

*Proceedings of the Madras Government, Revenue Department,
15th September 1871.*

No. 209. Read the following endorsement of the Under-Secretary to Government, Public Works Department, dated 28th August 1871:—

Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 23rd August 1871, No. 358.

WITH reference to G. O. No. 85, dated 18th August 1870, I have the honour to forward letter No. 478, dated 16th instant, from the Agent and Manager of the Madras Railway, on the subject of wood being obtained beyond the limits of the Madras Presidency, and floated down the Toongabudra for use on the North-West Line.

2. The Agent stated in October last that, owing to reductions in the Engineer Establishment, he had no one then available to depute for examination of the fuel-resources of the country along the Toongabudra, though he would keep the matter in view; and the Chief Engineer now reports that the records in his office are sufficient to show that the wood cannot be obtained at a remunerative rate.

3. Timber has been floated from the Nuggur forests as low as Walvapor; there is then land-carriage of 60 miles to Bellary, at 5 Rs. per 1,000 lbs., or about Rs. 11½ per ton, which is altogether a prohibitory price.

ENCLOSURE No. 1.

From the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 16th August 1871, No. 478.

ADVERTING to this Office letter No. 568 of the 8th October 1870, and to Government Order No. 1,192, dated the 8th of August 1870, on the subject of the proposed examination of the country along the banks of the Toongabudra as regards its resources in fuel, I have the honour to quote as follows from a communication* I have received

* No. 450, dated 15th August 1871.

from the Acting Chief Engineer:—

“I beg to inform you that it has not hitherto been found practicable to depute an officer of the Engineering Staff to examine the country along the Toongabudra as regards its resources in fuel.

“There are, however, records in this office which appear to me to dispose of the question, and to render it unnecessary that it should be further proceeded with.

“In July 1859 Mr. Bryce, one of the Resident Engineers of this Company, was deputed to report ‘regarding the supply, cost, and quantity of timber obtainable from the Nuggur forest for the North-West Line of Railway.’

“From his report (dated Sheemooga 21st July 1859) it appears that ‘the furthest point to which timber has hitherto been floated down the river is Walvapor, which is sixty miles by road from Bellary.’ Mr. Bryce himself examined the river at a point a little below Walvapor (namely, at Humpy), and came to the conclusion from the rocky nature of the river-bed that ‘it would be extremely difficult, if not impossible, to float the timber beyond this point.’”

2. It thus appears that a heavy land-carriage would have to be incurred in order to bring the timber to the nearest railway station (Bellary) after it had been floated down the river. In Mr. Bryce’s estimate this land-carriage is set down at Rs. 5 per 20 cubic feet. This, in the case of wood suitable for fuel, would be about equivalent to a rate of Rs. 5 per 1,000 lbs., and when it is considered that the original cost of the wood and of its water-carriage has still to be added on, in order to arrive at its total cost delivered at Bellary, I do not think the suggestion of providing fuel from this source need be further entertained.

*Proceedings of the Madras Government, Revenue Department,
15th September 1871.*

TRANSFERRED to the Revenue Department, with reference to the orders in that department, No. 1,192, dated 8th August 1870.

(Signed) A. DE C. SCOTT, Captain, R.E.,
Under-Secretary to Government, P.W.D.

No. 210.

ORDER THEREON, 15th September 1871, No. 1,612.

Forests, No. 7.

COMMUNICATED to the Board of
Revenue and to the Conservator of
Forests.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 358.

From

Major J. H. L. Pendergast B.E.
Consulting Engineer for Railways.

To

Colonel J. Carpenter B.E.
Secretary to Government,

Public Works Department,

Fort Saint George.

Sir,

With reference to G.O.
N^o 85 dated 18th August 1870, I
have the honour to forward letter N^o
1178 dated 16th instant, from the
Agent and Manager of the Madras
Railway, on the subject of wood being
obtained beyond the limits of the
Madras Presidency, and floated down
the Coouyaudra for use on the North.

Yours
J. H. L. Pendergast

West Line.

2. The Agent states in October last, that owing to reductions in the Engineer's establishment; he had no one then available to depute for examination of the fuel resources of the country along the Sengabudra; though he would keep the matter in view; and the Chief Engineer's new reports, that the records in his office, are sufficient to show that the wood cannot be obtained at a remunerative price.

3. Timber has been floated from the Nuggur forests as low as Walvapoor. There is then land carriage

carriage, of 60 miles to Bellary, at 5 Rs per 1000 lbs or about Rs 11 1/4 per ton. which is altogether a prohibitory price.

I have the honour to be
Sir

Your most obedient servant
W. S. S. Major R.

Madras
23rd August
1871

by. Hon. Eng. for Railways.

10/10/72

James T. K. K.

of the United States

of Service.

W.D.

15 Sept 1871

- 14 - 2nd Reg. Cavalry, Dec 1862-1864
- 15 - 2nd Reg. Cavalry, Dec 1864-1865
- 16 - 2nd Reg. Cavalry, Dec 1865-1866
- 17 - 2nd Reg. Cavalry, Dec 1866-1867
- 18 - 2nd Reg. Cavalry, Dec 1867-1868
- 19 - 2nd Reg. Cavalry, Dec 1868-1869
- 20 - 2nd Reg. Cavalry, Dec 1869-1870
- 21 - 2nd Reg. Cavalry, Dec 1870-1871

10209-210

Re 18 Aug 1871 2085 Pro

Re 18 Aug 1871 2085 Pro

From

The Consulting Engineer

for Railways,

To

The Secretary to Government,

P. W. Department,

Fort St. George.

No 1612. 15th Dec 1871

Dated 22nd

Received 22nd Dec 1871.

No. 258

Capl R.R.

Under Secy. of Ind.

P.W.D.

28th August

1871

215-216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

Govt. of {1871} Madras.

REVENUE.

To

THE BOARD OF REVENUE,

&c., &c., &c.

Dated September 15th.

Recd.

Encl.

G. O., 15th September 1871, No. 1,612.

SEPTEMBER.

Nos. 209-210.

Fuel for North-West Railway Line.—
Letter from Consulting Engineer respecting —
communicated to Board of Revenue and Conservator of Forests.