8

New No. Sectt. I (i)-1—Old No. M.R.O. 1—10,006—10-6-68.

(1) Number of pages 30

(2) Date of repair 13-10-69

(3) Initials of the Referencer

# MADRAS RECORD OFFICE

## GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No. / ~~B.P. No.~~ 483 ~~Press~~ / Mis.

Dated 22-2-1876 ~~196~~.

*Not to be folded or roughly handled*

## FOREST No. 182.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 25th August 1875, No. 2,411.

Read the following letter from W. McQUHAE, Esq., Collector of Madura, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Periacolum, 10th August 1875, No. 345 :—

WITH reference to paragraphs 48 and 49 of the Board's Proceedings, dated 26th April 1875, No. 1,030, I have the honor to submit the report of the Acting Deputy Conservator on railway fuel reserves, dated 6th August 1875, No. 174.

2. It is doubtful whether the Madura forests can supply much fuel at a price which the railway will pay, and it is certain that they cannot aid either Trichinopoly or Tinnevelly. Madura is in much the same position as Tinnevelly. There is little good wood at present in existence sufficiently near the railway, and planting does not seem likely to succeed except in tank-beds. I have long believed that this was the case; but, having no previous experience, I hesitated to arrive at a decision without the advice of some one who had a practical knowledge of the matter. The tracts named by the Board have not been surveyed and enclosed for want of money. Mr. Williams seemed satisfied with them, but I could not obtain from him a proper written report upon them.

3. Mr. Brougham condemns the three places selected on the Sirumallais and the Alagercovil hill because they are almost bare of proper trees for railway fuel, and it is doubtful whether they will produce good trees under conservancy. Portions of them should also be reserved for the sake of the superior class of trees they contain. He approves of the Korandamalai reserve alone, and proposes four new reserves at the places shown in the enclosed sketch map. I have not delayed this report till I inspect them myself, for I have seen the jungles near Cashampatty, and I have no other places to suggest as suitable for reserves. These places are all too far from the railway for ordinary purposes except part of Korandamalai, but may be useful in case the supply of coal fails. They may be enclosed by a ditch and bank except where the ground is hard, when a stone-wall may be built.

4. I believe casuarina plantations would succeed in some places between Madura and Dindigul, and a moderate supply of wood can be obtained from tank-beds by judicious management, but I cannot at present see how a large supply is to be procured from the forests at a lower price than coal.

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### ENCLOSURE No. 1.

From J. H. B. BROUGHAM, Esq., Acting Deputy Conservator of Forests, to W. McQUHAE, Esq., Collector and Conservator of Forests, Madura, dated Madura, 6th August 1875, No. 174.

REFERRING to your endorsement on Proceedings of the Board of Revenue, No. 109-1,657, of 17th June 1875, and to my letter, No. 140, of the 2nd ultimo, I have the honor to submit the following report on the subject.

2. Having only newly joined the range, I cannot state the actual reason why steps were not taken to constitute the reserves, the formation of which was ordered in G.O., No. 1,064, of 15th June 1871, but it would appear that their formation was postponed for want of funds.

3. Having with me Captain Walker's preliminary report and sketch map, I had no difficulty in identifying the tracts proposed as reserves, and those which I inspected are as follow :—

(1.) A tract abutting the main range of the Korandamalai Hill about five square miles in extent; twelve miles from Dindigul;

(2.) Adianooth (identical with the Valasaganee reserve) situated on the northern slope of the Sirumallais, about three miles south of Dindigul, about two square miles in extent;

(3.) Goovanooth, also abutting the Sirumallais, about eight miles south by east of Dindigul, about two square miles in extent;

(4.) Ammatray, situated south by west of Dindigul on the western slope of the Sirumallais about two square miles in extent; and

(5.) Alagercovil, ten miles north by east of Madura town, about five or six square miles in extent.

4. Except the Korandamalai tract, I am of opinion that it would be useless to reserve the others for railway supply as they are almost bare of trees, and it is even doubtful whether under conservancy, the young Thooringee (*Albizzia Amara*) would improve sufficiently well as to yield good-sized wood such as is used by the railway. The tracts may, however, be formed into communal reserves for which they seem more suited.

The Adianooth and Goovanooth tracts partake of the same character with respect to jungle except with this difference, that the latter contains some Pachari (*Dalbergia Paniculuta*) trees which are not found in the former. The ground is mostly covered with a thorny bush and creeper (*Acacia Sp.*) and Euphorbia, which, being so thickly grown and crowded together, retard the growth of the better kinds of trees.

The Ammatray reserve contains a little Thooringee (*Albizzia Amara*), but not in sufficient quantity or of sufficient size for railway purposes. One spur contains a lot of fine Vakkalai (*Anorgeissus Latifolia*) saplings; and on the same range higher up the slope on the south side Vengay and other reserved timber trees are to be found. The whole tract should be reserved on account of the reserved timber it contains, and not a portion of it as a fuel reserve, for which it is unsuited, as it is not sufficiently stocked with trees commonly used for fuel.

As to the Alagercovil tract the same appears to be well wooded when looked at from below or from a distance; but, when you come to examine the jungles, you meet with very low scrub and thorn trees in the greatest profusion and almost to the exclusion of the more useful timber or fuel-yielding trees. I noticed, however, that the tract was interspersed with a good many tamarind and keelava trees of decent size; but, as the latter tree yields a soft spongy wood which does not burn well, it is unsuited for railway use. However, the hill itself is not entirely destitute of fuel-yielding trees, as a sufficient supply for immediate requirements can be obtained from the Paria and Chinna Aruvee jungles, Ooth-man-thoray and Vamboorly jungles (*vide* sketch map).

