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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.	969.	Press
B.P. No.		Mis.
Dated	3 - 8 - 1874	196 .

Not to be folded or roughly handled

140

*Proceedings of the Madras Government, Revenue Department,
3rd August 1874.*

No. 13. Read the following Proceedings of the Board of Revenue, dated 11th July 1874, No. 1,750, Forest No. 102 :—

Read the following letter from W. D. HORSLEY, Esq., Collector of Cuddapah, to J. GROSSE, Esq., Secretary to the Board of Revenue, dated 3rd June 1874, No. 129 :—

The Board will find from the enclosed copy of a letter* from the Deputy Conservator of Forests, that advantage is being taken of the late reduction of seigniorage on fuel by traders

in Madras, while it was not for their benefit the reduction was made.

2. I think, with Mr. Yarde, that a distinction should be made between dead and green wood for fuel. I propose that for dead wood, a seigniorage of Annas 4, per 1,000 lbs. should be charged, and for green wood Rupees 1 per 1,000 lbs. The seigniorage on Railway fuel should be Rupee 1, whether the wood is dead or green. Mr. Yarde suggests Annas 6 for dead wood. By reducing the seigniorage to Annas 4, the ryots will be encouraged to take dead wood, and so the growing trees will be left alone. Any attempt to make a distinction between ryots and traders would fail, because a trader could always obtain wood through a ryot, and some ryots are also traders in wood.

ENCLOSURE No. 1.

From H. E. YARDE, Esq., Deputy Conservator of Cuddapah Forests, to W. D. HORSLEY, Esq., Collector and Conservator, Cuddapah, dated Cuddoor, 28th May 1874, No. 42.

I beg to be informed whether rate of seigniorage of 6 Annas per 1000 lbs., or, a cart load is to be charged indiscriminately on "dead and refuse wood" as well as "green or live" as per Forest No. 82, Proceedings of the Board of Revenue, dated 12th December 1873, No. 2,577.

2. I admit of the fairness in ryots obtaining their fuel free of any charge, and the local supply (i.e.) bandy-loads being taken for sale into large villages and towns, being taxed 6 Annas, as only dead and refuse, or dry wood are carted for these purposes, or, under these two heads, and the Railway Company Rupees 1 per 1,000 lbs.; but I fail to see the judiciousness of the general order of 6 Annas.

3. Since the reduced rates came into force, a regular merchandise has sprung up between these forests and Madras. Green wood of a thinner description than the engine fuel is being conveyed by rail for the Co-operative Stores, and markets in the Presidency town, and for this purpose, more saplings are felled. Under the rules I cannot prohibit them, but I would suggest that sanction be obtained for increasing the rate to Rupee 1 on an equality with the Railway Company, for only green wood as is exported, while the two heads mentioned in my 2nd paragraph, viz., one ryots and two local supply, can remain unmolested at 6 Annas.

(True Copy.)

(Signed) W. D. HORSLEY,
Collector.

transmitted to Government, with reference to G. O., dated 31st October 1873, No. 1,225, in which Government fixed 11 seigniorage on wood sold to Railways at Rupee 1 per 1,000 lbs. and on wood sold to other purchasers at 6 Annas.

2. The result in Cuddapah is thus described by the Deputy Conservator: "Since the reduced rates came into force, a regular merchandise has sprung up between these forests and Madras. Green wood of a thinner description than the engine fuel is being conveyed by rail for the Co-operative Stores and markets in the Presidency town, and for this purpose more saplings are felled."

3. It appears that it is dead wood not green wood which is taken by ryots for their own use and sold in neighbouring villages and towns, and it is very desirable that the people should be encouraged to take dead wood rather than green wood.

4. The Collector and Deputy Conservator think that a low rate of seigniorage should be charged on dead wood and a high rate on green wood, the rate for railway supplies of both dead

2/9/74

*Proceedings of the Madras Government, Revenue Department,
3rd August 1874.*

wood and green wood remaining the same as at present. The Collector proposes that the rate for supplies not meant for railways should be 4 Annas per 1,000 lbs. of dead wood and Rupee 1 per 1,000 lbs. of green wood.

5. The Board resolve to recommend Government to allow this modification in their seignorage rules so far as regards Cuddapah.

No. 19.

ORDER THEREON, 3rd August 1874, No. 969.

Forests, No. 3.

The Governor in Council is of opinion that the proposed change would be likely to defeat the object of the recent reduction in the amount of seignorage on fuel and he is therefore unable to consent to it.

(True Extract.)

(Signed) C. G. MASTER,
Acting Secretary to Government.

To the Board of Revenue.

The Officiating Inspector of Forests.

Ed. G. A. Threlk.

REVENUE DEPARTMENT.

C No. 2385

From

Pro. Bd. of Rev.

Dated

11th July 1874.

FOR ORDERS.

I think it would be
well to enquire into
the defects of the
of course of the instruction
be given should be given
work is allowed here, it
must be allowed being when
then is obstructed. I am

Mr. Alfreda Smith
2/17 MR

I am much obliged to the change
as to the land in effect - to defend
the object of the education, I
suppose that dead wood is the
difficult & depreciable, & the decision
is usually to separate the eyes
I am ^{very} sorry for
the expense & feeling of
humiliation.

