during the same year as the ghaut was made, I opened out a new road of 4 miles in the forest above ghaut, by which all the carting of timber is now effected, as it is a direct saving of 3½ miles over the old road; and that I constructed this road and the ghaut in addition to the ordinary current duties pertaining to my appointment, the salary of which then was Rupees 500 per mensem.

No. 252. From the Officiating Conservator of Forests, to the Acting Secretary to Government, Revenue Department, Fort Saint George, dated camp at Ootacamund, 13th June 1870, No. 2,153.

In forwarding Captain Gosling's claim to extra allowances for having constructed a ghaut-road up to the Anamallay teak-forests, I have the honour to

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inform you that I cannot myself recommend Government to allow the claim, as many of our officers have been and always will be employed in works of this nature, and road-making may be said to come within the duties of a forest officer; and I must mention that the season before last, when Captain Gosling was employed on this duty at his own suggestion, there was no felling going on whatever in the forests, which work has always been the most onerous part of the Superintendent's duty during the working season.

2. It is only fair to Captain Gosling to state that he worked very hard at the ghaut, and that he constructed it cheaply and well; but I am not as yet prepared to state that it is a success in a working point of view. Captain Gosling carted timber down it last season with the departmental carts and bullocks, but the cart-contractors could not be prevailed upon to try it; it is steep and dangerous in parts for carts heavily laden with timber, and, though it saves the timber from a certain per-centage of damage, which always occurred in the slipping-process, it is more expensive than the latter plan.

No. 253. From Captain H. M. GOSLING, Deputy-Conservator of Forests, to His Excellency Lord NAPIER, K.T., Governor of Madras, and to the Honourable Members of the Government of Madras, dated 16th June 1870.

I most respectfully beg to submit, for your and the information of the Government, a short statement of the condition of the ghaut-road I constructed in 1868 up to the Anamallays. For a full report of the ghaut, I beg to refer to the Forest Annual Report of 1868-69. When I quitted the Anamallay Range in March last, the road was in perfect order. Last year 130 Rosewood logs, containing about 3,000 cubic feet, were conveyed down the ghaut on carts by the Government Cart Establishment, in addition to a large number of Teakwood logs. Large sling-carts, with loads of $1\frac{1}{2}$ tons, have come down the ghaut with perfect ease and safety. Only one accident has occurred since the opening of the road in December 1868, when a cart was upset owing to careless driving over a bridge, but neither the driver or bullocks were seriously injured, though the cart was, of course, broken. Timber has been carted down the ghaut steadily since December 1868, and only a very few very long logs have been slipped, owing to the turns of the road not sufficing to allow them to be carted. Some few native contractors without advances carted in 1868-69. They were induced not to continue, owing to the combination amongst all, not to take work without receiving, as formerly in Majors Beddome's and Michael's time, advances in cash. At my earnest representation the Government were good enough to sanction the re-introduction of advances experimentally on the Anamallays, as an exceptional case, in February last. Before I left the range, I had time only to test the effect of this measure with one contractor only, named Mahomed Sahib of Palghaut, who received 500 Rupees to cart timber from above ghaut down the same to Palghaut Railway station, of which he has carted 46 logs, and worked out 300 Rupees. The remainder will be shortly worked out. Before I left Palghaut on the 4th instant, I saw several contractors, and heard of many others, who, since the re-introduction of advances, were anxious to take work. I duly advised Mr. Douglas, my successor, of their tenders, and am con-

