Revenue Department

Minutes of Consultations

26th Jan 1855

Backhouse 33-35

Gurney 30923 29th Jan 1855

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பாதுகாப்பு பிரிவு–1

செப்பனிடுபவர் பெயர் G. Goni.

செப்பனிடுவதற்காக எடுத்துக் கொள்ளப்பட்ட நாள் 3/07 6/07

சரிபார்க்கும் முதல் மு.நி.பா.எ. கையொப்பம்

சரிபார்க்கும் 2–ம் மு.நி.பா.எ. கையொப்பம்

ஆராய்ச்சி உதவியாளர் கையொப்பம்

Fort Saint George, Revenue Consultation of 26th January 1858.

Read the following Papers.

No. 33. Extract from the Minutes of Consultation in the Financial Railway Department, dated 13th November 1857, No. 544.

Read the following letter from Mr. G. WILLIAMS, Assistant Conservator of Forests; to E. MALTBY, Esq., Acting Chief Secretary to Government, Fort Saint George.

SIR,

Para. 1. In reply to your letter of 22d September, I have the honor to state that I am preparing a copy of my Diary with sketch of the route pursued in my visit to and about the Salem and North Arcot Forests, and also to some of those in the Coimbatore Zillah through which the Railroad runs. Severe indisposition which obliged me to leave Ootacamund prevented my replying to your letter earlier, and I now beg to submit a few observations on the subject of supplying the Railroad with Sleepers, as requested by you.

Para. 2. The 4th, 5th and 6th Districts of the Madras Railroad have been supplied with Sleepers from the forests at the base of the Jevadhee Hills, which run in a South Easterly direction from the Tripatoor talook in the Zillah of Salem to the North Arcot Zillah, and also to the Trinomallee talook in South Arcot. The supply on these Hills is sufficiently plentiful to furnish the Line for the remaining portions of the 6th and 7th Districts, but the part mostly worked upon by the Railway Company's Contractors is in North Arcot, where it was first commenced by the Collector of the District, and operations on the part of others, at the time I travelled by (in June) were confined to the same spot. The distance from the forest to the villages in the neighbourhood, where the Sleepers are dressed, is not above four or five miles. There is a good cart road from the spur at that end of the Jevadhees about 40 miles to Vellore, but the work in that direction is almost exclusively in the hands of the Collector. Contractors who have subsequently entered the same field, bring their Sleepers through Singarapet and deliver them lower down the Line near Durampoory. They employ Under-contractors who manage the business through aid of Mullayaries and Odders to fell and bring the timber to the neighbouring villages, and here the Railway Contractor sends carts to remove the Sleepers. The distance from the villages to the made road leading to Singarapet is about 16 miles, and from thence to Tripatoor about 18 more. The cost of the Sleeper at the villages where it is dressed is one Rupee and two Annas and from 4 to 6 Sleepers go to a cart load, which makes an average of one Rupee and ten Annas at the place of delivery on the Railroad for each.

Para: 3. The 8th District and a part of the 7th are supplied from the Cotaputty Jungles, situated East of the Zillah of Salem. These Jungles are well wooded throughout, but the want of a cart road from Kurroor to Cotaputty, shuts them out a good deal. There is a road from Hurroor, Theertamullay, Biroonaickpettah to Cotaputty, but the made road breaks off at Theertamullay and makes a great round to Cotaputty by footpaths. It took me 3 days going to Cotaputty from Hurroor, whereas in returning by another route over the Molacullmullay, where a trace had been commenced and abandoned, I was brought to Hurroor in eight hours. I noted this route in my Diary, and pointed out to the Collector of Salem, the advantage of such a road if carried out. The Jail now building at Salem might be furnished with timber at so much less expense if this were done, and the Railroad could have its supplies from the same source, at proportionately reduced rates. The Railway Contractors were taking wood from Cotaputty and the forests lower down facing Pullyputty, by carrying their Sleepers through Hurroor and Tengricottah to the District Stations at Shamulputty, Calair and the Pennar Bridge, where the cost, according to distance, might vary from one Rupee ten Annas to two Rupee a Sleeper. The villagers at Cotaputty bring the wood to their village and cut it into Sleepers and sell them there ready dressed for one Rupee each, but they will not be induced to take the responsibility of a contract beyond that; it being out of their power to secure cartage, the produce of their fields is not removed except on pack bullocks, or the merchant in the Cusbah towns sends his own carts for it, and it is so also in regard to Sleepers, the Contractor having to send carts for them to the village.

Para. 4. The Denkanicottah Talook in the same Zillah, affords another instance of the want of carriage more than the want of a good outlet from the forestr, operating against the

use that might otherwise be made of them in procuring Sleepers to the Railway. The forests here are about 18 miles from the Cusbah and are well stocked with valuable timber, but the villagers will not be induced to work them for the Railway. The Collector endeavoured to show the people what might be done for their own advantage, by cutting at his expense some 10,000 Sleepers, but when these were got to the village, the difficulty of removing them further, except by means of Odder carts which came in from time to time, was sufficient to deter the ryots from risking a contract. A number of Achah wood beams cut by Mr. Latham early last year are, I believe, still laying about the Village.

The Sleepers procured by the Collector were taken to Tripatoor and Vaniembady, and cost, I believe, at the place of delivery more than 2½, if not 3 Rupees each. If the ground was sufficiently levelled for a road from Autchetty to Allambady, or from Pennagar on the South East of the Mailagherry Hills, it would greatly facilitate supplies from this source and reduce the cost.

Para. 5. The 9th District of the Railway Line is supplied at Mullapooram from the Shevaroy Hills. These Hills and the Chittaryas, which are separated by the Munjawaddy Pass, are well wooded and could furnish the Line down to the 10th District with Sleepers. The distance at the base of the Shevaroys, where the wood is worked into Sleepers, to Mullapooram, is about 5 miles. Here it is sold for one Rupee each, of which the wood-cutter gets half, and the Odder whose Buffaloes are employed to convey it to the Station, gets the other half. I was told on the spot that the Railway Company paid no less than 3 Rupees each for these very Sleepers to the man who had only the handing of them over.

Para. 6. The paucity of labourers, and means of carriage are invariably great drawbacks as well as the want of roads; and low position has always a greater advantage over elevated tracts of forest. This observation receives a most important illustration, by comparing the work done at the Wyanaad by the Mysore Government within a few short months recently, with what is carried on at the Anamalays. The teak that costs the Government about 2½ Rupees a Cubic foot at the depôt in the Anamalays is cut on the top of mountains, whereas at the Wynaud it costs less than 8 As. a foot brought to Mysore. Two hundred logs of teak, the first of a batch of 500, which the Superintendent of the Astragam Division had cut in the Wyanaad by way of experiment, about the middle of this year, at the cost above stated, were sold by public auction on an average of about 1 Rupee a foot, giving the Government a considerable profit. But Mysore has greater facilities for carting, than the forest tracts which the Railroad has generally to depend upon. Where resources of the country are limited to its agricultural produce, the fields draw all the labour available, and it is only when the season of cultivation or harvest is passed, that labourers are to be got for forest Work. But the scarcity of carriage, and in several places, the want of a convenient outlet, have more or less proved hinderances greater far than the mere want of hands, and the Railroad Contractors possessing as generally is the case, either no capital or no energy, and having to depend upon chance as it were for labourers, fail as a matter of course in the fulfilment of their contract. It is hard to tell how these difficulties are to be overcome unless the Railway Company or the forest department would take the work into their own hands, and, by systematic arrangements, provide not only labour and carts, but also open up more direct communication between the forest and nearest made road, or, if it be more economical, to the Railway line. Arrangements in this way well organized, will prove a saving both in time and money at the end.

The timber may be charged to the Railway Company at a given rate, or the expense of the working establishment on the part of Government, inclusive of superintendence, may be charged at prime cost.

