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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

R.R.V. - DEPARTMENT

G.O. No.	2151	Press.
B.P. No.		Mis.
Dated	29.6.1877	197

Not to be folded or roughly handled

Archives I-5,806-24-2-78.

Gn. B.

GOVERNMENT OF MADRAS.
REVENUE DEPARTMENT.

29th June 1877, No. 2,151.

Read the following papers:—

No. 653. Proceedings of the Board of Revenue, dated 31st March 1877, No. 1,454.

Read the following letter from Lieutenant-Colonel R. H. BEDDOME, Conservator of Forests, to the Hon. D. F. CARMICHAEL, Secretary to Government, Revenue Department, Fort St. George, dated Ootacamund, 3rd April 1876, No. 462:—

I HAVE the honor to enclose documents, as per margin, relating to the Nerinjipett Raft Channel and Railway fuel floating operations* on the Cauvery.

1. Letter from Deputy Conservator of North Coimbatore, to the Collector, No. 719, dated 20th December 1875, with Collector's docket and five enclosures.
 2. Financial Statement received with above, marked A.
 3. Memorandum by Major-General Morgan.
 4. Letter from the Deputy Conservator of North Coimbatore, to the Conservator of Forests, dated 23rd March 1876, No. 915.
- Financial Statement showing details of expenditure, &c., accompanying the above.
* G.O., No. 1,988, dated 9th December 1870.

and not to show the expenditure.

3. These have now just come to hand with his letter, No. 915, of 23rd of March, and Government will perceive that even after deducting the 22,018 Rupees spent on the channel and the purchase of plant, &c., there is still a very great loss. The whole scheme may, I think, be characterised as a "folly" which should have been stopped long ago when the paragraph 5:—

be seen by the correspondence that up to date there have been all sorts of difficulties and mishaps; but even making allowances for these, and supposing that the Railway will take the wood at Rupees 6 per ton, which is, I think, doubtful, I do not believe it will ever pay to bring fuel down in boats, cart the boats back to the forests, and keep up an expensive establishment; and I strongly advise that the scheme be abandoned and the carts, bullocks, boats, &c., sold off. General Morgan is still of opinion that if the new cut and barrier are put in good order, and if the Railway agree to take all the wood at Rupees 6 per ton, the operations would be a success, but I cannot say that I see any chance of it.

4. The Railway are now getting large supplies of wood from the Malabar forests at Rupees 3-12-0, or Rupees 4 per ton; but if at any future period it is required to indent upon the forests above Cauverypooram, we must, I think, simply work out "supply tracts" and let the Railway Company make their own arrangements as to transport; a tramway would, I believe, be a much better plan than the scheme now under notice.

REFERRED to the Board of Revenue for their remarks; the paper has been inadvertently delayed.

FORT ST. GEORGE,
9th February 1877.

(Signed) H. B. GRIGG,
Acting Under Secy. to Govt.

Conservators

Revenue Department, 29th June 1877, No. 2,151.

ENCLOSURES Nos. 1 to 5.—Correspondence and Statements.

THE Board concur with the Conservator of Forests in thinking that the floating operations should be discontinued at once if this has not already been done and the scheme abandoned. The financial statement shows that a heavy loss has been sustained, and it does not appear that there is any prospect of the project becoming remunerative, unless the Railway Company can be induced to take the wood at Rupees 6 per ton, which they will not do as long as they can obtain it cheaper elsewhere. From Enclosure 4 it appears that the dam has breached, and that the channel has not been properly excavated, so that further expenditure must be incurred if the operations are to be continued, and this does not appear advisable.

(A true Copy and Extract.)

(Signed) C. A. GALTON,
Sub-Secretary.

REFERRED to the Collector of Coimbatore for his remarks.

FORT ST. GEORGE,
23rd April 1877.

(Signed) H. B. GRIGG,
Acting Under Secy. to Govt.

No. 655. Proceedings of the Board of Revenue, dated 17th May 1877, No. 2,271.

Read the following letter from A. WEDDERBURN, Esq., Collector of Coimbatore, to the Secretary to Government, Revenue Department through the

ment returned.

I have the honor to state that I concur with Colonel Beddome in the view that the floatage of fuel in boats down the Cauvery River is not a project which can be profitably carried out. The expense of carrying back the basket boats, each of which is a cart-load, is fatal to the scheme. The stock of bullocks and carts was purchased by the Forest Department as being cheaper than hiring carts for the carriage of the boats up the river, but as the barrier which was made to turn the water into the portage past the Nerinjipett anicut has been destroyed by a fresh, the passage of fuel boats is now prevented.