Travelling east and then north on the hill to Paria Aruvee through a passage or ravine called "Matoo Pannakadoo," I came upon a fine tract of jungle containing some thousands of saplings of the following descriptions of reserved timbers :—Vekkalai (*Anogeissus Latifolia*), Ave Moova or Karay (*Careza Arborea*), Charra Puppoo (*Buchanania Latifolia*), Sombi (*Soymida Febrifuga*), Pullan Tâk (*Gmelina Arborea*), Culle Acha (*Terminalia Sp.*), &c., and on the western slope of the hill forming the Paria Aruvee, I saw a fine tract of young Acha Forests about one square mile in extent. The whole of the Alagercovil hill should be reserved on account of the valuable young forest, and cattle-grazing should not be permitted in the upper forests, but confined to the slopes or other parts of the hill where the jungle is not valuable.

I ascended the Korandamalai Hill by the Cootooputty Ghaut. The whole of the eastern slope of the hill contains fine grown Thooringee; and, judging from my being able to count thirty-two trees in a walk of about three minutes, I should think a very large supply could be obtained from this side of the hill; but, considering that the wood would have to be led for over a distance of thirty miles to Madura, I do not think it could be utilized for railway purposes unless at a very great expense. But on the Dindigul side the distance from the railway station to the western slope of the hill, where it is proposed to form a reserve, would not exceed fifteen miles.

5. I have selected the following tracts to be formed into reserves for future emergencies, leaving the Munja Mullai, Paria Mullai, Chucklyan Koday, Kolinjaputty Mullai, Thanakoo Gootoo, and portions of the northern and western slopes of Alagarcovil Hill for immediate requirements :—

(1.) Shempilly or Thenperry Mully.
(2.) Vellakul Mully.
(3.) Moodoogah Mully.
(4.) Neddoo Mully.
(5.) Karanda Mully (already proposed).

The area of all five tracts is computed at about 10,560 acres. The last four tracts contain average size wood, portions of the hills only being fully stocked. The Shempilly Hill contains all young wood, the southern slope being better stocked than elsewhere. To test the yield of this jungle, I selected two places, each an acre in extent, which were cleared. The yield of the first acre was 3,140 lbs. or $1\frac{1}{4}$ ton, the produce of twenty-seven trees, and the second acre 2,875 lbs., or $1\frac{1}{16}$ ton, the produce of thirty-three trees of smaller size. The yield of the other tracts would be larger, as they contain trees of more advanced growth.

The Themperry Hill is situated one mile north of the village of Cashamputty which is about seventeen or eighteen miles from Madura.

Vellakul Hill is situated two miles north-west of the same village and about eighteen miles from Madura.

Moodoogah Mully lies three miles east of Cashamputty and about eight miles from Meylore, or twenty-six miles from Madura by one road, or about twenty-four miles from the latter place by Nuttum Road *viâ* Chutraputty.

Neddoo Mully situated about $3\frac{1}{2}$ miles east by south of Coilputty (near Nuttum) and about twenty-five miles from Madura.

6. Should the Board of Revenue approve of these tracts being constituted as reserves, they will have to be fenced in order to prevent trespass. The most suitable sort of fence would be a stone-wall (3 feet × 3 feet), which would, I think, cost about 2 Annas a-yard. The tracts, however, may be enclosed by a ditch and aloe fence; but, as aloes soon get uprooted by wild pigs and will have to be frequently replaced, a stone fence would answer the purpose better, although the first expense would be greater than constructing a fence of the former kind.

7. Before closing this report, I wish to explain the reason why no wood has been taken hitherto from our jungles by the Railway Company. There certainly existed no difficulty in the matter of supply, but it was the cost which interfered. Mr. White, the Assistant Engineer in charge of construction, informed me that he was getting a supply from tank-beds at Rupees $6\frac{1}{2}$ per ton; whereas, had he looked to our jungles to supply him, the needful would have cost Rs. 9-3-2 per ton exclusive of the cost of sawing into billets. Felling and carriage charges are excessively high in this district compared with what I know is the prevailing rate at Salem. In that district the contractors receive payment from the Madras Railway Company at Rupees 1-4-0 and Rs. 1-6-0 per 1,000 lbs. exclusive of seigniorage. Now a supply at the same rate could not be had here, for I find that felling 700 lbs. cost 8 to 10 Annas against 4 Annas per 1,000 lbs. at Salem. Again, hire of a cart to convey 700 lbs. from the Munjamully or Periamully Jungles (Vullayaputty Division), a distance of about 13 miles, is Rs. 1-4-0 against 10 or 12 annas in the Salem District for a corresponding distance, where I know the contractors get 1,000 lbs. carted for the money.

8. I have had a tender from Rengasami Mudaly and another of Teroomungalum, who offer to supply at the following rate exclusive of seigniorage :—

| | | RS. | A. | P. |
|---|---|---|---|---|
| Cost of felling | 1000 lbs. ... ... | 0 | 10 | 0 |
| Do. sawing | do. ... ... | 1 | 0 | 0 |
| Do. loading and unloading | do. ... ... | 0 | 3 | 0 |
| Do. stacking | do. ... ... | 0 | 2 | 0 |
| Do. carting, at 2 Annas a mile, for 10 miles.. | | 1 | 4 | 0 |
| | Total... | 3 | 13 | 0 |

I have sought for other men to take up the contract, but none have come forward to do so. Mr. White, with whom some time ago I had a conversation on the subject, informed that the company purchase coal at Negapatam at Rupees 19 per ton. Now, as the equivalent of 1 ton of coal is 3 tons of wood, granting the lowest price at which wood could be supplied to Rs. 3-6-0 per 1,000 lbs., the price of 3 tons would be Rupees 22-11-0.

From the particulars above given, you will observe that the rate prevailing in this district is prohibitive, and that the question does not hinge on a scarcity of supply.

