M.R.O. 14-5,450—22-10-25.

# MADRAS RECORD OFFICE.

## Government of Madras.

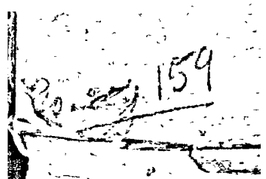
Revenue **DEPARTMENT.**

G.O. No. 159 Press ~~MIS~~

337.344

Dated 15-1-1867.

***Not to be folded or roughly handled***



Read the following papers :—

No. 337. Ffom the Officiating Conservator of Forests, to the Acting Secretary to Government, Revenue Department, Fort Saint George, dated Camp, Ootacamund, 27th July 1866, No. 1,894.

1. Alluding to the Government Order No. 1,709, of the 10th of July 1866, and to the correspondence as per margin* herewith returned, I have the honor to inform you that I am in communication with the Collectors of North Arcot, Cuddapah, and Coimbatore, with the view to the reservation of tracts of land for plantations, in the Arcot District at Errode, and near Cuddapah.

* From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, No. 289, dated 5th July, and copy of a letter from the Directors of the Madras Railway Company to their Agent at Madras, No. 377, dated 11th of May.

2. With regard to the 210 acres near the Soornamookey river, in the Chendragherry Talook, handed over to the Railway Company by the Collector of North Arcot, I would suggest that Government should sanction the transfer of the same to the Forest Department, and that the amount paid for the land by the Railway Company (viz., Rupees 751-3-7) be refunded to them. In addition to this tract, I would suggest that a plantation of about 300 acres should be formed beyond Cuddapah, and a third one of a similar area at Errode ; this with the plantation near Bangalore would be sufficient for the present, and the planting operations could be extended if they are found to answer.

3. There can be no doubt of the great importance of the undertaking ; the Railway Company have proved that the substitution of wood for coal saves more than one-half the cost of fuel, and it is evident that, at the present rate of consumption, there must in a few years be a great difficulty about the supply of wood without the aid of artificial planting. It is to be regretted that these plantations could not be undertaken by the Railway Company themselves, as they possess great advantages, and would take great interest in the work ; if they are to be undertaken by Government, I would suggest that application be made to the Home Government for a good Forester or a Gardener, who has had experience in planting and arboriculture ; as all the plantations would be on the line of Railway, they might be all under his general supervision, at least at first until the growth was well established ; he might receive a salary of 80 Rupees per mensem to commence with, and a gradual rise to Rupees 200, if he gave satisfaction. During the first few months after arriving in the country, he should be allowed to visit the Nellumbur Plantations, the plantations about Madras, Mr. Dykes' planting operations at Nellore, and the Bangalore Gardens. The whole success of the undertaking will depend upon having a good Forester in charge.

4. In addition to the tracts proposed for plantations, I would request the sanction of Government for the reservation of 5,000 acres of forest on the Cuddapah Line, near Balapilly, the same to be fenced in, and cattle and the annual fires carefully excluded.

No. 338. Proceedings of the Board of Revenue, dated 15th August 1866, No. 5,709.

Read the following letter from the Collector of Coimbatore, to the Acting Secretary to the Board of Revenue, dated Ootacamund, 21st July 1866, No. 188.

1. I have received the Board's Proceedings of the 5th instant, No. 4,558.

2. So far as Coimbatore District is concerned, I do not think there is any chance of private enterprize being sufficient to meet the requirements for fuel of the Railways and the general community.