2. I have on a former occasion given an opinion on the so-called Barghoor valley forests; the country is very sparsely wooded, and the Barghoor River is only in occasional fresh during local rains.

3. Floatage of fuel might, perhaps, be effected with the aid of inflated skins, but the Cauvery River is full of rocks, and rafting, I think, must be carried on with difficulty.

ENCLOSURE No. 1.—Board's Proceedings, 31st March 1877, with Government endorsement.

SUBMITTED to Government with reference to endorsement on Board's Proceedings, dated 31st March 1877, No. 1,454.

(A true Copy and Extract.)

(Signed) C. A. GALTON,
Sub-Secretary.

Revenue Department, 29th June 1877, No. 2,151.

No. 656.

ORDER THEREON, 29th June 1877, No. 2,151.

Forest, No. 22.

HIS GRACE the Governor in Council concurs with the Conservator and the Board in the view that this scheme should be finally abandoned.

2. Stock and material should be sold off at once and the financial results reported.

3. His Grace in Council has also directed that the Deputy Conservator, dated the 23rd March 1876, more especially the entries under Profit and Loss on the credit side of the account current. It has not been verified by the Conservator nor by the Treasury Officer. These papers will, therefore, be forwarded to the Accountant-General, who will prepare and furnish to Government a statement of all expenditure and receipts in connection with this project.

(True Extract.)

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

the Accountant-General.
the Public Works Department.
the Financial Department.

Ed. A. F. Goodall.

Conservators

No. 1,454.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 31st March 1877.

Read the following letter from Lieutenant-Colonel R. H. BEDDOME, Conservator of Forests, to the Hon. D. F. CARMICHAEL, Secretary to Government, Revenue Department, Fort St. George, dated Ootacamund, 3rd April 1876, No. 462:—

I HAVE the honor to enclose documents, as per margin, relating to the Neringapet Raft Channel and Railway fuel floating operations* on the Cauvery.

1. Letter from Deputy Conservator of North Coimbatore, to the Collector, No. 719, dated 26th December 1875, with Collector's docket and 5 enclosures.
2. Financial Statement received with above, marked A.
3. Memorandum by Major-General Morgan.
4. Letter from the Deputy Conservator of North Coimbatore to the Conservator of Forests, dated 23rd March 1876, No. 915. Financial Statement, showing details of expenditure, &c., accompanying the above.
- * G.O., No. 1,988, dated 9th December 1870.

end of last year, I received the Deputy Conservator's letter, No. 719, addressed to the Collector of Coimbatore together with the financial statement, marked A, showing that the operations had been carried on yearly at a great loss. I immediately wrote to stop all further operations pending a reference to Government, and posted the Overseer and Sub-Overseer to other duty; and as the financial statement was found to be incorrect and not to show all the expenditure on plant, &c., I called upon the Deputy Conservator for full details for submission to Government.

March, 1876. Government will find that, notwithstanding the 25,000 Rs. spent on the channel and the purchase of plant, &c., there is still a very great loss. The whole scheme, say, I think, be characterised as a "folly" which should have been stopped long ago when the accounts clearly showed that it was being carried on at a dead loss. It will be seen by the correspondence that up to date there have been all sorts of difficulties and mishaps; but even making allowances for these, and supposing that the Railway will take the wood at Rupees 6 per ton which is, I think, doubtful, I do not believe it will ever pay to bring fuel down in boats, cart the boats back to the forests, and keep up an expensive establishment; and I strongly advise that the scheme be abandoned and the carts, bullocks, boats, &c., sold off. General Morgan is still of opinion that if the new cut and barrier are put in good order, and if the Railway agree to take all the wood at Rupees 6 per ton, the operations would be a success, but I cannot say that I see any chance

4. The Railway are now getting large supplies of wood from the Malabar forests at Rupees 3-12-0, or Rupees 4 per ton; but if at any future period it is required to indent upon the forests above Cauverypoorum, we must, I think, simply work out "supply tracts," and let the Railway Company make their own arrangements as to transport; a tramway would, I believe, be a much better plan than the scheme now under notice.

Conservators

The
Conservators

Office of Conservator of Mines

Kinngepoh Raff-Channel
to Cairns floating operations.

31st March 1877 - 1954

Re p.o. 9th Dec. 1870 - 1988

a project for improving
the ferry lines between

Campylopus & L. etc.

which cannot be traced

of blocking instruction

work, & cutting a water-

Course Sound, the Amphipod
Ancient, at a cost of 27000 }

approximating, was generally

approval of Govt - in the

und der Forderung, dass "Car-

Should be taken that the

Success of the ...

Should not Mrs. Allen
have come thro' the City
that I might be
with & ask her opinion.
as to the worth & quantity
of failure.