The formation of fuel reserves should, however, still be kept in view in order to meet future emergencies, and, if the tracts selected by me are approved, the details could be settled in communication with a Revenue Officer and arrangements made about fencing them at an early date.

ENCLOSURE No. 2.—Sketch.

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REFERRED for the remarks of the Inspector of Forests.

2. If Mr. Brougham is right, the Board fear that there is no prospect of supplying the railway in Madura with fuel. The Korandamalai, however, though thirty miles from Madura, is only fourteen or fifteen from Dindigul and still less, the Board believe, from the railway line.

(True Copies and Extract.)

H. Stokes

Acting Secretary.

To the Officiating Inspector of Forests, with sketch map to be returned.

Copy to the Acting Secretary to Government, Revenue Department.
,, to the Collector of Madura.
,, to the Collector of Trichinopoly.
,, to the Collector of Tinnevelly.

Exd. J. W. Fischer.

G.O. 15 January 71 No. 192-93.

Rev: 1575 - Dept

N. 3528.

**Board of Revenue,**
MADRAS.
1875.

Sch 483 22 February 1876

PROCEEDINGS, 25TH AUGUST 1875, No. 2,411.

Dept. 6 Sept 1875

Encl.

Received 10: Sept.

AUGUST.
Forest No. 182.

*Railway Fuel Reserves.*—Letter from the Collector of Madura, submitting report of Acting Deputy Conservator on subject of proposed formation of — in the district, referred for remarks of Inspector of Forests.

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FOREST No. 181.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 25th August 1875, No. 2,409.

Read the following letter from W. D. HORSLEY, Esq., Collector of Cuddapah, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated 31st July 1875, No. 161:—

WITH reference to Proceedings of the Board, No. 1,706, dated 21st June 1875, I have the honor to state that during the last two years five railway fuel reserves have been formed in this district, and to an old reserve, Balpalli No. I., a large extent of forest has been added. All the reserves are in the Pullumpett Taluq.

2. Balpalli No. II. is estimated to contain 1,730 acres of land. It is close to the railway, and is opposite to Reserve No. I. Its fencing has been completed at a cost of Rupees 4,414.

3. The Codoor hill reserve adjoins the old reserve of Salakuntachenu. The new reserve is estimated to contain 1,500 acres and is situated about five miles from the railway. Its fencing has cost Rupees 1,211-8-11.

4. The Vaketimadugu reserve contains 3,000 acres. Its fencing has cost Rupees 2,575-14-0. It is about seven miles from the railway.

5. The Yerraguntla Kota reserve contains 3,000 acres. Its fencing has cost Rupees 2,484-0-11. It is about five miles from the railway.

6. The Tunakonda Reserve contains 600 acres. Its fencing has cost Rupees 1,184-14-0. It is three miles from the railway.

7. The addition to the Balpalli Reserve No. I. consists of 1,000 acres. Its fencing has cost Rupees 3,244-2-0.

8. The fencing of these reserves was completed last year.

9. I have alluded to the necessity of adding to the reserves in the administration reports of the last two years, and I was not aware that it was requisite to procure the formal sanction of the Board for these works.

10. I propose enclosing another reserve at Nukanenipalli about four miles from the Reddipalli Railway Station. The area of this reserve will be about 3,000 acres, and its fencing will cost about Rupees 2,575-14-0.

11. I beg that the Board will sanction this work.

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SUBMITTED to Government in continuation of the Board's Proceedings quoted.

2. The extension of the railway fuel reserves in Cuddapah is very necessary, and the Board approve the Collector's proceedings, and the sanction of Government is requested.

(A true Copy and Extract.)

H. Stokes

Acting Secretary.

To the Acting Secretary to Government, Revenue Department.
,, the Collector of Cuddapah.

Copy to the Officiating Inspector of Forests.

Exd. J. W. Fischer.

Ld. 3429.

1875.

**Board of Revenue,**

MADRAS.

PROCEEDINGS, 25TH AUGUST 1875, No. 2,409.

Despd 30 Aug 75

Encl.

Received 3d Septr

AUGUST.

Forest No. 181.

*Railway Fuel Reserves*—in Cuddapah District.—Sanction of Government requested to certain proposals of Collector in connection with the extension of —.

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## FOREST No. 150.

**PROCEEDINGS OF THE BOARD OF REVENUE, dated 28th July 1875, No. 2,104.**

Read the following letter from G. D. IRVINE, Esq., Acting Sub-Collector, in charge of South Arcot, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Cuddalore, 12th July 1875, No. 301:—

As requested in paragraph 45 of the Board's Proceedings, dated 26th April last, No. 1,030, I have the honor to forward copy of a letter with sketch-map from the Deputy-Conservator of Forests, dated 26th ultimo, No. 102, reporting on the distance of the Gingee fuel-reserves from the railway line, the state of communication, and the probable cost of carriage.

### ENCLOSURE No. 1.

From H. L. WOOLDRIDGE, Esq., Deputy-Conservator of Forests, to the Collector and Conservator of Forests, South Arcot, dated Cuddalore, 26th June 1875, No. 102.

THE Board of Revenue, in paragraph 45 of Proceedings, No. 1,030, of the 26th April 1875, having called for a report with reference to the distance of the Gingee reserves from the railway, the state of communication, and the probable cost of carriage, I have the honor to report that there are four routes available. They are as follows:—

*No.* 1.—Along the district road from the 20th milestone on the Trinomalai Road, which is about the centre of the three Northern Reserves to Tindivanam. The charge for carting is from Rupees 1-4-0 to Rupees 1-8-0 per cart according to season; traffic is continued throughout the year; a short cut to this across the Gidangal tank waterspread in the dry season saves one mile.