Para. 7. The aforementioned forests contained Teak at one time, but now the stumps only of large trees felled years ago, with a sprinkling of shoots and young seedlings are to be found. Judging from the smallness of the number and size of the stumps, Teak can scarcely be said to be indigenous in these parts, the stumps are now being cut out for spokes and felloes of carts, and a very good trade is carried on in this way at Vellore and Salem, this leads me to think that in the Anamalay forests, where hundreds of Teak trees are annually cut down, and the stumps which are generally three feet high, and I should say, three feet in diameter, of which I am told no use whatever is made, might be eminently serviceable in the Gun Carriage Manufactory if it were suggested

to Government, the timber itself in this part of the tree instead of being straight grained and liable to split, the longitudinal fibres are beautifuly interwovlen and make it very strong, especially for naves and felloes of wheels; and by being cut up rough into the necessary shape on the spot might be rendered more portable, the soil adapted for the growth of Teak is largely intermixed with alluvial deposit and by digging one or two feet round the stumps, greater length of sound timber could be easily obtained, and cut up into other shapes, such as, Doors and Window-frames and Shutters, bedstead frames, &c., for the Commissariat Department, considering that each tree cost Government five Rupees and only such as are adapted for shipbuilding, and such else as may be worth the cost of removal for sale are made use of, perhaps if the Railway Company's Engineers were allowed to collect all the "refuse" Teak timber in the Anamalays, I am inclined to think they would find a good supply of Sleepers. I have seen numbers of trees half cut by the Cooroohers of Wyanaad and allowed to decay either through neglect or some other cause, such as a serious flaw in the timber, discovered as it was being cut, or the difficulty of shaping it on the spot, they leave one and go to another and in many cases never come to the first again. A wood cutter will not of his own accord lay hands on a tree which another has marked however slightly as his, the same rule prevails among Mullayaries and Mullasairs of other forests, and, I imagine it prevails also among the Carders at Anamalay, in which case, there must be a number of trees of this sort which the Railway Company would be glad perhaps to have, if allowed to remove them.

Para. 8. If Government thinks proper to organize working Establishments in each or any of the forests named in the foregoing paras. for supplying the Railway with Sleepers, I shall be quite willing to submit my plans and undertake the arrangements, being confident that the Railway can be supplied much cheaper than it is at present.

(Signed) G. WILLIAMS,
Assistant Conservator of Forests.

Ordered to be communicated to the Officiating Consulting Engineer for Railways and to the Revenue, Public Works and Military Departments.

(A true Extract and Copy.)

(Signed) T. PYCROPT,
Chief Secretary.

No. 34. Extract from the Minutes of Consultation in the Financial Department, dated 20th November 1857, No. 556.

From Mr. G. WILLIAMS, Assistant Conservator of Forests; to E. MALTBY, Esq., Acting Chief Secretary to Government of Fort St. George, dated Bangalore, 6th November 1857.

SIR,

Para. 1. In again adverting to your letter of the 22nd September, I have the honor to forward Extracts relating to the Forests of Salem, from my Diary in connection with the Department of Forest Conservancy, by which you will perceive that in anticipation of the difficulties which might naturally be expected to arise in case of any interference on the part of the Forest Department with the Contractors for Railroad Sleepers, who are in the habit of cutting wood in the unreclaimed Forests belonging to Government, without paying for it, I was anxious that such a contingency should be met by some provision beforehand, for supplying the Railway wants.

2. As far as the dwellers in the Forests are concerned there could be no injury done to them by the Government assuming its own right, for the Mallayaries and Odders hire themselves to Contractors and never deal directly with the Railway Company, and it will be recollected that the Proprietors of lands under Puttah, paying rent, are not allowed as they please to cut down the trees on their ground, there can be no reason, therefore, why others should be allowed the free use of timber on the unrented lands. Immediately therefore on my visiting the Forests of Salem, on which the Railroad chiefly depends for sleepers, running as it does through a good part of that richly wooded Zillah, I suggested (vide my letter to Mr. Brett, dated 24th June, embodied in the Diary which accompanies) that either the Collectorate or the Forest Department should take the work on itself to supply the Railroad, not only to avoid collision, but because under management of the servants of Government living on the spot, the Forest people

would be more willing to be employed than under strangers and the work would be performed with greater regularity as well as certainty. If this duty fell to the Conservancy Department, by locating a Conservator with his establishment in the Zillah, it would be an effectual bar against those irregularities which prevail under the system of licensing.

3. The wood cutters inhabiting the Forest, who look upon themselves as possessing a sort of prescriptive right to it, are always jealous at intruders, and regard every preventive measure as so much in their favor towards keeping aloof the wood cutters without: they are beyond the control of the Contractor who employs them, and hence while as yet no restriction is imposed, the Contractor for Sleepers is unable to fulfil his contract. As a body the Mullayaries would rather labour in the field than in cutting wood. This fact explains the difficulty of procuring labour at all times in the Forest, and coupled with the difficulty of procuring Carriage in the neighbourhood, and the want of a convenient outlet which often shuts out large tracts of wooded lands, it will appear obvious that another course than that hitherto pursued by the Railway Company should be adopted.

4. Considering that Government is now incurring a large expenditure to render its Forests more permanently beneficial by the Establishment of a Conservancy Department for the purpose, and that the demands of the Railway might be made conducive in some measure to its support by rendering it every assistance through means of this Department, I would respectfully submit as the best course to be adopted:

That wood cutters be permanently employed receiving wages monthly at a given rate per tree to continually gather a good store of wood for Sleepers and House building, &c. &c.

That certain Villages situated in or nearest the different forests in Salem be selected with an eye to the convenience of ultimate transit, and that Depots be formed in each Village for the reception of timber where the wood cut into suitable lengths is to be delivered.

That the wood be dressed for Railroad Sleepers, or for any other use, as at Cottaputty and the Jevadhees on the spot, unless it be found more convenient and saving to cut it into Sleepers at the Station where it is to be made over.

That a number of Bullocks or Buffaloes be always kept for drawing the wood to the Depot and for Carting.

That Cartage be supplied by making Carts, or hiring, or both as the case may be, unless it be undertaken by the Railway Company.

That the price of the Sleepers be regulated according to the expense at each Station, or the price at one uniform rate taking the supply by the length of each District, be charged for delivering at the several stations between the 7th and 10th Districts.

That the Conservator be allowed in communication with the Collector to direct the making of common Cart roads where required for readier transit.

5. If the opportunity to confer with the Consulting Engineer and Railway Authorities were afforded me, it is my impression that a more complete scheme might be devised whereby the interests of the Government might be secured on the one hand and the Railway Company served on the other. And on the instructions of Government on the subject being received, I shall proceed with all practicable speed to Madras to carry out the object in view.

(Signed) G. WILLIAMS,
Assistant Conservator of Forests.

Extracts from my Diary.

ARCOT.—Timber is brought to Arcot from forests nearest to Vellore. Annual supply estimated at between two to three thousand bandy loads, valued at 7 to 8 Rupees each, from the common firewood and bamboos to timber used for ordinary building purposes, &c.

VELLORE.—A good trade is carried on in cart and carriage making in the Country. There are regular Depôts for bamboo and timber in plank and log. Teakwood in half wrought spokes and felloes, for carts brought from the Jevadhee Hills. The sleepers supplied through the Collector's Agency to the Railway Company is cut at the southermost point. The jungle tracts nearer to Vellore afford nothing more than firewood, other timber besides sleepers is brought from the

Jevadhee and Cotaputty forests, in the Trinomallee talook, S. Arcot, and also from the Naggery Hills, principally from Narnavarum, a Zemindary estate in the North Arcot Zillah, said to contain large Teak trees. The Zemindar does not allow Teak to be cut, but contractors are permitted to cut any other wood on payment. The bandy loads of timber brought into Vellore may be estimated at about four thousand a year, valued from 8 to 12 Rupees each, independently of Sleepers.

PALIACONDAH, THEETALUM, AMBOOR, AND VANIEMBADY.—The Jevadhees run in a parallel with these Stations which are supplied with Sleepers by the Collector of the District.