The thing has been thorough mismanaged so far, and has proved very costly & unprofitable. No prospect of improvement is held out - ditto the Capt.

is obvious that Costy
H: Cera balon wood is
in the market

not needed in
the Railway. Cannot pay the
price of the material for the
road.

farther operations etc

Reverend Father

2805-

1877

Board of Governors

MADRAS.

PROCEEDINGS, 17TH MAY 1877, NO. 2.271

Wm. C. C. C.

Received

3 June

May
No. 2, 271

No. 2,271

Flotage of Livel in Boats down the Cauvery River.—Submitting to Government letter from Collector of Chinnabore concurring with Conservator of Forests in the view that—is not a project which can be probably carried out.

at each stage, in order
that propitien expenditure
may be avoided -

The scheme contemplated
the floating of Railway
fuel for the North
Cumbrian Forests to
Brook & Puchonpely.

The work was taken
in hand, but the provision
of funds caused a somewhat
lengthened correspondence

with the S.I. - That S.I.
finally sanctioned the

scheme, provided the
money could be provided
from the Budget allotment -

about the middle of
the year 1875 - the barrier
of the raft channel work

penditure. I call
on S.I. for the
port on the
permanent works
is better they fairly rep.
sent the outlay, rather
the revenue for put in
some order with a view
of their non-deterioration
until they may possibly
be required for repairs
of the channel at the
16/11

See Resolution 28th 14th June
1875 - 20th March 74

floating
and consequently operations
were interrupted with - shortly
afterwards est. Melldam
ordered operations to cease
wholly & called for a
financial statement &
Sept. 1875.

The Statement exhibits &
S.I.

Permanent works - 22,048
Working charges - 32,100
Fixed costs - 3,500

x See S. & Co. En. letter 23rd March 76

+ See Melldam No IV.

Receipts

Sales - £13,744

Patent rights & expenses } 355

Stock in hand 2,650

To be withdrawn } 4,170

£58,154

£20,919

Thus total costs & expenses
the project has so far
not yielded a return of
£13,744 - approx. an outlay of £58,154
x Excluding the 22,048 £ as
permanent works

for items 2.3.4, can hardly be regarded in the light of income, at present.

It is desired that of the stock in hand the 375 tons of Broke is valued at 6 k. - but Mr. Biddome remarks in para 4 of his letter 3 April 76 that the Railway Company is now buying its wood in the market at Rs. 12-0 & 4 k. & that it is doubtful if it will.

The other two items have not yet been brought to market & it does not appear how they are to be brought there.

The large item Rs. 5870 under Profit & Loss, is complicated as the Engr. stands, & Mr. Biddome throws no light on the acct.

The stock value of the stock at once & price of the results of the

We call for explanation into the matter, but look at a lot point - It will be seen that B. is not apparent in the statement.

Why Rs. 300 - the next item, should be credited for 200 tons of fuel "thrown into the river, but lost" -

A portion of Mr. Biddome's statement that the Railway Company will not take fuel, explanation should have been afforded regarding the first item under Receipts, as the Company appears to have paid Rs. 13,744 for 2,259 tons & 159 cartloads of bamboo. If these figures are correct the Railway would

Might as well be sure has actually been explained

appears to have paid
 \$6. per acre - a
 reference to the letter
 dated 20 Dec. 75, (enclosed)
 A. J. - Receipt column

would seem to show
 that this rate had
 been paid from 72/73 to
 75/76 - This is note-
 worthy.

If the abandonment
 of the scheme is approved
 it is submitted that
 all the stock & plants
 may be sold off

W.
 11.24.77

Certainly a useful
 report
 W. J.

Report of
 Foreman for his
 duties:
 B. J.

Arrive Kraft
 &
 Carry Alameda

Prepare No 4.0
 on the basis of
 the present
 15/6

Recd. with report of Cole
 embodied in 133 Rec.
 17th May 77 No 2,241 -
 The Col. agrees with the
 Conservator that the
 scheme should be finally
 abandoned.

R.C. 15 June 77 R. 24/6/77 220/4/77
 R.C. 12 June 77
 C. 13-4-77 R. 21/4/77

9 No 2157 of 29-6-77 3
 Read Proceedings No. of Rec.

31st March 1877 - No 1,454
 17th May 1877 No 2,271

Order

His Grace the Governor in Council
 concurs with the Conservator
 and the Board in the view
 that this scheme should be
 finally abandoned.