FOR ORDERS.

FOREST No. 102.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 11th July 1874, No. 1,780

Read the following letter from W. D. HORSLEY, Esq., Collector of Cuddapah, to J. GROSE, Esq., Secretary to the Board of Revenue, dated 3rd June 1874, No. 129. —

The Board will find from the enclosed copy of a letter* from the Deputy Conservator of Forests, that advantage is being taken of the late reduction of seigniorage on fuel by traders in Madras, while it was not for their benefit the reduction was made.

2. I think, with Mr. Yarde, that a distinction should be made between dead and green wood for fuel. I propose that for dead wood, a seigniorage of Annas 4, per 1,000 lbs. should be charged, and for green wood Rupee 1 per 1,000 lbs. The seigniorage on Railway fuel should be Rupee 1, whether the wood is dead or green. Mr. Yarde suggests Annas 6 for dead wood. By reducing the seigniorage to Annas 4, the ryots will be encouraged to take dead wood, and so the growing trees will be left alone. Any attempt to make a distinction between ryots and traders would fail, because a trader could always obtain wood through a ryot, and some ryots are also traders in wood.

ENCLOSURE No. 1.

From H. H. YARDE, Esq., Deputy Conservator of Cuddapah Forests, to W. D. HORSLEY, Esq., Collector and Conservator, Cuddapah, dated Cuddapah, 28th May 1874, No. 42.

I beg to be informed whether rate of seigniorage of 6 Annas per 1000 lbs., or a cart load is to be charged indiscriminately on "dead and refuse wood" as well as "green or live" as per Forest No. 82, Proceedings of the Board of Revenue, dated 12th December 1873, No. 2,577.

2. I admit of the fairness in ryots obtaining their fuel free of any charge, and the local supply (i. e.) hand-loads being taken for sale into large villages and towns, being taxed 6 Annas, as only dead and refuse, or dry wood are sent for these purposes, but under these two heads, and the Railway Company Rupee 1 per 1,000 lbs. but I fail to see the judiciousness of the general order of 6 Annas.

3. Since the reduced rates came into force, a regular merchandise has sprung up between these forests and Madras. Green wood of a thinner description than the engine fuel is being conveyed by rail for the Co-operative Stores and markets in the Presidency town, and for this purpose, mere saplings are felled. Under the rules I cannot prohibit this, but I would suggest that distinction be made for increasing the rate to Rupee 1 on an equality with the Railway Company, for only green wood as is exported, while the two heads mentioned in my 1st paragraph, viz. one ryots and two local supply, can remain unaltered at 6 Annas.

(True Copy)

(Signed) W. D. HORSLEY,

Collector

Submitted to Government, with reference to G. O., dated 31st October 1873, No. 1,225, in which Government laid the seigniorage on wood sold to Railways at Rupee 1 per 1,000 lbs. and on wood sold to other merchants at 6 Annas.

2. The result in Cuddapah is thus described by the Deputy Conservator: "Since the reduced rates came into force, a regular merchandise has sprung up between these forests and Madras. Green wood of a thinner description than the engine fuel is being conveyed by rail for the Co-operative Stores and markets in the Presidency town, and for this purpose mere saplings are felled."

3. It appears that it is dead wood not green wood which is taken by ryots for their own use and for neighbouring villages and towns, and it is very desirable that the people should be encouraged to take dead wood rather than green wood.

4. The Collector and Deputy Conservator think that a low rate of seignorage should be charged on dead wood and a high rate on green wood, the rate for railway supplies of both dead wood and green wood remaining the same as at present. The Collector proposes that the rate for supplies not meant for railways should be 4 Annas per 1,000 lbs. of dead wood and Rupee 1 per 1,000 lbs. of green wood.

5. The Board resolve to recommend Government to allow this modification in their seignorage rules so far as regards Cuddapah.

(True Copies and Extract.)

A. Grose
Secretary.

To the Acting Secretary to Government, Revenue Department.

the Collector of Cuddapah.

Copy to the Officiating Inspector of Forests.

Edw. G. A. Tusten.

1899
The S. M. C. is of opinion that the proposed change would be likely to defeat the object of the recent reduction, and hence therefore unable to consent to it.

W. J. O. C. L. L.
20/10/99
W. J. O. C. L. L.

For the Secretary to Government

RECEIVED 11/11/99	RECEIVED 11/11/99	RECEIVED 11/11/99	RECEIVED 11/11/99
SECRETARY TO GOVERNMENT	SECRETARY TO GOVERNMENT	SECRETARY TO GOVERNMENT	SECRETARY TO GOVERNMENT
REVENUE DEPARTMENT	REVENUE DEPARTMENT	REVENUE DEPARTMENT	REVENUE DEPARTMENT
CUDDAPOH	CUDDAPOH	CUDDAPOH	CUDDAPOH
11/11/99	11/11/99	11/11/99	11/11/99