TRIPATOOR.—The Yailagherry Hills stand between the Jevadhees and the Railway line just above Tripatoor, but no wood is taken from here. The Yailagherry Hills do not appear to have any good timber. All that is brought into Tripatoor, comes from the Jevadhees through Singarapet. A few Sleepers of Teakwood have been cut on these Hills, but Teak trees are to be found only on the heights, the lower parts being almost entirely cleared, but the Hills generally as well as the base are well covered with timber trees of other kinds, *vide* Appendix. The timber cut at the Jevadhees is taken to be Villages of Chengamah, Poolatheoor, Kuhyumputtoo, Puramuthel, &c., to be dressed into Sleepers. The parties engaged in supplying Sleepers are Ramkisten Iyen of Calavi and Moovokistna Naick of Salem. Mr. Sullivan gets Sleeper at present for Vaniembady from the forests at Pooloor and Chukudmullay in the Trinomallee Talook, South Arcot, where it is so much easier, being cut at the base of the Hills by the cartmen themselves and shaped into Sleepers, though the distance to Vellore is greater; but the native Contractors get their Sleepers from the slopes of the Jevadhees by employing Under-contractors, who on their part employ Mullayaries to fell, and Odders to draw the timber from the forests to the neighbouring villages, where it is worked into Sleepers by use of saw and adze, and the Railway Company's Contractors send Carts to these villages to remove them to the Stations at Shamulputty and Calavi.

NOTE.—I would suggest in accordance with the opinion expressed by the Collector of Salem that the Jevadhee and Yailagherry Hills be placed under a distinct supervision from that of the Shevaroys, &c., and if practicable to unite them entirely with the Zillah of Salem. At present a part of the Jevadhees is included in the North Arcot and part in the South Arcot Zillah.

SHERVAROY HILLS.—The Collector of Salem in his proposal to the Revenue Board for an establishment to place the forests under proper supervision, divides the timber portions into three, viz:

1. Deckanicottah situated North of the Cauvery.
2. Forests in the Tripatoor Talook, viz., portion of the Jevadhees and the Yailagherry Hills.
3. Forests in the Shevaroy Hills, Tengricottah Talook, Salem Talook, and Namel Talook, *viz.*, Chittary Hills and Colamullay Hills.

The Shevaroy Hills are divided in three divisions or roads, *viz.*, Magaynaud on the North, Salemnaad S. by E., and Motaynaud S. by W. Teak is found only in single trees in the first and last mentioned naâd, (for timber see Appendix.) The value of the forests affords a legitimate ground for introducing a system of conservancy and checking the indiscrimate felling of timber trees hitherto allowed to go on. A tax in proportion to the market value of each particular kind of timber might be levied without provoking discontent or resistance. The Hill people take no interest whatever in the trade of the low lands. Timber required for their domestic uses comprises no more than is necessary for erecting the small huts in which they live, but they work for hire in felling for persons residing on the hills and in the Countries below. The Mullayaries set fire to the Grass on the slopes of the hills to obtain pasturage for their cattle, and by that means do much damage to the trees. The landholder by the conditions of his Puttah has no title to the trees on his land, as however the chief object of the Coffee Planter is to procure space for planting Coffee, he has frequently evaded this condition of his holding, but at present an opinion is growing up among this class of renters that shade is necessary for the growth of Coffee, though usually the land under cultivation exhibits nothing like a practical carrying out of that principle. An isolated tree may be seen here and there in the plantations, but the Coffee covered by its shade is not so productive as in open spots.

The demand for sleepers in the Railway has brought people from neighbouring low countries to cut wood on the hills. The Railway Contractor gets the Sleeper from Under-contractors at one Rupee each, and supplies them to the Company at Mullapooram for 3 Rupees each. The

felling is managed by low land men, these again employ Odders to bring the timber out of the forests and then deliver in Sleepers at the Railway Station, giving the Odder a moiety of the price. At present they are cutting wood at the foot of the pass near Mullapooram about six hours' ride from the twelfth mile stone at Yercaud. Some large Murthy trees yield as many as 30 to 45 Sleepers each.

The Railway Districts are 25 miles each in length and 44,000 Sleeper are required for a single district of that length. Allowing that the 9th District only is supplied from the Shevaroy and Chittairy forests, the supply may be made in one year at the present rate of 3 Rupees per sleeper, the Railway Company would pay Rupees..... 1,32,000 0 0

Besides this about 300 bandy loads of timber are brought into Salem every month making 3,600, bandy loads per year at 10 Rupees each..... 36,000 0 0

Add timber purchased at the Railway Workshop in Salem for general purposes averaged for one year..... 3,500 0 0

Total annual value of timber for one year, Rupees..... 1,71,500 0 0

The above Estimate is limited to the expenditure in the Salem Talook, but there is abundant scope for supplying the Railway in the 8th and even 10th Districts of the line. There can therefore be no doubt that the Salem forests afford at present a valuable supply of timber, and that it would be worth while to provide an Establishment with the view of preserving the forests from improper wastes.

NOTE.—Forwarded copy of my Diary on the Shevory Hill forests, to Mr. Brett, the Collector of Salem, and advised Dr Cleghorn of the same on Monday 15th June 1857.

PULLYPUTTY.—Not much wood in this locality. Teak wood is cut for spokes and felloes of cartwheels from the remaining stumps of Teak trees that were long ago felled. A good trade is carried on at Salem in timber of this sort, half wrought. Putchay Chetty, a resident here, and Ponnapen residing about a mile from Pullyputty, deal in timber cut on the mountains opposite the village. Put a stop to the cutting of wood without leave from the Circar Authorities except when required for the Ryot's own use.

COTAPUTTY.—A good quantity of Timber in the Village taken from the surrounding Hills. Sealnaick Mullay East of Cotaputty is in Trinomalee Talook, Goodramullay East by South, is situated in Pulliapatoo, is a part of the Estate rented by a Palliayar named Hurrin Gowden for 13 Pagodas a year, who levies a fee of ½ to 1 Rupee on every axe used in his land. Chimra Culroyen and Peria Culroyen hills, are south of Cotaputty, in possession of two Poligars, who pay nothing to the Circar. Mahlayecullmullay is W. by S. beyond which, and all in a westerly direction is Goonmully and Yarramully. Macullmullay, Sooreguddaymullay, Chittarymullay and Mankuday-mullay on to the next talook. The wood in the Cotaputty granum is taken to Hurroor, Morapoor, Chintal paddee and also direct to Salem, it is also conveyed by Theerthamullay to Calavi. The wood from Seelnaickmullay on the East side of Cotaputty is taken by Baloor to Vellore. People come from Madras to take wood from the Cotaputty Hills for Railroad Sleepers as well as for house building. The Maniagar Vencatachella Pillay, who is also Curnum of Cotaputty, estimates the wood taken annually for house building and cart making to be about 200 bandy loads. Teak wood consisting of half wrought spokes and felloes for cart wheels is cut from the remaining stumps which is almost the only Teak obtainable at present, and even this is nearly exhausted. A bandy load of spokes and felloes is sufficient for three pairs of wheels valued at 12 to 15 Rupees a load at Cotaputty. A pair of wrought wheels complete with nave, and tired, is sold at 30 to 35 Rupees in Salem. A bandy load of wood for house building is valued at about 5 Rupees at Cotaputty, but being more expensive to move is markted at a proportionately higher price. The wood for Railroad Sleepers is sold on the spot for one Rupee per dressed Sleeper. The Villagers are not disposed to take the responsibility of conveying the Sleepers to Railway Station. The parties named* below have felled large quantities of timber beside that in the Villages which are allowed to remain about the Hills until the stock in the Village is disposed of.