*No.* 2.—A cheaper road than No. 1 by leaving the Trinomalai Road in 7th mile from Tindivanam, turning into the Vellimodu Mylum Road for a short distance, going then to Kootairyput or to the railroad at Pashur; distance 19 miles. Open to bandy-traffic for nine months in the year without difficulty. Rate for carting Rupees 1-3-0 to Rupees 1-6-0 per bandy.

*No.* 3.—A village road. From same point through villages of Jaencondan, Thoodoopakkam, Colatoor Mordu to Pootoor where it crosses the Pareeaur (Gingee) river, and then crossing another small river (the "Tondeyaur") direct to the line of railway near Neccoonam where will be a railway station. I believe distance 18 miles. Will be open for six months in the year in the present state of the road. Cost of carting Rupees 1-3-0 to Rupees 1-6-0 per bandy.

*No.* 4.—For carting from the Southern Reserves *via* Uttyoorkarey, Wodumput, Conatoor, Poodahreyput to Neccoonam station or to Peyrani which is close to the railway line and about two miles to the south of Neccoonam; distance 16 miles (by going to Peyrani the river is avoided), but a roadway would have to be traced as at present except by deviating bandy-tracks from village to village. No means of communication between the jungles and railway line exists. The distance by the last-mentioned route (No. 4) from the Gungavaram reserve to the railway would be about 21 miles.

2. I am now about to send dealwood collected from the Southern Reserves *via* routes Nos. 3 and 4 for the purpose of supplying fuel for brick-kilns to the Railway Company as an experiment, and shall be able to report on the feasibility of using one or both of them permanently for supply, with the probable cost of repairing after a train or two of laden bandies have been taken that way.

3. A rough sketch-map showing position of the routes reported on is attached.

(True Copy.)

(Signed) G. D. IRVINE,
Acting Sub-Collector in charge.

**Enclosure No. 2.—Sketch Map.**

Submitted for the information of Government in continuation of Board's Proceedings, dated 26th April 1875, No. 1,030.

2. Wood can be delivered at the line of railway from the Gingee reserves at from Rupees 4-8-0 to Rupees 5 exclusive of seigniorage. On these terms it seems that it could compete with planted wood, and the area, unless the Board's estimate of yield be entirely falsified, ought to suffice for the wants of the district. In these circumstances, it does not appear necessary to press on the plantations of casuarina.

3. The Board notice some "proposed reserves" marked on Mr. Wooldridge's map in the immediate vicinity of the line. The Collector will report what these are, and whether the wood upon them is capable of being utilized for railway fuel.

(True Copies and Extract.)

**Acting Secretary.**

To the Acting Secretary to Government, Revenue Department,
with sketch-map, to be returned.

,, the Collector of South Arcot.

Copy to the Inspector of Forests.

Exd. W. J. Lewis.

Ru: 1875: 842

R. 3070.

1875.

**Board of Revenue,**

**MADRAS.**

Proceedings, 28th July 1875, No. 2,104.

Received 7 Aug.

JULY.

Forest No. 150.

*Gingee fuel-reserves*—in South Arcot District.—Letter from Collector forwarding one from Deputy-Conservator of Forests, reporting on the distance of — from railway line, the state of communication, and the probable cost of carriage, submitted to Government with certain remarks.

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## FOREST No. 171-A.

Proceedings of the Board of Revenue, dated 16th August 1875, No. 2,307.

Read the following letter from Captain C. WALKER, Officiating Inspector of Forests, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Ootacamund, 7th August 1875, No. 405:—

With reference to paragraph 3 of Board's Proceedings, No. 138-1,937, dated 13th July 1875, I have the honor to report that I have visited the A. Reserve in Salem District and seen two of the blocks laid off by Mr. Brougham measured by chain, the result being an area of Acres 26·5 and 26·4, respectively.

2. It is quite evident that Mr. Brougham, after calculating that a block measuring 264 by 165 feet equalled one acre, multiplied *both* by five instead of one side only, and proceeded to mark off blocks of 1,320 by 825 feet, which would be 25 acres instead of 1,320 by 165 feet, which gives *five* acres. Even this was inaccurately done, as I find that the outer sides of two contiguous blocks measure 915 and 925 feet, respectively, as per diagram enclosed.

3. From what I could learn, Mr. Brougham appears only to have pegged out one block himself, and instructed the Reserve Overseer, C. G. Appavoo Pillay, to lay off the others in the same manner. Mr. Brougham should certainly have been more careful, considering the importance of the experiments which he was called upon to carry out, but some allowance must be made on account of his being at the time suffering from fever and its results, and really unfit for duty in the opinion of the Zillah Surgeon.

The Overseer also should have been more careful, and checked Mr. Brougham's calculations, besides seeing that the actual measurements were carefully made.

4. I forward a letter from Mr. Brougham reporting on the mistake, and stating that he "estimates the true yield" at 12 tons per acre, but for this he has no data.

I agree with him so far that the true yield has yet to be ascertained as I pointed out on a former occasion that he had not *cleared* the blocks of all trees over 3″ diameter, with the exception of a few standard seeders as was intended.

5. This will now be done, and Mahomed Ally Sahib (to whom I find we are indebted for the discovery of the mistake and not to the Overseer) has already laid off two five-acre blocks which I had measured and found correct, and is busy clearing them.

6. He will submit a full report in due course in accordance with the orders of the Board and Collector, pending receipt of which and the result of experiments in other districts, we must simply confess our ignorance of the probable yield and defer any further calculations based upon it until we have accurate data.

7. Meanwhile, I trust that Government, to whom I forward copy of this report, will not longer delay orders on the general question of a more direct Railway supply under the supervision of the department, wherever practicable, for want of which much damage to Government property and loss of revenue results.

**Enclosure No. 1.**

From J. H. BROUGHAM, Esq., Acting Deputy Conservator of Forests, Madura, to Captain C. WALKER, Officiating Inspector of Forests, through the Collector of Madura, dated Camp at Chuttraputty, 10th July 1875, No. 150.

