

No. 67. Read the following letter from Major R. H. BEDDOME, Inspector of Forests, to the Secretary to Government, Revenue Department, Fort St. George, dated Mangalore, 7th March 1873, No. 1,727:—

1. Letter from the Collector of Coimbatore, to the Inspector of Forests, dated 17th February 1873, No. 21.
2. Letter from Deputy-Conservator of Anamallay Forests, to Inspector of Forests, dated 7th February 1873, No. 831.
3. Letter from Superintendent of Timber Depôt, Carwar, to Deputy-Conservator of Anamallay Forests, dated 5th March 1870, No. 169.
4. Letter from Deputy-Conservator of Anamallay Forests, to Superintendent of Timber Depôt, Carwar, dated 13th March 1873, No. 73.
5. Letter from the Bombay Marine Store-keeper, to Deputy-Conservator of Anamallay Forests, dated 6th August 1872, No. 887.
6. Letter from Deputy-Conservator of Anamallay Forests, to Bombay Marine Store-keeper, dated 6th August 1872, No. 453.
7. Letter from Bombay Marine Store-keeper, to Deputy-Conservator of Anamallay Forests, dated 19th September 1872, No. 1,057.
8. Letter from Deputy-Conservator of Anamallay Forests, to Bombay Marine Store-keeper, dated 15th November 1872, No. 627.
9. Letter from Deputy-Conservator of Anamallay Forests, to Bombay Marine Store-keeper, dated 31st December 1872, No. 710.
10. Letter from Bombay Marine Store-keeper, to Deputy-Conservator of Anamallay Forests, dated 4th January 1873, No. 12.

I HAVE the honour to forward correspondence, as per margin, for the consideration and orders of Government.

2. In March 1872, Mr. Douglas, the Forest Officer in charge of the Anamallay Range, shipped from the Malabar Coast, for the Bombay Marine, 873 Teak logs or dockyard planks, containing 16,806 cubic feet. This timber had been indented for, and the price was fixed previous to delivery at Rs. 2-8-0 per cubic foot. The Marine authorities do not appear to have sent any responsible person to measure the timber on delivery.

3. In August last, the Marine Store-keeper, a Lieutenant, late of the Indian Navy, name illegible, writes to Mr. Douglas that very large deductions are necessary in the measurements of this consignment, and that the measurements taken by his department fall short of ours by about 3,600 cubic feet.

Mr. Douglas accepts these deductions in his measurements, and requests that the bills may be returned for correction.

4. Mr. Douglas subsequently applies several times for a settlement of the bills at the reduced rate, but no notice is taken of his letters.

5. In January of this year, or ten months after the supply of the timber, the Marine Store-keeper writes that as timber of the description supplied by our department is procurable in the Bombay market at a lower rate, he requests that we will now make considerable reductions in our rates. Upon this Mr. Douglas refers the whole correspondence to me through the Collector and Conservator of his range. This latter demand appears to me to be quite preposterous: the price of Teak timber has, I believe, fallen in the market since the date of the supply of this consignment. But this is no reason that we should now alter our rates; and the request for an alteration in the rates ten months after the transaction, and after

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we have allowed an enormous deduction in the measurements, appears to be most unfair, and I cannot recommend that it should be complied with.

6. By our rules, the coast measurement of Dockyard timbers is always supposed to be taken with great care and strictness,* and the Forest Officer of the

* *Vide Forest Manual, page 3.*
Anamallays ought to see personally to the measurement of every log at the time of handing over to the Bombay Government; and this used always to be considered as a most important part of the Forest Officer's work. It is not creditable to Mr. Douglas and his establishment that he should have to reduce his measurements by such a large amount as 3,600 cubic feet on a total of less than 17,000, nor is it creditable that he should have to acknowledge that his measurements were probably carelessly taken by one of his Overseers. In the Dockyard measurements, however, there are always excessive reductions, almost imperceptible cracks necessitating large allowances upon the outside measurement; and we used frequently to have lengthened discussions over the measurement of very many of the logs, though we never had to accept all the reductions asked for: in this case we have had to accept the one-sided measurements of the Marine Department; so we may be certain that they have made ample deductions for all defects which is a further reason that we should not reduce the rates.

7. Unless the transfers are made immediately, the accounts for this sale will not appear on this year's accounts, which would cause much confusion, and prevent our showing our transactions for the year in a proper light. I would suggest, therefore, that Government should telegraph to the Bombay Government or the Marine Department, and request that the transfers should be made without delay.

No. 68.

ORDER THEREON, 16th April 1873, No. 408.

Forests, No. 6.

His Excellency the Governor in Council concurs with Major Beddome in considering that no reduction can now be made in the price to be charged to the Bombay Marine Department for the timber supplied to them in January 1872, and that, in the absence of any more recent arrangement, the rates fixed by the late Captain Gosling in 1870, and then assented to by the Bombay authorities, must be taken to govern the subsequent transactions.

2. Major Beddome will accordingly direct Mr. Douglas to re-submit the bill to the Bombay Marine Department, with an intimation that this Government have had the matter under their consideration, but find no good grounds for making the desired reduction of price.

3. With advertence to paragraph 6 of his letter, Major Beddome will inform Mr. Douglas that his neglect of the rules prescribed for his guidance is highly reprehensible, and will call upon him to report what notice has been taken of the

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Overseer's carelessness which has resulted in the admission by the department of incorrect measurement to the extent of upwards of 20 per cent.

(True Extract.)

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

To the Inspector of Forests.
,, the Board of Revenue.

Exd. F. R. Bantleman.

J. H. not see any other
 way here - but 70
 as the price is not clear
 is sufficient under the
 at different prices
 but it is his business
 as much as ours to
 * to as the price

Receipt taken
 from Inspector of Forests
 8/17-3-78. No 1727.

It appears clean boat when
 his timber was supplied, nothing
 was said, much less settled,
 regarding the price. The D. Conner
 motor ultimately tendered a
 bill at the rates at which
 Captain Gosling offered the
 same description of wood in
 1870. In these circumstances the
 P. M. must decline to press a
 demand on the Dockyard authori-
 ties at Bombay for the payment of
 higher rates than those certified
 by him to prevail at that place.

2. In future a clear understanding
 must be established in each case
 before engaging for the delivery of timber,
 and provision must be made for the
 careful measurement of the consign-
 ment before it leaves the district.

12/3/78

See note

* Yes - but the Law of
 the case is thus laid down by the
 Standard authorities "Where an
 article is sold & delivered, & nothing
 is said about the price, the fair
 market rate is understood to be
 in the view of the parties" I submit we must submit to take his.

Dispute about Timber
sold to Bombay Dock
yard

For the reason
specified as the most
sensible to be adopted before and
of official use.

Resolved to be done
I would not
reduce the
price - We have
reduced the
quantity - It is
the Dept. requiring from
another - Lot

R.C. 15: March. R 18: March.

C. 13: March/73 R 14: March.

J. O. S.

MS 9

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Revenue Dept
16th April 1873

W 408 No 284

Read letter from the Dept of
Finance dated 7th March 1873 No 1727.

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2/4/23 MS.

To The Inspector of Forests & 17
14 The Board of Decs

L.O.

Dispute about Timber
sets to Banting Dock yard

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Sent to Hon. Mr. Ellis L.H. 2. the Gov. & apl. R. 9. R. 6. H. 2. 14.
for on 10. 10. R. 16.

17
a. 2. 9. 1. 1. 2. R. 4. April