Left Cotaputty and took the route over the Mallcullmullay, across the Hill country and went round the Molaypurtymullay. The vast extent of Hill country around is richly covered

* Names of 20 Proprietors, (owing 1,780 Sleepers, 3,900 logs, 20 cart loads of half wrought wheels and 678 bandy loads of Railway material) reported to the Collector as having all this wood cut about the Hills, when I passed through Cotaputty in June.

with timber of several kinds except Teak, the very name of which is likely to be soon forgotton unless some steps are immediately taken to save the few remaining stumps from destruction. I would submit for the Collector's consideration whether rigid measures might not at once be adopted throughout the Zillah of Salem to give effect to the plans intended to be brought into operation by the Department of Forest Conservancy for the protection of the Forests and especially the Teak. The want of good road for an outlet from these forests is certainly a hinderance to their being worked as largely as they might be; but this want operates injuriously in another way, for the wood having to be conveyed over high Hills and rugged by-ways, by manual effort, is necessarily so reduced in size as to cause considerable waste. The work is therefore confined to the most convenient portions and upon a limited scale compared with what might be done if there was a road to convey the wood away. There are some traces of a road from the Village of Cotaputty on the other side of the Mullacull-mullay to Hurroor which appears to have been begun and abandoned (perhaps) on account of the number of bridges required to be constructed. The streams are not broad but so deep as to render carting extremely dangerous, especially in the first ten miles up to Vull[illegible]atharay. No less than nine such streams require to be bridged and as many fording places to be ballasted with stone. A thorough controul and supervision of these forests with a suitable outlet are measures essential towards realizing the objects contemplated by the establishment of a forest Conservancy, and would amply repay the expences consequent thereon. The Cotaputty Jungles are united by small Hills with the Jevadhees.

Note.

Note.

NOTE.—Forwarded copy of the above to Dr. Cleghorn on the 23rd June and also to Mr. Brett, Collector of Salem, with the following letter.

To H. A. BRETT, Esq., Collector of Salem.

SIR,

1. I have the honor to forward Extract from my Diary relating to the Forests near Hurroor and would submit for your consideration whether measures might not at once be adopted to prevent the cutting of Teak Trees throughout the Zillah. The wood produced in these forests is of a superior description, and there are but few trees to be found in any of the forests belonging to this Collectorate, and the propagation of the species depends on these. On the other hand, there are several kinds of wood to be readily obtained which might be brought into use as a fit substitute for Teak.

2. It appears to be the mamool to use none but teakwood for spokes and felloes of cart wheels, and as there is a supply still to be obtained for this purpose from the remaining stumps of trees long ago felled, even these are being cut up to meet the demand which cannot however continue much longer for it is only with difficulty that the supply is now kept up, and unless a stop is at once put to the felling of Teak trees, there appears no reason to doubt but that the species must be speedily annihilated.

3. I have furnished Dr. Cleghorn with a copy of the accompanying Extract as well as that relating to the Shevaroy Hill forests to obviate as much as possible the retardation of any measures that Dr. Cleghorn and you may deem it necessary to adopt while I am completing my Circuit in this District, and I shall continue to furnish you with similar Extracts while I further proceed on my tour.

4. My next course will be to the Salem side of the Jevadhee Hills and Deckancottah.

I have &c.

Hurroor, 23rd June 1857.

To H. A. BRETT, Esq., Collector of Salem.

SIR,

1. In the Extract from my Diary which accompanied my letter of yesterday's date, I brought to notice the system of trade carried on by the villagers in Timber taken from the Forests belonging to Government at Cotaputty and also in the neighbouring forests. They prepare Sleepers for the Railroad and sell them on the spot for one Rupee each to people who contract with the Railway Company for the supply of Sleepers. I pointed separately to the trade in timber for House building, &c., and also for making cart wheels which are made always of Teak wood.

2. In my Diary Extract relating to the Shevaroy Hill forests furnished under date 15th June, the trade in Railway Sleepers carried on there, is noticed, each Sleeper is sold for one Rupee of which the Hill Odder gets half for bringing the wood out of the Jungle and afterwards conveying it to the Railway Station at Mullapooram, and the wood cutter the other half.

3. It will be evident to you that while but a small portion of the timber business is devoted to House building and other purposes, the chief business is now (and will eventually increase) in supplying Sleepers for the Railroad.

4. The Hill people cannot be brought to take any interest in trade, and as they work merely for hire, their services are employed in felling and bringing the timber to the lowlands.

5. The inferior Officers of Government engage also in the trade, in fact situated as they are it rests almost naturally on the servants of Government, by giving every encouragement, to stimulate the Hill people to assist the Railway Company's Contractors.

6. It occurs to me under these circumstances, as the most economical course te be adopted for a thorough prevention of the unauthorised practices prevailing at present, and also for covering the expenditure incurred, or to be incurred in their protection and conservancy, in making of roads, &c., that the working of the Forests be taken entirely in the hands of Government either through the forest or the Collectorate Department by arrangements hereafter to be made.

7. Under management of the Officers of Government after it is once proclaimed to be a crime to cut wood in the Government forests without orders from Circar Authorities, there will be no need of a very extensive supervision. It would also save much inconvenience and delay which otherwise must occur in the way of reference for orders, &c. When a single tree is required for use by private individuals, the Officers of Government would be always felling the most suitable trees on their own responsibility for all necessary purposes and storing the Village according to the demand; and purchasers would be more readily supplied; while the Railway Company might employ its own means of supplying itself directly from the Depôt at the most advantageous rates and with greater certainty.

8. I shall forward a copy of this letter to Dr. Cleghorn.

Hurroor, 24th June 1857. I have the honor, &c.

DECKANCOTTA.—The Deckancotta forests are situated north by west of Salem, extending to Mysore on the west and to the Coimbatore District on the south. The hills are abundantly covered with wood reaching down to the plains where cultivation is largely carried on in the midst of surrounding Jungle. A few Teak trees of tolerable size are to be seen scattered on the plains and there are some also on the heights. The difficulty of bringing the wood down, prevents their being cut, but here as in the other forests of Salem, the stumps of teak trees long ago felled are now being rooted out for spokes and felloes of cart wheels and carried through Durumpoory. Chittagong called Chittaka is rather more plentiful than on the Shevaroy or Javadhee Hills. Acha and Muthee or Muthary grows to an immense size and is more common than in any other part of the Salem Zillah especially on the Western Slopes where the Cauvery river from Mysóre skirts the Hills. All the timber trees in other parts of the Zillah abound in the Deckcancotta forests, a tax is levied in this Talook by the Circar on Bamboo and timber in proportion to the load, under the head of Gedygavul or hill products. It is not known under what circumstances this tax which is not levied in the other forests of the Zillah, is in operation only here. The only way of accounting for it appears to be that as these forests are partly in the Mysore territory where the Sayer duty operates, a tax was levied also on the Circar side to prevent smuggling from the Mysore Country through that side of the forest. The tax annually collected on Bamboo and timber in the Deckancotta Talook is averaged at 1,000 Rupees from 2 Annas on a Donkey load of Bamboo to 12 Annas on a cart load of plank Timber. A large quantity of Sleepers for the Railroad has been cut by the Collector's orders and is being conveyed to Tripatoor. There are also a number of Acha wood Beams in the village of about 20 feet in length by 1 foot square, cut by Mr. Latham, Railroad Engineer. This wood has been laying here a long while for want of carriage to take it to Tripatoor, being too large for Odder carts which is the only sort of wheel carriage available. A road from Pennagar on the South East side of the Yailagherry Hills and another from Auchetty to Allambady, however rudely constructed, would help to bring the wood

to the Cauvery from all parts of the Hills, and there is no reason to doubt that the expence will be very soon covered.

Forwarded copy of the above to Mr. Brett, Collector of Salem, and also to Dr. Cleghorn.

(Signed) G. WILLIAMS,
Assistant Conservator of Forests.

Ordered to be communicated to the Revenue Department and to the Officiating Consulting Engineer for Railways, who will give his opinion on Mr. Williams' suggestions as they affect the Railway.

(True Extract and Copy.)
(Signed) T. PYCROFT, *Chief Secretary.*

No. 35. ORDER THEREON, No. 93; dated 23d January 1858.

Ordered that the above Extracts be communicated to the Board of Revenue and to the Chief Engineer.

(Signed) H. FORBES,
Acting Secretary to Government.

No. 544.

Extract from the Minutes of Consultation under date the 13th November 1857.

Read the following letter from Mr. G. WILLIAMS, Assistant Conservator of Forests; to E. MALTBY, Esq., Acting Chief Secretary to Government, Fort Saint George.

Sir,

Para: 1. In reply to your letter of 22nd September, I have the honor to state that I am preparing a copy of my Diary with sketch of the route pursued in my visit to and about the Salem and North Arcot Forests, and also to some of those in the Coimbatore Zillah through which the Railroad runs. Severe indisposition which obliged me to leave Ootacamund prevented my replying to your letter earlier, and I now beg to submit a few observations on the subject of supplying the Railroad with Sleepers, as requested by you.