Referring to my demi-official note of the 19th ultimo, I am sorry to state that, on a further careful examination of memoranda, I find that I am right, and that a most unfortunate mistake has been made in demarcating the tracts to be coppiced in the A. Reserve, Salem District.

2. I am fully aware that this mistake has seriously upset the calculations made on the data furnished by me while in charge of that district; but, as the error has been the result of an accident as explained to you in my demi-official note, I trust that it will be taken into consideration and every allowance made for the error for which I am truly sorry.

3. Up to the time of my handing over charge of the district to Mr. Mahomed Ally Sahib, three blocks had been coppiced and work being commenced or under progress in one. The extent of the former was reported to be 15 acres, whereas it should have been 75 acres, and the outturn 278½ tons nearly.

4. Seven hundred and forty-six trees were felled, and these gave a yield of 623,133 lbs., or about 3¾ tons of wood per acre; but, had the whole area been cut over completely, I do not think the yield would fall short of about 12 to 15 tons per acre. As, however, the cutting was limited only to a particular class of trees as were ripe and unsound and to those which came in the way of these trees when being felled, the outturn does not represent the *true* yield per acre, which I estimate at about 12 tons.

5. The magnitude of the mistake is, however, greatly reduced by the circumstance explained above, yet I greatly regret the error as from the wrong data which has been the result; the actual yield per acre is not yet ascertained, as may have been inferred from the statements submitted by me.

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ENCLOSURE No. 2.—Diagram.

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THE Board await the further reports.

2. The question, whether the Companies can fairly be asked to accept the arrangements suggested for the supply, depends largely upon the rate of seigniorage to be charged, and this cannot be settled until the data are rectified.

(True Copies and Extract.)

H E Stokes
Acting Secretary.

To the Officiating Inspector of Forests.
Copy to the Collector of Salem.
,, to the Acting Secretary to Government, Revenue Department,
with one enclosure, to be returned.

Exd. A. Grubert.

Rev. 1875: 24
Cu 3461

1875.
Board of Revenue,
MADRAS.

Sd. 483 22 February 1876

PROCEEDINGS, 16TH AUGUST 1875, No. 2,307.

Despd 30 Aug 1875

Encl. for
Genl. No.
Conservator
of Forests

Received 4 Sept

AUGUST.
Forest No. 171-A.

*Firewood Reserves.*—Further reports on results of experimental clearings in certain —, awaited. Remarks passed regarding settlement of the question of a more direct Railway supply under the supervision of the Forest Department, wherever practicable.

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## FOREST No. 78.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 8th May 1875, No. 1,196.

Read the following letter from A. WEDDERBURN, Esq., Collector of Coimbatore, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated 22nd March 1875, No. 75:—

WITH reference to the Proceedings of Board of Revenue, No. 31 549, of 6th March 1875, in which my suggestion that the fuel floated on the Cauvery for the Great Southern of India Railway should be carried over the south-west line at Erode by the interposition of Government, has apparently been overlooked, and a counter-suggestion made, that the fuel should be rafted to places on the Great Southern of India line, such as Caroor, or Trichinopoly. I would point out the difficulty to such latter course, in Caroor not being situated on the Cauvery, but on the Ambravatti, and in there being an anicut on the Cauvery above Trichinopoly which would not be favorable to rafts.

2. In fact, it is the obstruction of the old Nerinjipett Anicut, which prevents rafts being now used.

---

THE Board observe that Caroor railway station is within a very short distance of the Cauvery, though the town is on the Ambravatti. If the wood could be floated as far as the anicut above Trichinopoly, a great saving in carriage would be secured.

2. But it must first be shown that it is possible to bring the wood in large quantities to Erode, and if it cannot be floated further, it must, of course, be stacked there. In that case, the Southern India Railway Company must make their own arrangements with the Madras Railway Company for the carriage of the wood as far as the junction.

(A true Copy and Extract.)

(Signed) H. E. STOKES,
Acting Secretary.

To the Collector of Coimbatore.
Copy to the Collector of Salem.
,, to the Inspector of Forests.

Exd. W. H. French.

1875.

**Board of Revenue,**

**MADRAS.**

PROCEEDINGS, 8TH MAY 1875, No. 1,196.

*Encl.*

ach 4092

Rev 14/7/75

*Received*

MAY.

Forest No. 78.

Fuel—to be supplied to the Southern of India Railway Company.—Orders passed on letter from Collector of Coimbatore, pointing out the difficulty in carrying out Board's suggestion that the fuel should be rafted to Caroor or **Trichinopoly.**

I

Enclosure

In a letter No. 419 of 28th
March 1876 from the Conservator
to the Secretary to Govt. R. D.

Rev 1/1294/76

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## FOREST No. 204.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 8th October 1875, No. 2,813.

Read the following letter from A. WEDDERBURN, Esq., Collector of Coimbatore, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated 24th August 1875, No. 255 :—

IN Proceedings, Board of Revenue, No. 1,030, dated 26th A[illegible], paragraph 41, I am called on to report in reference to a question of the Board of Revenue as to whether "reserves" can be formed in jungles near Caroor.

2. I was not hitherto aware of there being any such, so I called on the Sub-Collector to report, and he replies there are no such jungles.

3. I have always advocated the planting and conservancy of the Cauvery padugays with tho Acacia Arabica, but this will not amount to a large "reserve." In fact such islands should properly be the communal fuel reserves of the neighboring villages.

4. If a village, by neighborhood to a mountain or plain forest, has a communal right therein, the same would apply to such villages as have riparian advantages, and, indeed, the customary right of grazing cattle in such padugays is claimed by neighboring villagers. True, a grazing rent is levied, but this should be utilized in the upkeep of the padugays.