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vinced that, if tact and management is shown in dealing with these people, their services might be largely availed of. Of course, every one at all acquainted with native character is aware of the great difficulty of overcoming their scruples, fears, and timidity. It is the case here, and will be, unless they are encouraged by the personal example of a European officer supervising and directing the transport down the ghaut for a few trips, until they are convinced of the futile character of their objections. I had to personally accompany the drivers of the Government carts on several occasions when the road was first used, to give them encouragement, and now they cart timber down without fear. The saving to the timber from cracks, splits, etc., by being carted instead of slipped down the ghaut will be obvious to every one. I have pointed out in the Annual Report for 1868-69 the advantages of the road over the old mode of slipping. Finally, I would respectfully refer the Government to Mr. McCallum Webster, Mr. Lorne Campbell, C.S., Mr. Douglas, Mr. Nisbet, Forest Department, Mr. Coombes, Supervisor, Revenue Survey Department, Major Norie, Madras Staff Corps, Major Pigott, 19th Foot, and many other officers who have been up and down the ghaut, as to their opinions regarding its answering the purpose for which it was made, viz., carting out timber. Major Beddome on each occasion that he has visited the ghaut, viz., in November 1868, September 1869, and March 1870, told me personally, in reply to my question, that he considered the road was in capital order, and was surprised to find it had stood so well. The ghaut has experienced and stood the terrific hurricane of last November, which is proof of its strong construction. The Government will recognize the truth of my assertion that all ghaut-roads are peculiarly liable to severe tests of wind and rain—*vide* destruction on Coonoor ghaut in last November's hurricane—which this ghaut stood. Major Michael, Dr. Cleghorn, and every one acquainted with the Anamallays, have strongly advocated a ghaut-road since 1848. I undertook voluntarily to make the road. I assumed great responsibility, underwent excessive bodily fatigue, and saved Government 25,000 Rupees on the Department Public Works' estimate of Colonel Frederick Cotton of 1848; for this I humbly ask Government to grant me a small remuneration. I ask it, because I expected the Government would have granted me some token of their approval when I had finished the work. I hoped to turn an honest penny by the work; my family needed my help, and I had no other way of raising the money than by doing this hard work. I am now going to England completely undermined in health through four years' toil on the Anamallays. I will not further trespass on the time of the Government, but, relying on their justice and impartiality, shall feel satisfied if they reject the assertions made regarding the work not having stood the tests of use and time and storm; and that the reason native contractors do not use it is, owing to the steepness of its gradient. I am prepared, at the risk of my health and perhaps life, to return to the Anamallays and prove my word by bringing as many contractors as are necessary to cart out all the timber lying in the depôts above ghaut, amounting to the value of 1,16,000 Rupees. The Government will grant me a *douceur* or not as in their wisdom they may think fit, but I claim as mine, by the right of truth and justice, the impartial hearing of my statement regarding the stability of my work and its usefulness.

2. With profound respect and gratitude, I remain, etc.

Calcutta, 11th July 1870.

REVENUE.

To

THE CONSERVATOR OF FORESTS.

Dated July, 29th.

Recd.

G. O., 29th July 1870, No. 1,132.

JULY.
Nos. 251-254.

*Ghaut-road constructed by Captain Gosling
on the Anamallays.—That officer's claim for
remuneration for having constructed it, declined.*

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No. 254.

ORDER THEREON, 29th July 1870, No. 1,132.

Forests, No. 12.

UNDER the circumstances represented by the Conservator of Forests, the Government must decline to entertain Captain Gosling's claim to extra allowances for having constructed the ghaut-road in question.

(True Extract.)

(Signed) H. E. STOKES,
Under-Secretary to Government.

To the Conservator of Forests.

Ed. P. R. Bantleman.

Mr. Gosling called on me a few
days ago & asked me whether any
resolution had been taken in respect to
his remuneration for the Anomalist
ghostwork as he is obliged to take leave
of absence directly for England.

I told him that I could not give
him a decisive reply as in consequence
of a private & semi-official letter
from Major Beddome it was
doubtful whether the Ghost
Road would be permanently
useful. The Govt had asked
for more information on the subject

in an official form.

In consequence of the recommendation
Capt. Gosling has a defective one
the enclosed letter indicating
the condition of the road
of the Great Road
and is the same.