Para: 2. The 4th, 5th and 6th Districts of the Madras Railroad have been supplied with Sleepers from the forests at the base of the Jevadhee Hills, which run in a South Easterly direction from the Tripatoor Talook in the Zillah of Salem to the North Arcot Zillah, and also to the Trinomallee Talook in South Arcot. The supply on these Hills is sufficiently plentiful to furnish the Line for the remaining portions of the 6th and 7th Districts, but the part mostly worked upon by the Railway Company's Contractors is in North Arcot, where it was first commenced by the Collector of the District, and operations on the part of others, at the time I travelled by (in June) were confined to the same spot. The distance from the forest to the villages in the neighbourhood, where the Sleepers are dressed, is not above four or five miles. There is a good cart road from the spur at that end of the Jevadhees about 40 miles to Vellore, but the work in that direction is almost exclusively in the hands of the Collector. Contractors who have subsequently entered the same field, bring their Sleepers through Singarapet and deliver them lower down the Line near Durampoory. They employ Under-contractors who manage the business through aid of Mullayaries and Odders to fell and bring the timber to the neighbouring villages, and here the Railway Contractor sends carts to remove the Sleepers. The distance from the villages to the made road leading to Singarapet is about 16 miles, and from thence to Tripatoor about 18 more. The cost of a Sleeper at the villages where it is dressed is one Rupee and two Annas and from 4 to 6 Sleepers go to a cart load, which makes an average of one Rupee and ten Annas at the place of delivery on the Railroad for each.

Para: 3. The 8th District and a part of the 7th are supplied from the Cotaputty Jungles, situated East of the Zillah of Salem. These Jungles are well wooded throughout, but the want of a cart road from Kurroor to Cotaputty shuts them out a good deal. There is a road from Hurroor, Theertamullay, Biroonaickpettah to Cotaputty, but the made road breaks off at Theertamullay and makes a great round to Cataputty by footpaths. It took me three days going to Cotaputty from Hurroor, whereas in returning by another route over the Molacullmullay, where a trace had been commenced and abandoned, I was brought to Hurroor in eight hours. I noted this route in my Diary, and pointed out to the Collector of Salem, the advantage of such a road if carried out. The Jail now building at Salem might be furnished with timber at so much less expence if this were done and the Railroad could have its supplies from the same source, at proportionately reduced rates. The Railway Contractors were taking wood from Cotaputty and the forests lower down facing Pullyputty, by carrying their Sleepers through Hurroor and Tengricottah to the District Stations at Shamulputty, Calair and the Pennar Bridge, where the cost, according to distance, might vary from one Rupee ten Annas to two Rupee a Sleeper. The villagers at Cotaputty bring the wood to their village and cut it into Sleepers and sell them there ready dressed for one Rupee each, but they will not be induced to take the responsibility of a Contract beyond that; it being out of their power to secure cartage, the produce of their field is not removed except on pack bullocks, or the merchant in the Cusbah towns sends his own carts for it, and it is so also in regard to Sleepers, the Contractor having to send carts for them to the village.

Para: 4. The Denkanicotta Talook in the same Zillah, affords another instance of the want of carriage more than the want of a good outlet from the forests, operating against the use that might otherwise be made of them in procuring Sleepers to the Railway. The forests here are about 18 miles from the Cusbah and are well stocked with valuable timber, but the villagers will not be induced to work them for the Railway. The Collector endeavoured to show

the people what might be done for their own advantage, by cutting at his expence some 10,000 Sleepers, but when these were got to the Village, the difficulty of removing them further, except by means of Odder carts which came in from time to time, was sufficient to deter the Ryots from risking a contract. A number of Achah wood beams cut by Mr. Latham early last year are, I believe, still laying about the Village.

The Sleepers procured by the Collector were taken to Tripatoor and Vaniembady, and cost, I believe, at the place of delivery more than 2½, if not 3 Rupees each. If the ground was sufficiently levelled for a road from Auchetty to Allambady or from Pennagar on the South East of the Mailagherry Hills, it would greatly facilitate supplies from this source and reduce the cost.

Para: 5. The 9th District of the Railway Line is supplied at Mullapooram from the Shevaroy Hills. These Hills and the Chittarys, which are separated by the Munjawaddy Pass, are well wooded and could furnish the Line down to the 10th District with Sleepers. The distance at the base of the Shevaroys, where the wood is worked into Sleepers, to Mullapooram, is about 5 miles. Here it is sold for one Rupee each, of which the wood-cutter gets half, and the Odder whose Buffaloes are employed to convey it to the Station, gets the other half. I was told on the spot that the Railway Company paid no less than 3 Rupees each for these very Sleepers to the man who had only the handing of them over.

Para: 6. The paucity of labourers, and means of carriage are invariably great drawbacks as well as the want of roads; and low position has always a greater advantage over elevated tracts of forest. This observation receives a most important illustration, by comparing the work done at the Wyanaad by the Mysore Government within a few short months recently, with what is carried on at the Anamalays. The teak that costs the Government about 2½ Rupees a Cubic foot at the depot in the Anamalays is cut on the top of mountains, whereas at the Wynaud it costs less than 8 As. a foot brought to Mysore. Two hundred logs of teak, the first of a batch of 500, which the Superintendent of the Astragam Division had cut in the Wyanaad by way of experiment, about the middle of this year, at the cost above stated, were sold by public auction on an average of about I Rupee a foot, giving the Government a considerable profit. But Mysore has greater facilities for carting, than the forest tracts which the Railroad has generally to depend upon. Where resources of the country are limited to its agricultural produce, the fields draw all the labour available, and it is only when the season of cultivation or harvest is passed, that labourers are to be got for forest Work. But the scarcity of carriage, and in several pl ces, the want of a convenient outlet, have more or less proved hinderances greater far than the mer want of hands, and the Railroad Contractors possessing as generally is the case, either no capital or no energy, and having to depend upon chance as it were for labourers, fail as a matter of course in the fulfilment of their contract. It is hard to tell how these difficulties are to be overcome unless the Railway Company or the forest department would take the work into their own hands, and, by systematic arrangements, provide not only labour and carts, but also open up more direct communication between the forest and nearest made road, or, if it be more economical, to the Railway line. Arrangements in this way well organized, will prove a saving both in time and money at the end.

The timber may be charged to the Railway Company at a given rate, or the expence of the working establishment on the part of Government, inclusive of superintendence, may be charged at prime cost.

Para: 7. The aforementioned forests contained Teak at one time, but now the stumps only of large trees felled years ago, with a sprinkling of shoots and young seedlings are to be found. Judging from the smallness of the number and size of the stumps, Teak can scarcely be said to be indigenous in these parts, the stumps are now being cut out for spokes and felloes of carts, and a very good trade is carried on in this way at Vellore and Salem, this leads me to think that in the Anamalay forests, where hundred of Teak trees are annually cut down, and the stumps which are generally three feet high, and I should say, three feet in diameter, of which I am told no use whatever is made, might be eminently serviceable in the Gun Carriage Manufactory if it were suggested to Government, the timber itself in this part of the tree instead of being straight grained and liable to split, the longitudinal fibres are beautifully interwoven and make it very strong, especially for naves and felloes of wheels; and by being cut up rough into the necessary shape on the spot might be rendered more portable, the soil adapted for the growth of Teak is largely intermixed with alluvial deposit and by digging one or two feet round the stumps, greater length of sound timber could be easily obtained, and cut up into other shapes, such as, Doors and Window-frames

and Shutters, bedstead frames, &c., for the Commissariat Department considering that each tree cost Government five Rupees and only such as are adapted for shipbuilding, and such else as may be worth the cost of removal for sale are made use of, perhaps if the Railway Company's Engineers were allowed to collect all the "refuse" Teak timber in the Anamalays, I am inclined to think they would find a good supply of Sleepers. I have seen numbers of trees half cut by the Cooroobers of Wyanaad and allowed to decay either through neglect or some other cause, such as a serious flaw in the timber, discovered as it was being cut, or the difficulty of shaping it on the spot, they leave one and go to another and in many cases never come to the first again. A wood cutter will not of his own accord lay hands on a tree which another has marked however slightly as his, the same rule prevails among Mullayaries and Mullasairs of other forests and, I imagine it prevails also among the carders at Anamalay, in which case, there must be a number of trees of this sort which the Railway Company would be glad perhaps to have, if allowed to remove them.

