M.R.O. 1—20,002—12-8-65.

(1) Number of Pages 4

(2) Date of repair 1.10.1965

(3) Initials of the Referencer

MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.	160	Press
~~B.P. No.~~		Mis.

Dated (27) 27.8.1872 196 .

Not to be folded or roughly handled

No. 311. Read the following Endorse t of the Revenue Department, dated 1st August 2 :—

From the Officiating Conservator of Fores to the Officiating Chief Secretary to Government, Revenue Departme. dated Ootacamund, 8th July 1872, No. 1,329.

In reply to Government Order 15th une 1872, No. 1,484, Public Works Department, I have the honour to report that I have just returned from Nerinjeepett after carefully examining the state of the river in the present cut.

2. Several rafts were passed through in my presence, one with a man on it, all passed through safely, but the waves created by the current impinging against the bank at the point A in the rough sketch attached are very dangerous. I am of opinion that the lower part of the new cut might be made with a stone bund for Rupees 4,000, and that the upper part of the new cut is not yet required. Should it be found necessary to make the whole extent of cut the upper part can be made afterwards.

3. At Nerinjeepett we have 1,000 acres available for a fuel reserve. At Nagapett, six miles above, 1,500 acres. At Sambully, 12 miles from Nerinjeepett, 1,200 acres. Between Sambully and Cauverypoorum 600 acres. Between Burghoor river and above Cauverypoorum 3,000 acres. At Chengapilly on the north of the Burghoor stream some 24 square miles. Or in all, without taking into consideration the navigability of the Burghoor stream, no less than 35 square miles, the wood on which can be floated to Erode, and sufficient to supply 240 miles of railway.

Fuel Reserves.

4. With reference to paragraph 3, I would point out that the heavy wood on being saturated with water might sink before it was caught; that the light wood would be rejected by the Railway; that a large quantity of wood being drifted on to rocks, islands, and banks would be seized by the village people and carried off; lastly, that the expense of catching the wood at the anicut and Bowani bridge would not pay. We are now delivering b boats at Erode at the rate of 500 tons a month; this we hope to increase to 1, tons, or some 10,000 tons a year, the present requirements of the Madras line between Salem and Coimbatore. Should the Great Southern of India Railway require wood we shall in time be able to supply it.

5. Nothing beyond forest roads, which we can make, are necessary.

6. Mr. Nordmann in paragraph 8 of his letter is mistaken as to the cost of cutting and transporting the fuel. Ru er ton delivered at Erode is quite out of the question. If I could not d for one-half, I should never have proposed the project of floating the On 10,000 tons it would simply amount to the contractor pocketing 35,0 pees of our profits, whilst we had all the trouble and expense of supervising h On this head, I may also remark that I have just received an offer from a c ractor to supply fuel at Erode to the Railway for 10 Rupees a ton, he paying o seigniorage, to deliver 4,500 tons annually, or, in other words, he to receiv 5,000 Rupees, his expenditure being probably 18,000 Rupees, his profit 27,00 ees.

Proceedings of the Madras | *nment, Public Works Department,*
19*th* | *gust* 1872.

TRANSFERRED to the Departm | iblic Works, with reference to the G. O. quoted.

(Signed) W. HUDLESTON,
Secretary to Government.

No. 312. ORDER THEREON, | th August 1872, No. 1,971.

CIVIL WORKS, No. 21.

THE Governor in Council notes Colonel Morgan's concurrence in the opinion recorded in G. O. No. 1,484 of 15th June, that the co-operation of the Public Works Department is not required to open up the forest tracts of Collegal bordering on the Cauvery river and its affluents, except so far as relates to the perfecting of a cut in the Cauvery bank to facilitate floatation of timber round the obstacle caused by the ruined Nerinjeepett anicut.

2. The Superintending Engineer will therefore expedite submission of a careful survey and estimate of the work in question, as already instructed in paragraph 2 of the order above quoted.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Superintending Engineer, 7t | ion.
,, Revenue Department.

L

Exd. S. T. Austin.

Revenue 1872 Nº 2836

Govt. of {1872} Madras.

PUBLIC WORKS.

To

THE ACTING SUPERINTENDING

ENGINEER, 7TH DIVISION.

&c., &c., &c.

Dated August, 19*th*.

Recd. " 27/8. *Encl.*

G. O., 19th August 1872, *No.* 1,971.

AUGUST.

Nos. 311-312

Anic't & Rivers 4 Sept/72.
Kistna & Cuddapah " "
Cuddr & Trunk " "

Cauvery bank.—The Superintending Engineer of the 7th Division requested to submit a survey and estimate to the perfecting of a cut in the Cauvery bank to facilitate floatation of timber round the obstacle caused by the ruined Nerinjeepett anicut. h.º 160