3. The rain-fall in the district is so small, that even if the soil were good, it is questionable whether trees could be grown without artificial irrigation; and if this became necessary, no ryot would think of growing trees, which would take years to give a return, whilst grain, chillies, and tobacco could be grown with the certainty of an immediate remunerative return. The physical formation of Coimbatore is such, that trees require much care and expense to be bestowed on them to ensure their growing. The country is high and barren, and exposed to the full force of the winds, which sweep over it with a violence which trees cannot stand. Indeed, were it not for the thick hedges of milk-hedge and screen pine, and black thorn, which abound in most parts of the district, the high growing crops, such as cholum, cumboo, &c., would suffer much from the wind. Although the dry lands in Coimbatore, from the very limited rain-fall, seldom produce a full crop, they are not likely to be devoted to the formation of topes for years, until the want of timber for the construction of good houses is much more felt than it now is. The demand for timber is beginning to arise, but it will be some time before it presses on the people with sufficient force to make them turn their attention to the growth of trees, which is expensive, and which will only yield a return after years of patient culture. Those parts of the district through which the Railway passes, are unfortunately, with one exception, the Walliar jungle, situated at a distance from the hilly tracts where jungle is now to be formed, and in which trees could be grown with the best prospect of success. Firewood may hereafter rise so much in value, that it will stand the expenses of carriage from the distant jungles to the Railway, and still yield a fair profit to speculators; but that time has not yet arrived. The existing tope rules seem to be sufficiently liberal for the encouragement of private enterprize in growing trees; but the want of rain and the heavy expenses attending their growth and preservation when compared with the expenses incurred in cultivating grain and other agricultural products, which give a quick and profitable return, tend to direct the labors of the population from the former to the latter sources of profit. The conservation of existing jungles for the future supply of fuel for Railway purposes, is a subject of vital importance to this part of India. In Proceedings of Government, dated 8th March 1866, No. 596, I was directed to reserve some 6,000 acres of jungle land, adjoining the Walliar jungles, and within the influence of the south-west monsoon. The orders of Government have been observed, but I fear that much of the most suitable land has already been cleared and cultivated, and that the jungle, which is still standing, is distant from the line of rail. I hope now to have an opportunity of inspecting the country in person, when I shall again address the Board on the subject.

*Proceedings of the Madras Government, Revenue Department, 15th January 1867.*

4. Between Palghaut and the western boundary of this district, exists a tract of country known as the Walliar jungles, and intersected by the Railway, which at present draws large quantity of fuel from it, supplied by contractors, who, I fear, cut down everything before them without the least regard to conservation or economy. Endeavours should, I think, be made to obtain these jungles on a long lease. They are admirably situated, so far as carriage is concerned, and from the fact of their lying within the influence of south-west monsoon, the jungle would soon spring up and grow with rapidity. Between Madras and Calicut I know of no locality to be compared with the above for the advantages it offers for the future supply of fuel. The Collector of Malabar, within whose district it is situated, is probably better informed on this subject than I am.

5. I think the Government should direct their attention to the growth of timber. If they resolve to do so, the parts of the country most favorable for the operation are those in which the greatest fall of rain exists, such as those parts of the Poolachy and Coimbatore Talooks, which lie within the influence of south-west monsoon, the Neilgherries, and the western portion of the Collegal Talook. All these districts may now be said to be accessible by roads which are being improved year by year. The growth of the more valuable woods, such as teak, black-wood, vengay, and many others, is a slow process. I, therefore, think that the subject of growth of the valuable species of Australian trees, on a large scale, on the Neilgherries, deserves more consideration than it has hitherto received. These trees grow with great rapidity on the hills; they are valuable for their timber, and, as the Indian hard-woods become scarcer, which they are doing every day, the value of the Australian trees will increase, and they will be able to stand the expense of carriage. The system of fine roads on the hills, now being opened out, will tend greatly to reduce the cost of carriage, which, as a rule, would be down hill. At present the low country supplies the hills with timber, whereas they would in the course of fifteen or sixteen years be enabled to send supplies down the ghauts. According to the accounts submitted by the Conservator of Forests, the Forest Revenue of the district for the past official year is Rupees 79,961, that is, this sum represents the value of the trees cut down and sold by Government; but what is the value of trees re-produced within the same period, I have not the means of ascertaining, but I fear that Government is trading on its capital in the shape of forests. I know of no attempt to plant trees on the part of Government worth mentioning except that, (the Conolly teak plantation in Malabar,) which was originated and established at much personal exertion and trouble by the late Mr. Conolly. A plantation of Australian trees on the same scale on the Neilgherries would, I believe, eventually prove very remunerative to Government.

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1. Submitted for the consideration and orders of Government, with reference to Government Order dated 20th June 1866, No. 1,510, Revenue Department.