Para. 8. If Government thinks proper to organize working Establishments in each or any of the forests named in the foregoing paras: for supplying the Railway with Sleepers, I shall be quite willing to submit my plans and undertake the arrangements, being confident that the Railway can be a supplied much cheaper than it is at present.

(Signed) G. WILLIAMS,

Assistant Conservator of Forests.

Ordered to be communicated to the Officiating Consulting Engineer for Railways and to the Revenue, Public Works and Military Departments.

(True Extract and Copy.)

Chief Secretary.

To the Officiating Consulting Engineer for Railways.
" Revenue Department. 2 spare Copies
" Public Works do.
" Military do.

Exd. J. A. Wilson.

(10)

FINANCIAL RAILWAY DEPARTMENT.

No. 556.

Extract from the Minutes of Consultation under date the 20th November 1857.

Read the following letter from Mr. G. WILLIAMS, Assistant Conservator of Forests; to E. MALTBY, Esq., Acting Chief Secretary to Government of Fort Saint George, dated Bangalore, 6th November 1857.

SIR,

PARA: 1. In again adverting to your letter of the 22nd September, I have the honor to forward Extracts relating to the Forests of Salem, from my Diary in connection with the Department of Forest Conservancy, by which you will perceive that in anticipation of the difficulties which might naturally be expected to arise in case of any interference on the part of the Forest Department with the Contractors for Railroad Sleepers, who are in the habit of cutting wood in the unreclaimed Forests belonging to Government, without paying for it, I was anxious that such a contingency should be met by some provision beforehand, for supplying the Railway wants.

2. As far as the dwellers in the Forests are concerned there could be no injury done to them by the Government assuming its own right, for the Mallayaries and Odders hire themselves to Contractors and never deal directly with the Railway Company, and it will be recollected that the Proprietors of lands under Puttah, paying rent, are not allowed as they please to cut down the trees on their Ground, there can be no reason, therefore, why others should be allowed the free use of timber on the unrented lands. Immediately therefore on my visiting the Forests of Salem, on which the Railroad chiefly depends for Sleepers, running as it does through a good part of that richly wooded Zillah, I suggested (vide my letter to Mr. Brett, dated 24th June, embodied in the Diary which accompanies) that either the Collectorate or the Forest Department should take the work on itself to supply the Railroad, not only to avoid collision but because under management of the servants of Government living on the spot the Forest people would be more willing to be employed than under strangers and the work would be performed with greater regularity as well as certainty. If this duty fell to the Conservancy Department, by locating a Conservator with his Establishment in the Zillah, it would be an effectual bar against those irregularities which prevail under the system of licensing.

3. The wood cutters inhabiting the Forest, who look upon themselves as possessing a sort of prescriptive right to it, are always jealous at intruders and regard every preventive measure as so much in their favor towards keeping aloof the wood cutters without: they are beyond the controul of the Contractor who employs them, and hence while as yet no restriction is imposed, the Contractor for Sleepers is unable to fulfil his Contract. As a body the Mullayaries would rather labour in the field than in cutting wood. This fact explains the difficulty of procuring labour at all times in the Forest, and coupled with the difficulty of procuring Carriage in the neighbourhood and the want of a convenient outlet which often shuts out large tracts of wooded lands, it will appear obvious that another course than that hitherto pursued by the Railway Company should be adopted.

4. Considering that Government is now incurring a large expenditure to render its Forests more permanently beneficial by the Establishment of a Conservancy Department for the purpose, and that the demands of the Railway might be made conducive in some measure to its support by rendering it every assistance through means of this Department, I would respectfully submit as the best course to be adopted:

That wood cutters be permanently employed receiving wages monthly at a given rate per tree to continually gather a good store of wood for Sleepers and House building, &c., &c.

That certain Villages situated in or nearest the different forests in Salem be selected with an eye to the convenience of ultimate transit and that Depots be formed in each Village for the reception of timber where the wood cut into suitable lengths is to be delivered.

That the wood be dressed for Railroad Sleepers or for any other use as at Cotaputty and the Jevadhees on the spot, unless it be found more convenient and saving to cut it into Sleepers at the Station where it is to be made over.

That a number of Bullocks or Buffaloes be always kept for drawing the wood to the Depot and for Carting.

That Cartage be supplied by making Carts, or hiring, or both as the case may be, unless it be undertaken by the Railway Company.

That the price of the Sleepers be regulated according to the expense at each Station, or the price at one uniform rate taking the supply by the length of each District, be charged for delivering at the several stations between the 7th and 10th Districts.

That the Conservator be allowed in communication with the Collector to direct the making of common Cart roads where required for readier transit.

5. If the opportunity to confer with the Consulting Engineer and Railway Authorities were afforded me, it is my impression that a more complete scheme might be devised whereby the interests of the Government might be secured on the one hand and the Railway Company served on the other. And on the instructions of Government on the subject being received, I shall proceed with all practicable speed to Madras to carry out the object in view.

(Signed) G. WILLIAMS,
Assistant Conservator of Forests.

Extracts from my Diary.

ARCOT.—Timber is brought to Arcotfrom forests nearest to Vellore. Annual supply estimated at between two to three thousand bandy loads, valued at 7 to 8 Rupees each, from the common firewood and Bamboos to timber used for ordinary building purposes, &c,.

VELLORE.—A good trade is carried on in cart and carriage making in the Country. There are regular Depôts for bamboo and timber in plank and log. Teakwood in half wrought spokes and felloes, for carts brought from the Jevadhee Hills. The Sleepers supplied through the Collector's Agency to the Railway Company is cut at the southernmost point. The Jungle tracts nearer to Vellore afford nothing more than firewood, other timber beside Sleepers is brought from the Jevadhee and Cotaputty forests, in the Trinomallee Talook, S. Arcot, and also from the Naggery Hills, principally from Narnavarum, a Zemindary Estate in the North Arcot Zillah, said to contain large Teak trees. The Zemindar does not allow Teak to be cut, but Contractors are permitted to cut any other wood on payment. The bandy loads of timber brought into Vellore may be estimated at about four-thousand a year, valued from 8 to 12 Rupees each, independently of Sleepers.

PALIACONDAH, THEETALUM, AMBOOR, AND VANIEMBADY.—The Jevadhees run in a parallel with these Stations which are supplied with Sleepers by the Collector of the District.

TRIPATOOR.—The Yailagherry Hills stand between the Jevadhees and the Railway line just above Tripatoor, but no wood is taken from here. The Yailagherry Hills do not appear to have any good timber. All that is brought into Tripatoor, comes from the Jevadhees through Singarapet. A few Sleepers of Teakwood have been cut on these Hills, but Teak trees are to be found only on the heights, the lower parts being almost entirely cleared, but the Hills generally as well as the base are well covered with timber trees of other kinds, *vide* Appendix. The timber cut at the Jevadhees is taken to the Villages of Chengamah, Poolatheoor, Kuhyumputtoo, Paramuthel, &c., to be dressed into Sleepers. The parties engaged in supplying Sleepers are Ramkisten Iyen of Calavi and Moovokistna Naick of Salem. Mr. Sullivan gets Sleeper at present for Vaniembady from the forests at Pooloor and Chukudmullay in the Trinomallee Talook, South Arcot, where it is so much easier, being cut at the base of the Hills by the cartmen themselves and shaped into Sleepers, though the distance to Vellore is greater; but the native Contractors get their Sleepers from the slopes of the Jevadhees by employing Under-contractors, who on their part employ Mullayaries to fell, and Odders to draw the timber from the forests to the neighbouring Villages, where it is worked into Sleepers by use of saw and adze, and the Railway Company's Contractors send carts to these Villages to remove them to the Stations at Shamulputty and Calavi.