As we do not wish to be in this
position of being in the hands of
any one - but I am bound to say that
Capt. Gosling's position is very important
and I must not allow me
to be in this position of any person
judgment for which thing is
a proof of I am sure he is
a good man and a good
captain Gosling's duties as a forest

My dear

My dear

I believe Capt. Gosling's importu-
nity is to be ascribed wholly to
the pressure of family claims - which
he strives to meet - by the exercise of
great self-denial - and it is a good
trait in his character and though he has
undoubtedly transgressed the bounds of
official propriety I would not let
him suffer for the sake of punishment.

But I think he should be
let alone he must not leave
his district as he leaves G.D. without
the permission of the Commissioner.
J.D.S.

50.

Sellicherry 2nd May

My dear Dalzell

Upwards of a year ago Gosling was very anxious that I should send in a claim for his Engineer's allowance for making his path up to the Teak Forest on the Annamallays. I told him that I could not easily do so with justice to other officers as many had been and were employed on similar works that might be considered exceptional and if I applied for it in his case I might have numerous applications and that I did not consider his path more entitled to a special allowance than many other roads constructed by almost all our Forest officers. I spoke at the same time to you on the subject and I think you were of the same opinion. Gosling got his promotion at the same time and he dropped the subject and seemed satisfied. He has lately pressed the matter with such importunity that I forward his claim specially but without remark.

If granted, it will give a precedence for numerous

numerous similar applications. All our officers have read work more or less. Sheffield has just made a road entirely outside of his forests with road fund money. Morgan for a long time had the repairing of the Segin plant in addition to his forest. Michael, Hamilton & I all had extensive road-making operations in the Aimanallagh. Minter will probably be shortly employed in blasting operations in the beds of Rivers to facilitate floating ^{you see}.

Gosling worked very hard I know at his plant, but that year he had no selling whatever in the forests which is always the most meritorious part of the officers duty. The utility of the plant is doubtful; it is a very dangerous descent for loaded carts and the contractors will not cart down it. Gosling carted timber down it himself with the fort carts but at a greater expense than the old plan of slipping.

If I wish to make Gosling an extra allowance, I should prefer it being made without his claim appearing to have gone.

6
gone in especially thro' me. The wording of Gosling's claim is very extravagant.

You can show this letter to any of the Members of Fort or if you think expedient to Gosling himself.

Yours &c
Signed R W Beddome

The claim goes to day thro' my Office.

Manus. or 1348

Rev. Dr. J. H. H.

Captain Gosling's claim to special remuneration for making the Annamallay Shant.

Captain Gosling's claim is circulated for orders. Shortly after the shant was completed, Captain Gosling called upon the undersigned and begged him to recommend a special remuneration for him, this, however, the undersigned declined to do, as he understood on reference to the Dr. J. H. H. that road & shant making of a rough description was a definite part of a

J. H. H.

Forest officers' duties. It was, however, intimated to Captⁿ Gosling that his good service would be brought forward as a claim to his promotion and he was duly promoted shortly afterwards.

2. He has now persuaded Major Beddome, much against his will, to forward his application for special remuneration for the forest work. In D. O. letter annexed Major Beddome points out that the grant of Captⁿ Gosling's request will be a serious injustice to other officers of the Dept^t who have done similar work, and neither sought nor obtained special remuneration and

and that it will doubtless lead to numerous similar applications.

S. H. D. S.

15/10/1910
 Capt. Gorking's
 claim to special
 remuneration

We must talk it over
 in Council. N

Then had he then
 be referred to
 Council.

J. O. S.
 I must register the
 claim altogether.
 C. A. A.

Council

To be in sending a
 further report from
 Mr. Gorking for
 the 1st. He has been
 asked.

For

1132

Nos. 1345 & 1803 & 1814.

Under the circumstances
 represented by the
 Conservator of Forests, the
 Govt must decline to
 entertain Captain Gorking's
 claim to extra allowance
 for having constructed
 the path road in question.

N
 M. C.
 A. A.

J. O. S.

29 July/10

13 Letter from Forest Dept. 5th Aug 1910