2. Stock and material
 should be sold off at once &
 the financial results reported.

3. His Grace in Council fails
 to understand the balance
 sheet furnished by the Conservator
 dated the 23rd March 1876 -
 It has not been verified by
 the Conservator, nor by the

* more especially the entries under
 Public debt on the credit side of
 the a/c.

papers will therefore be provided to the
 Treasury Officer - These
 Acct. General ^{who} will ~~therefor~~
 prepare and furnish to
 Gov. a statement of all
 expenditure and receipts
 in connection with this
 project -

HL
 23.677

- 21 To the Comr. of Forests 10.7.77
- 14 " H^o of Revenue
- 6 " Acct. General with 14 Encl. & bank Recd.
- 21 " O. N. Dept.
- 5 " Financial Dept.

Canny River
timber floating project

N^o 462

Office of Conservator of Forests
Ootacamund 3rd April 1876

From

Lth Colonel R. H. Biddome
Conservator of Forests

To,

The Honorable D. F. Carmichael
Secretary to Government
Rev. Department

Sir,

I have the honor to inclose

1. Letter from Lth Conservator of N. Cumbalure to the Collector N^o 789 dated 20th December 1875 with Collection do. No. 85 inclosed. - -ments as per margin
2. Financial Statement received with above marked A. relating to the
3. Memo. by Major General Morgan. Neringaset Raft
4. Letter from the Lth Conservator of N. Cumbalure to the Conservator of Forests, dated 23rd March 1876. At 9th. Channel and Rail
5. Financial Statement showing details of expenditure &c. accompanying the above. way fuel floating

x
G.O. N^o 1988
dated 9th
Dec^r 1870 Canvery.

2. - Just after taking charge at the
end of last year, I received the Deputy
Conservators

C 23rd Jan 1877 R. 22/6/77

Conservator's letter N. 719 addressed to the Collector of Coimbatore together with the Financial Statement, marked A, showing that the operations had been carried on yearly at a great loss. I immediately wrote to stop all further operations pending a reference to Government, and posted the Overseer and Sub-overseer to other duty, & as the Financial statement was found to be incorrect, and not ~~to be correct~~ ^{to be correct} upon the Deputy Conservator for full details for submission to Government.

3. These have now just come to hand with his letter N. 915 of 23rd of March, and Government will perceive that even after deducting the 22,018 Rupees spent on the channel and the purchase of plant &c. there is still a very great loss, the whole scheme may I think be characterized as a folly.

69th December
1870-71 1988/Jan
5-

folly" which should have been stopped long ago when the accounts clearly showed that it was being carried on at a dead loss, it will be seen by the correspondence that up to date there have been all sorts of difficulties and mishaps, but even making allowances for these, and supposing that the Railway will take the wood at 6 Rs. per ton, which is I think doubtful. I do not believe it will ever bring to bring fuel down in a cart the boats back to the forests and keep up an expensive establishment and I strongly advise that the scheme be abandoned and the carts bullocks boats &c. sold off. General Morgan is still of opinion that if the new cut and barrier are put in good order and if the Railway agree to take all the wood at Rs. 6 per ton, the operations would be a success, but I cannot say that I see any

any chance of it.

The Railway are now getting large supplies of wood from the Malabar forests at Rs 3.12.0. or Rs 4 per ton, but if at any future period it is required to indent upon the forests above Cauvery stream, we must, I think, simply mark out "Supply tracts" and let the Railway Company make their own arrangements as to transport, as I am sure it would be a much better plan than the scheme now under notice.

I have the honor to be,
Your most Obedt. Servant,

W. B. Adams. Esq. Colonel
Conservator of Forests.

14

209 documents 1000 Nos 5

Referred to the 13th of Review for
their remarks. The paper has been
unavoidably delayed.
Sub-5-George
9 Feb 1876
H. Under Sec 6 for.

Received 1876. 203 Nos
of great importance

from the Comandory

to the Secretary to Gov.

Received 6-7-77 2189 10

Received 8-7-76 April 1876

Received 4-10-76 15000-00

Received 4-10-76 874774

Conclusion 1-4-76 with
a receipt for the same

Submits certain documents

relating to the Memphis Mass

Chambers & suggests that the

Scheme be abandoned and the

entire matter be left in the
hands of the Commission stated
by the

Received 10-7-77
Received 8-10-76 20

H. Under Sec 6 for
the Secretary

Govt. D. No 157

24-4-77

Referred to the Collector of
Mysore for his remarks.

Govt. D. No 157

23 April 1877

13 July

Mr. J. Under Secy. Govt.

Revenue 1877 Sept
No. 2057.

Per: B. of Revenue

Dated 31 March
Recd. 9 April

No. 1457.

29.6.77 No. 2157.

Concurring with
Cons. of Forests in thinking
that Railway fuel floating
operations on the Cauvery
should be discontinued
at once & the scheme
abandoned.

Referred