5. I am of opinion that these padugays should be now placed under jungle conservancy as skilled supervision is now available.

6. As it is, the profits derived from the sale of grass and grazing rent are credited to Department of Public Works, "Imperial."

7. As Imperial revenue is not concerned therein, I am unable to see the force of this arrangement, which arises from the accident of the Department of Public Works superintending the scour of the river and protecting the banks thereof from erosion.

8. The Survey Department were to demarcate the padugays, so the division between Salem and Coimbatore is known. These padugays, well planted with Acacia Arabica, will return a large profit; as timber the wood is valuable for carts and implements, the loppings for firewood, the bark for distilleries.

9. Looking at the importance of these padugays, though only of a limited* area, in reference to fuel reproduction, I think that they should be under the Forest Department as in Trichinopoly, the neighboring villagers getting free licenses for a certain amount of wood as it may be available.

| | Acres. | |
|---|---|---|
| * | 1,603·52 | in Caroor Taluq. |
| | 424·48 | in Erode Taluq. |
| Total ... | 2,028·00 | or 3·16 square miles. |

10. To let every one hew and cut and sell without restriction would soon make a clearance, so conservancy is necessary.

11. The North Coimbatore Forest Officer can easily visit the padugays by rail.

12. If the trees formed part of, or grew only on, a river or channel bank, their conservancy and receipts by the Department of Public Works would be fitting enough, but merely on account of supervision of the currents of the river it seems scarcely required that such *quasi*-islands should be transferred to Imperial Revenue, Irrigation Department.

13. I have already informed the Board (Proceedings, No. 78-1,196, of 8th May 1875,) that wood cannot be floated from the Nerinjipett and Cauveripuram jungles to *Caroor*, as it could not be taken up the current of the Amravatty to Caroor, but Mr. Morgan told me it could be floated to Kulitalay on the Trichinopoly line.

14. I quite agree with the Board that, when the bar at Nerinjipett is removed, the wood can be floated by contract to Erode and the Trichinopoly line, and this will be cheaper than departmental agency, which was lately so ineffective.

15. I beg to correct an error in paragraph 41 now reported on; the price of private Malabar forest wood laid down on the rail at Kotakad on this side of Palghaut is, I was informed by the late Locomotive Superintendent, Rs. 2-12-0 per ton, and it stands the railway at Rupees 3 when stacked at Pothanore. The quotation in the Board's paragraph is Rupees 4, which is over the mark; we cannot deliver wood departmentally at this rate or under Rupees 6 per ton.

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SUBMITTED to Government with reference to paragraph 41 of Board's Proceedings, dated 26th April 1875, No. 1,030.

2. The Board's inquiry as to the possibility of forming reserves near Caroor was based on the statement made in paragraph 11 of the letter from the Consulting Engineer for Railways recorded in G.O., dated 21st May 1869, No. 524, where the cost of firewood obtained from the Caroor jungles is referred to.

3. As regards the plantation of padugays as railway fuel reserves, the Board observe that the decision of Government that the Trichinopoly padugays, if not required for river conservancy, should rather be assigned for cultivation must apply also to those in Coimbatore.

4. If Mr. Wedderburn will refer to the paragraph of the Board's Proceedings on which he comments at the close of his letter, he will see that the Board's rate of Rupees 4 applied to wood laid down at Mettapolliem, not at Pothanore.

(A true Copy and Extract.)

Acting Secretary.

G.O. 21 May/69 Nos. 524. 525
16 Feb/75. 194 - 96.

To the Acting Secretary to Government, Revenue Department,
with copy of Board's Proceedings, 8th May 1875, No. 1,196.
" the Collector of Coimbatore.

Copy to the Officiating Inspector of Forests.

Exd. J. W. Fischer.

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No 4092
No 1474

Revenue 1875. Depts

Board of Revenue,

MADRAS.

S.O. No. 483 - 22 February 1876

PROCEEDINGS, 8TH OCTOBER 1875, No. 2,813.

Desp 12 Octr/75

Encl. 1
Fuel Reserves of Forest

Received 20 Octr/75

OCTOBER.

Forest No. 204.

*Fuel Reserves*—near Caroor in Coimbatore District.—Reply of Collector with reference to Board's inquiry as to the possibility of forming—submitted to Government.

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FOREST No. 153.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 3rd August 1875, No. 2,159.

Read the following letter from W. S. WHITESIDE, Esq., Collector of North Arcot, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Palmanair, 9th July 1875, No. 378:—

I HAVE the honor, with reference to paragraphs 38 and 39 of the Proceedings of the Board, dated 26th April last, No. 1,030, to report that I have been in correspondence with the Forest Officer of this district as to what jungles in the Gudiattam Taluq can be reserved for the purposes of the railway. I suggested to that officer that the Yerkambat jungle might be so reserved, and asked him to acquaint me with his opinion, and give me the extent and other particulars connected with the jungle. This Mr. Sheffield has done in his letter of the 25th ultimo, No. 191, copy of which I beg to submit for the orders of the Board. If the distance of fifteen miles from this jungle to the nearest railway station of Mailputty is not too great for the Railway Company, I would strongly advocate the reservation of the Yerkambat jungle for the future fuel supply of the railway.

2. The fact that, in casting about how I can best carry out the wishes of the Board and of Government in regard to the selection of jungle land for fuel reserves, I am now compelled to go so far afield as fifteen miles from the line of rail shows clearly the great difficulty experienced in finding land to which villagers cannot put forward claims on account of communal rights, based on the ancient privileges of grazing conceded by former Governments in bye-gone days. These claims will, I am well aware, be urged by villagers whose cattle have been accustomed to wander and graze in the Yerkambat jungle, and if those claims are considered so strong as to invalidate the right of Government to make use of the Amboor jungles for fuel reserves, I really do not see how we can resist identically similar objections in the case of the Yerkambat lands.