NOTE.—I would suggest in accordance with the opinion expressed by the Collector of Salem that the Jevadhee and Yailagherry Hills be placed under a distinct Supervision from that of the Shevaroys, &c., and if practicable to unite them entirely with the Zillah of Salem. At present a part of the Jevadhees is included in the North Arcot and part in the South Arcot Zillah.

SHEVAROY HILLS.—The Collector of Salem in his proposal to the Revenue Board for an establishment to place the forests under proper supervision, divides the timber portions into three, *viz*:

1. Deckanicottah situated North of the Cauvery.
2. Forests in the Tripatoor Talook, *viz.*, portion of the Jevadhees and the Yailagherry Hills.
3. Forests in the Shevaroy Hills, Tengricottah Talook, Salem Talook, and Namel Talook, *viz.*, Chittary Hills, and Colamullay Hills.

The Shevaroy Hills are divided in three divisions or roads, *viz.*, Magaynaud on the North, Salemnaad S. by E., and Motaynaud S. by W. Teak is found only in single trees in the first and last mentioned naâd, (for timber see Appendix.) The value of the forests affords a legitimate ground for introducing a system of conservancy and checking the indiscrimate felling of timber trees hitherto allowed to go on. A tax in proportion to the market value of each particular kind of timber might be levied without provoking discontent or resistance. The Hill people take no interest whatever in the trade of the low lands. Timber required for their domestic uses comprises no more than is necessary for erecting the small huts in which they live, but they work for hire in felling for persons residing on the hills and in the Countries below. The Mullayaries set fire to the Grass on the slopes of the hills to obtain pasturage for their cattle and by that means do much damage to the trees. The land holder by the conditions of his Puttah has no title to the trees on his land, as however the chief object of the Coffee planter is to procure space for planting Coffee, he has frequently evaded this condition of his holding, but at present an opinion is growing up among this class of renters that shade is necessary for the growth of Coffee, though usually the land under cultivation exhibits nothing like a practical carrying out of that principle. An isolated tree may be seen here and there in the plantations, but the Coffee covered by its shade is not so productive as in open spots.

The demand for sleepers in the Railway has brought people from neighbouring low countries to cut wood on the hills. The Railway Contractor gets the Sleeper from Under-contractors at one Rupee each and supplies them to the Company at Mullapooram for 3 Rupees each. The felling is managed by lowland men, these again employ Odders to bring the timber out of the forests and then deliver in Sleepers at the Railway Station, giving the Odder a moiety of the price. At present they are cutting wood at the foot of the pass near Mullapooram about six hours ride from the twelfth mile stone at Yercaud. Some large Murthy trees yield as many as 30 to 45 Sleepers each.

The Railway Districts are 25 miles each in length and 44,000 Sleeper are required for a single district of that length. Allowing that the 9th District only is supplied from the Shevaroy and Chittairy forests, the supply may be made in one year at the present rate of 3 Rupees per sleeper, the Railway Company would pay Rupees..... 1,32,000 0 0
Besides this about 300 bandy loads of timber are brought into Salem every month making 3,600, bandy loads per year at 10 Rupees each..... 36,000 0 0
Add timber purchased at the Railway Workshop in Salem for general purposes averaged for one year..... 3,500 0 0

Total annual value of timber for one year, Rupees..... 1,71,500 0 0.

The above Estimate is limited to the expenditure in the Salem Talook, but there is abundant scope for supplying the Railway in the 8th and even 10th Districts of the line. There can therefore be no doubt that the Salem forests afford at present a valuable supply of timber and that it would be worth while to provide an Establishment with the view of preserving the forests from improper wastes.

NOTE.—Forwarded copy of my Diary on the Shevory Hill forests, to Mr. Brett, the Collector of Salem, and advised Dr Cleghorn of the same on Monday 15th June 1857.

PULLYPUTTY.—Not much wood in this locality. Teak wood is cut for spokes and felloes of cartwheels from the remaining stumps of Teak trees that were long ago felled. A good trade is carried on at Salem in timber of this sort, half wrought. Putchay Chetty, a resident here, and Ponnapen residing about a mile from Pullyputty, deal in timber cut on the mountains opposite the village. Put a stop to the cutting of wood without leave from the Circar Authorities except when required for the Ryot's own use.

COTAPUTTY.—A good quantity of Timber in the Village taken from the surrounding Hills. Sealnaick Mullay East of Cotaputty is in Trinomalee Talook, Goodaramullay East by South, is situated in Pulliapatoo, is a part of the Estate rented by a Palliagar named Hurrin Gowden for 13 Pagodas a year, who levies a fee of ½ to 1 Rupee on every axe used in his land. Chimra Culroyen and Peria Culroyen hills, are south of Cotaputty, in possesion of two Paliagars, who pay nothing to the Circar. Mahlaycullmullay is W. by S. beyond which, and all in a westerly direction is Goonmully and Yarramully. Macullmullay, Soorreeguddaymullay, Chittarymullay and Mankudaymullay on to the next talook. The wood in the Cotaputty granum is taken to Hurroor, Morapoor, Chintal paddee and also direct to Salem, it is also conveyed by Theerthamullay to Calavi. The wood from Seelnaickmullay on the East side of Cotaputty is taken by Baloor to Vellore. People come from Madras to take wood from the Cotaputty Hills for Railroad Sleepers as well as for house building. The Maniagar Vencatachella Pillay, who is also Curnum of Cotaputty, estimates

the wood taken annually for house building and cart making to be about 200 bandy loads. Teak wood consisting of half wrought spokes and felloes for cart wheels is cut from the remaining stumps which is almost the only Teak obtainable at present and even this is nearly exhausted. A bandy load of spokes and felloes is sufficient for three pairs of wheels valued at 12 to 15 Rupees a load at Cotaputty. A pair of wrought wheels complete with nave, and tired, is sold at 30 to 35 Rupees in Salem. A bandy load of wood for house building is valued at about 5 Rupees at Cotaputty, but being more expensive to move is marketed at a proportionately higher price. The wood for Railroad Sleepers is sold on the spot for one Rupee per dressed Sleeper. The Villagers are not disposed to take the responsibility of conveying the Sleepers to the Railway Station. The parties named* below have felled large quantities of timber beside that in the Villages which are allowed to remain about the Hills until the stock in the Village is disposed of.

* Names of 20 proprictors, (owning 1,780 sleepers, 3,900 logs, 20 cart loads of half wrought wheels and 678 bandy loads of Railway material) reported to the Collector as having all this wood cut about the Hills, when I passed through Cotaputty in June.

Left Cotaputty and took the route over the Mallcullmullay, across the Hill country and went round the Molaypurtymullay. The vast extent of Hill country around is richly covered with timber of several kinds except Teak, the very name of which is likely to be soon forgotton unless some steps are immediately taken to save the few remaining stumps from destruction. I

Note would submit for the Collectors consideration whether rigid measures might not at once be adopted throughout the Zillah of Salem to give effect to the plans intended to be brought into operation by the Department of Forest Conservancy for the protection of the Forests and especially the Teak. The want of good road for an outlet from these forests is certainly a hinderance to their being worked as largely as they might be; but this want operates injuriously in another way, for the wood having to be conveyed over high Hills and rugged by-ways, by manual effort, is necessarily so reduced in size as to cause considerable waste. The work is therefore confined to the most convenient portions and upon a limited scale compared with what might be done if there was a road to convey the wood away. There are some traces of a road

Note. from the Village of Cotaputty on the other side of the Mullacullmullay to Hurroor which appears to have been begun and abandoned (perhaps) on account of the number of bridges required to be constructed. The streams are not broad but so deep as to render carting extremely dangerous, especially in the first ten miles up to Vullymutharay. No less than nine such streams require to be bridged and as many fording places to be ballasted with stone. A thorough controul and supervision of these forests with a suitable outlet are measures essential towards realizing the objects contemplated by the establishment of a forest Conservancy and would amply repay the expences consequent thereon. The Cotaputty Jungles are united by small Hills with the Jevadhees.

NOTE.—Forwarded copy of the above to Dr. Cleghorn on the 23rd June and also to Mr. Brett, Collector of Salem, with the following letter.