3. The ryots throughout the district are by this time perfectly aware of the success that has hitherto attended the claims of the few villagers whose cattle are alleged to have ranged in the Amboor jungles, and they are all prepared to make the same resistance when other lands elsewhere are selected for reserves.

4. I hope it is not necessary for me again to say that I am myself personally most anxious to do everything in my power to improve the Jungle Conservancy of this district, and to carry out, to the best of my ability, the instructions of Government and the Board; but the Board must perceive that no trifling difficulty has been thrown in my way by what I cannot but regard as the undeserved considerations shown by Government to the objections put forward in the case of the Amboor reserve. In regard to that reserve, no final orders have yet been passed, and I venture respectfully to request that the Board will be pleased now to recommend that the question may soon receive full and final consideration by Government.

5. If the Government are of opinion that it is inexpedient to reserve the total extent of the land originally marked out at Amboor, a species of compromise might perhaps be approved, and half the quantity sanctioned for the reserve. I

m[illegible] [illegible] this suggestion in view of the difficulty experienced in obtaining jungle lands to which no objection or claims can be raised by villagers on the score of grazing rights.

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### Enclosure No. 1.

From I. SHEFFIELD, Esq., Deputy Conservator of Forests, North Arcot, to W. S. WHITESIDE, Esq., Collector of North Arcot, dated Vellore, 25th June 1875, No. 191.

With reference to your letter, dated 2nd June 1875, No. 622, I have the honor to inform you that I have inspected Yerkambat Jungles, and am of opinion that they might be reserved for railway fuel supply if not thought too far from the line of railway.

2. The jungles, according to the Monegar's accounts, cover about 10,000 acres of hill and plain, but not more than half that can be considered as fairly stocked; the remainder is bare rocky hills, worthless scrub, &c.

3. The jungle commences about two miles north-east of the Satghur gardens, the village of Turimalapi is the eastern boundary, and the Palmanair Taluq the northern, a branch of the Palar which joins the main stream near Amboor, the Western boundary, and the village of Yerkambat the southern boundary. The jungle is within from ten to fifteen miles of the Mailputty Station. There is a good road from the station as far as Peranambut, and from this latter place to the entrance of the jungle is about three miles with no road except a village track, but the soil is red gravel, and even in the rains would, I think, be passable for carts.

4. The jungle is fit for nothing but fuel; there is some young teak and other reserved wood growing on the rocky hills, but it will never grow to timber size. The prevailing woods are the Acacia amara (Turinjee) and Alamgium lamarkii (Alanjee), two of the best woods for railway fuel. The growth of these two is heavy in places, but these dense patches are generally on the hills, where, if felled, it would have to be brought down to the bottom by coolies; this drawback, combined with the distance from the railway station, makes me doubt whether it would pay the Railway Company to cut wood here, but, should the Company consider it within suitable distance, we could, I think, supply about 5,000 tons yearly for some years.

5. There is another block of forests situated between the above branch of the Pala river, Chogal Droog, Amboor Droog, and the Kangundi Zemindari, which, I think, is well wooded and within moderate distance of the Amboor Station; most of it is in the Palmanair Taluq, which here stretches down nearly to the Palar river, but I have not yet had time to inspect it. I have, however, directed the Forester in charge to carefully go over it, and, on receiving his report, will, if it is at all favorable, go over the jungle myself and submit a report on it to you in due course.

(True Copy.)

(Signed) W. S. WHITESIDE,
Collector.

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Submitted to Government with reference to Board's Proceedings, 26th April 1875, No. 1,030.

2. The Collector of North Arcot reports regarding a tract of jungle from ten to fifteen miles from the Mailputty station which seems suitable, and if reserved would go far towards supplying, with the Amboor reserve, the needs of the North Arcot District in the matter of railway fuel supply. It is said to be 10,000 acres in extent and to be capable of yielding at present about 5,000 tons per annum. The distance from the line does not appear to be too great if the rate of seigniorage be reduced as proposed.

3. The question whether it should be reserved, however, depends in great part on the orders which Government may be pleased to pass regarding the reserve formed near Amboor; for the tract now reported has been subject to similar indefinite rights of grazing, which must be restricted if reserve [illegible] formed. The Board, therefore, request that final orders may be passed regarding the Amboor reserve. Meanwhile, the Collector should restrict felling in the Yerkambat jungle as much as possible.

4. The Board await further report on the other tract mentioned by Mr. Sheffield near Amboor.

(True Copies and Extract.)

Acting Secretary.

To the Acting Secretary to Government, Revenue Department.
,, the Collector of North Arcot.
Copy to the Officiating Inspector of Forests.

Exd. W. J. Lewis.

Rev: 1875: Dept. No. 3260

No. 984

**Board of Revenue,**
**MADRAS.**
**1875.**

S.O.d. 483 – 22 February 1876

PROCEEDINGS, 3RD AUGUST 1875, No. 2,159

Dept/120 Aug 9/75 Encl.

Received 21 Aug

AUGUST.

Forest No. 153.

Yerkamb[illegible] Jungle near Mailputty Station in North Arcot District.—Letter from Collector advocating reservation of — for future fuel supply of the railway, and requesting orders regarding Amboor reserve, submitted to Government, and Collector directed to restrict felling in the jungle as much as possible. Further report on certain other tract mentioned by Mr. Sheffield near Amboor awaited.

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REVENUE DEPARTMENT.

~~MISCELLANEOUS No.~~

Board Revenue

## PROCEEDINGS OF THE COURT OF WARDS.

Dated 12 October 1875.

~~R~~ead the following

No. 141

From The Deputy Conservator of Forests South Arcot.

To The Collector of South Arcot.

SIR,

I have the honor to report in conformance to request in your Docket No 53 of 7 Instant covering Boards Proceedings No 2104 of 28 July 1875, (Forest No 150) that the wood on the proposed Reserves with the exception of that one near Padapallum Reserve in the limits of Karrey village is not fit at present for Railway fuel the growth on the other three is low scrub no trees at all, but the soil and all other conditions are adapted to the growth of trees which

which will be quite sufficient for Village wants - but perhaps not suited for engine fuel.

2 The jungle at Kaney is of larger growth, nearly similar to the Gingee Reserves (fit for engine)

3 The jungle on that tract marked to the North of Tindevanam is very small scrub having been nearly deforested to supply Tindevanam bazaars - and much needs being Reserved in part.

I have &c

Dy Conservator's Office }
Cuddalore 9 August 1875 }
(Signed) H. L. Wooldridge
Dy Consr. of Forests

No 408

True Copy forwarded to the Secretary to the Board of Revenue with reference to their Proceedings dated 28 July 1875 No 2104, Forest No 150.

Cuddalore }
27 Sept 1875 }
(Signed) J. H. Garstin
Collector

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Submitting to Government in continuation of the Board's Proceedings, 28th July 1875, No 2104.

(True Copy & Extract)

H Elton
Ag Secretary

To
The Secretary to Government
Revenue Department

Revenue 1875 Board
PROCEEDINGS OF THE ~~COURT~~
OF ~~WARDS~~ Revenue
No 1482
No 4004
Dated Sep 12 } October 1875
Recd 19.

Mdl 480 [illegible]

Submitting to Govt letter from Collr of S. Arcot forwarding copy of D. Conser. report & letter regarding the proposed Fuel Reserves from which fuel can be supplied to the Railway [illegible]

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Revenue Department

Proceedings of the Board of Revenue
dated 9th August 1875

Read the following

No 266

From,
The Acting Collector of
Kurnool

To,
The Secretary to the
Board of Revenue
Madras

Sir,

With reference to para 43 of Board's Proceedings No 1030 dated 26th April 1875, I have the honor to inform you that the Forest Assistant estimates the cost of felling and carting a ton load of timber from the Nallamallas to the Irrigation Canal would come to about Rupees* 6-12-0, inclusive of Government seignorage at Rupee 1 a bandy or per 1,000 lbs.

*Cost of felling 1 Rupee
Cartage 1 – 0 –
Seignorage 1 – 0
per 1,000 lbs

2. The Nallamalla Forests are situated in the Taluqs of Sirwell, Nandial, Nandikotkur, Cumbum and Markapur. The two last named Taluqs lie on the other side of the Ghauts and send their timber to Nellore and Kristna. In Sirwell, there are very few localities where large trees exist. The only Taluqs, therefore, which might supply fuel to the Railway Company are Nandial and Nandikotkur. The average distance of the Timber Depôts in these Taluqs along the line of the Canal to the Cuddapah Terminus may be taken at 100 miles. The rate at which the Company carry timber on the Canal will probably not exceed

1 anna

1 anna per ton, the rate given in the table appended to G.O. No. 1320 dated 8th May 1875 P.W.D. which will raise the total cost of a ton weight of timber delivered at Cuddapah to Rupees 13-0-0 or more than double the rate at which the Railway Company is supplied from the forests of Coodoor and Cuddapah.

I have &c.

Kurnool Collr's Office 30th July 1875 } (Sd.) James Hope Asst. Collector

Submitted to the Government with reference to para 43 of Board's Proceedings 26th April 1875 No. 1030.

2. The Board fear that the cost of the Kurnool wood will prove prohibitive.

True copy & Extract

H Ettoms
Acting Secretary

To,
The Secretary to Government
Revenue Department

Cd M.N.

Rev: 1875 Septr
M 3202

No. 965

Proceedings of the Board of Revenue

G.O. No. 483 - 22 February 1876
Dated 9th August 1875
Recd 16th

Submitting to Govt with remarks letter from Collr of Kurnool replying to para 3 of Board's Pro: No. 1030 dated April 18 regarding the cost &c of supplying fuel from the Nallamalai Forests to the Railway &c at Cuddapah via the Irrigation Canal.

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Revenue Department.

No. 483

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 22nd February 1876.

READ the following papers.

Proceedings Bd. of Revenue
Reporting on the distance of Ginjee fuel reserves in S. Arcot from Railway line &c. } To E. 28 July/75 No. 2104.

— D° — D° —
Regarding reservation of Yerrambal Jungle in N. Arcot D. } — " — 3 Augt — " — 2159.

— D° — D° —
Regarding cost &c. of supplying fuel from Nallamalai forests. } — " — 9th Augt/75 — 2224

— D° — D° —
Awaiting further reports on results of experimental clearings in certain Firewood Reserves } — " — 16 — " — " — No. 2307.

— D° — D° —
Requesting sanction to certain proposals of C.W. in connection with extension of Railway Fuel Reserves in Cuddapah } — " — 25 — " — " — 2409.

— D° — D° —
On the subject of proposed formation of Railway Fuel Reserves in Madura D. } — " — 25 — " — " — 2411.

— D° — D° —
Regarding formation of fuel Reserves in Coimbatore D. } — " — 8 Octr — " — 2813.

— D° — D° —
Regarding the proposed Railway fuel Reserves in S. Arcot D. from which fuel could be supplied to the Railway Engines } — " — 12 Octr/75 2843

Ordered that the foregoing

Foregoing papers be

referred to the

Conservator of Forests

for his remarks

1 To the Conservator of Forests Dec 20
1 the Board of Revd

G. O.

On the propos[illegible]

Railway [illegible]

[illegible]

Mis G. O. 22 February 1876

No. 483.

Ver 1063/76 304

1294/76 18·2·81

1433/76