To H. A. BRETT, Esq., Collector of Salem.

SIR,

1. I have the honor to forward Extract from my Diary relating to the Forests near Hurroor and would submit for your consideration whether measures might not at once be adopted to prevent the cutting of Teak Trees throughout the Zillah. The wood produced in these forests is of a superior description and there are but few trees to be found in any of the forests belonging to this Collectorate, and the propagation of the species depends on these. On the other hand there are several kinds of wood to be readily obtained which might be broughti nto use as a fit substitute for Teak.

2. It appears to be the mamool to use none but teakwood for spokes and felloes of cart wheels and as there is a supply still to be obtained for this purpose from the remaining stumps of trees long ago felled, even these are being cut up to meet the demand which cannot however continue much longer for it is only with difficulty that the supply is now kept up and unless a stop is at once put to the felling of Teak trees there appears no reason to doubt but that the species must be speedily annihilated.

3. I have furnished Dr. Cleghorn with a copy of the accompanying Extract as well as that relating to the Shevaroy Hill forests to obviate as much as possible the retardation of any measures that Dr. Cleghorn and you may deem it necessary to adopt while I am completing my Circuit in this District, and I shall continue to furnish you with similar Extracts while I further proceed on my tour.

4. My next course will be to the Salem side of the Jevadhee Hills and Deckancottah.

I have &c.

Hurroor, 23rd June 1857.

To H. A. BRETT, Esq., Collector of Salem.

SIR,

1. In the Extract from my Diary which accompanied my letter of yesterday's date, I brought to notice the system of trade carried on by the Villagers in Timber taken from the Forests belonging to Government at Cotaputty and also in the neighbouring forests. They prepare Sleepers for the Railroad and sell them on the spot for one Rupee each to people who contract with the Railway Company for the supply of Sleepers. I pointed separately to the trade in timber for House building, &c., and also for making cart wheels which are made always of Teak wood.

2. In my Diary Extract relating to the Shevaroy Hill forests furnished under date 15th June, the trade in Railway Sleepers carried on there, is noticed, each Sleeper is sold for one Rupee of which the Hill Odder gets half for bringing the wood out of the Jungle and afterwards conveying it to the Railway Station at Mullapooram, and the wood cutter the other half.

3. It will be evident to you that while but a small portion of the timber business is devoted to House building and other purposes, the Chief business is now (and will eventually increase) in supplying Sleepers for the Railroad.

4. The Hill people cannot be brought to take any interest in trade and as they work merely for hire, their services are employed in felling and bringing the timber to the lowlands.

5. The inferior Officers of Government engage also in the trade, in fact situated as they are it rests almost naturally on the servants of Government, by giving every encouragement, to stimulate the Hill people to assist the Railway Company's Contractors.

6. It occurs to me under these circumstances, as the most economical course to be adopted for a through prevention of the unauthorised practices prevailing at present and also for covering the expenditure incurred, or to be incurred in their protection and conservancy, in making of roads, &c., that the working of the Forests be taken entirely in the hands of Government either through the forest or the Collectorate Department by arrangements hereafter to be made.

7. Under management of the Officers of Government after it is once proclaimed to be a crime to cut wood in the Government forests without orders from Circar Authorities there will be no need of a very extensive supervision. It would also save much inconvenience and delay which otherwise must occur in the way of reference for orders, &c. When a single tree is required for use by private individuals, the Officers of Government would be always felling the most suitable trees on their own responsibility for all necessary purposes and storing the Village according to the demand; and purchasers would be more readily supplied; while the Railway Company might employ its own means of supplying itself directly from the Depot at the most advantageous rates and with greater certainty.

8. I shall forward a copy of this letter to Dr. Cleghorn.

I have the honor, &c.

Hurroor, 24th June 1857.

DECKANCOTTA.—The Deckancotta forests are situated north by west of Salem, extending to Mysore on the west and to the Coimbatore District on the south. The hills are abundantly covered with wood reaching down to the plains where cultivation is largely carried on in the midst of surrounding Jungle. A few Teak trees of tolerable size are to be seen scattered on the plains and there are some also on the heights. The difficulty of bringing the wood down, prevents their being cut, but here as in the other forests of Salem the stumps of Teaktrees long ago felled are now being rooted out for spokes and felloes of cart wheels and carried through Durumpoory. Chittagong called Chittaka is rather more plentiful than on the Shevaroy or Javadhee Hills. Acha and Muthee or Mutharay grows to an immense size and is more common than in any other part of the Salem Zillah especially on the Western Slopes where the Cauvery river from Mysore skirts the Hills. All the timber trees in other parts of the Zillah abound in the Deckcancotta forests, a tax is levied in this Talook by the Circar on Bamboo and timber in proportion to the load, under the head of Gedygavul or hill products. It is not known under what circumstances this tax which is not levied in the other forests of the Zillah, is in operation only here. The only way of accounting for it, appears to be that as these forests are partly in the Mysore territory where the Sayer duty operates, a tax was levied also on the Circar side to prevent smuggling from the My-

sore Country through that side of the forest. The tax annually collected on Bamboo and timber in the Deckancotta Talook is averaged at 1,000 Rupees from 2 Annas on a Donkey load of Bamboo to 12 Annas on a cart load of plank Timber. A large quantity of Sleepers for the Railroad has been cut by the Collector's orders and is being conveyed to Tripatoor. There are also a number of Acha wood Beams in the village of about 20 feet in length by 1 foot square, cut by Mr. Latham, Railroad Engineer. This wood has been laying here a long while for want of carriage to take it to Tripatoor, being too large for Odder carts which is the only sort of wheel carriage available. A road from Pennagar on the south East side of the Yailagherry Hills and another from Auchetty to Allambady, however rudely constructed, would help to bring the wood to the Cauvery from all parts of the Hills, and there is no reason to doubt that the expence will be very soon covered.

Forwarded Copy of the above to Mr. Brett, Collector of Salem, and also to Dr. Cleghorn.

(Signed) G. WILLIAMS,
Assistant Conservator of Forests.

Ordered to be communicated to the Revenue Department and to the Officiating Consulting Engineer for Railways, who will give his opinion on Mr. Williams' suggestions as they affect the Railway.

(True Extract and Copy.)

Chief Secretary.

To the Revenue Department.
" To the Officiating Consulting Engineer for Railways.
" Assistant Conservator of Forests.

Exd. J. A. Wilson.

(13)

13C

(14) R.D

№93

Extract from the Minutes of Consultation
Under date the 23rd ~~December~~ January 1858.

Read the following
Extracts from the Minutes of
Consultation in the Financial
Railway Department

(Recd enter 13th & 20th November 1857.
№s 544 & 556.)

Ordered that the
above extracts be Communi-
cated to the Board of Reve-
nue and to the Chief En-
gineer.

9 Copies to the Chief Engr. Dist 25
3 — Bd of Rev

Revenue 1857 Depts.
Rec'd in Cons. 26th January 1858

№1472

Extract from the
Minutes of Cons. in the
Financial Railway
Department.

Dated 20 November
Rec'd 27 "
1857.

Communicating to
Rev. Dept. for opinion,
a Letter from Mr. Williams,
Asst. Surveyor of Roads,
containing
certain suggestions, on
the Railway after the Railways

№93. 23rd January 1858

№34

H.P.C. Cons 22 Jan 1858 №16.
Extract from the Minutes of Consultation
Read & Ord: Dated 13 Nov 1857
Rec'd 14 Dec: In Cons:

91

Fin: R Cons 22 Sept 57
Rec 14 Oct 16

Revenue 1858 Dept
R
Cy to Cons: 26th January

Copy in a Let 2.
of 1st June 1858 No 24

No 93.

197-6 91.

Extract Mins: of Cons:
Dated 23d Jany 58.
Extract from Fin: Railway Dept
22d Jany 58 No 116 in Cons 18th.
From Mr G. Williams: Asstt
Commissioner of Forests 30th
1858 No 496 in Cons:
Ordering that the Extt
Mins: Cons: in the Financial Railway Dept be
communicated to the Board
of Revenue and to the
Chief Engineer -

No 99 at 35