2. The other replies from the Collectors will be submitted as received.

3. The Board have so repeatedly urged on the consideration of Government the expediency of requiring the Forest Department to do more in the way of restoration than has hitherto been attempted, that there is little left for them to say on

the present occasion. The attention of the Collector of Malabar will be directed to the Walliar jungles, and he will be desired to report how far it may be possible there to introduce systematic felling and measures for conservancy and restoration.

4. The favorable conditions for extended planting on the Neilgherries, and the demand that exist and is likely to increase there for timber and fuel, induce the Board to support the Collector's recommendation that the Forest Department be directed to undertake planting operations there on a large scale.

5. Another report from the Collector, already before Government, shews how greatly the severity of the climate might in parts be mitigated to travellers by belts of wood, and the Board cannot but think that the Neilgherries, if thickly wooded, would be improved as a source of supply to the river systems of the south.

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No. 339. From the Officiating Conservator of Forests, to the Secretary to Government, Revenue Department, Fort Saint George, dated Camp, Ootacamund, 21st September 1866, No. 1,977.

1. Adverting to the Government Order No. 2,171, of the 22nd of August, I have the honor to inform you that I fully concur with the Collector's proposals of fencing in large tracts of jungle near the line of Railway, and thereby excluding all cattle and fire; this plan is already being carried out between Coimbatore and Palghat, and has been proposed for the Cuddapah and Salem Districts, and I feel sure will be more efficacious than any artificial planting in dry districts.

2. With regard to increasing the present seigniorage rates, from Annas 6 to Rupee 1, on firewood supplied to the Locomotive Department, Lieutenant Walker reports that at the present rates firewood costs the Railway Company (including all charges) Rupees 4-8-0 per ton, and if the rates were increased, as proposed, it would only cost Rupees 5-14-6 per ton. Coal at Jollarpet costs Rupees 25 per ton, and as three tons of wood are found to be equivalent to one ton of coal, the cost of wood would, at the advanced rates, be still only Rupees 17-11-6, *versus* Rupees 25 for coal. I would, therefore, suggest that the seigniorage rates on all wood felled for the Locomotive Department be increased, as proposed by the Collector, subject to a further report on the results at the end of six months. The increased rate should, I think, only be charged on that cut for locomotive fuel, for, as the Collector observes, they require wood of from six to twelve inches in diameter, whereas the ordinary firewood cut for sale is generally of a much smaller description, and is often cut from mere scrub.

3. With regard to the probable annual charges and receipts of carrying out the measures proposed by the Collector, I may roughly state that the expenses of fencing in two square-miles of jungle would be about 1,000 or 1,100 Rupees, and the pay of a Watcher would be Rupees 84 per annum. Six such tracts, or twelve square-miles, as proposed by the Collector would, therefore, cost about 7,000 Rupees for the first year, but the subsequent expenditure would be only trifling; the receipts would of course entirely depend upon the amount of timber that we were enabled to supply annually, but at the proposed rates of seigniorage, the expenditure of 7,000 Rupees would be covered by a supply of about 3,000 tons, and I have ascertained that if the supply was equal to the demand, the Railway Company would take about 20,000 tons.



4. If Government would sanction the expenditure of Rupees 7,000 for the first year for enclosing the twelve square-miles, any subsequent extension of operations might depend upon future reports, but I am confident that there can be no doubt about the success.

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No. 340. Proceedings of the Board of Revenue, dated 25th September 1866, No. 6,871.

Read the following letter from the Collector of North Arcot, to the Secretary to the Board of Revenue, dated Gudiattum, 6th September 1866, No. 252.

1. I have the honor to acknowledge receipt of the Proceedings of the Board, dated 5th July last, No. 4,558. In this paper, I am asked my opinion on four points :—

1st. Whether there is any probability of private enterprize being sufficient to meet the growing requirements for fuel of the Railways and the general community.

To this I can answer, with perfect certainty, that there is not the remotest chance that private enterprize and capital will ever effect anything in this district towards providing a supply of firewood for Railway and general purposes. Such enterprizes are thoroughly discredited, owing to the uncertainty or downright failure of the periodical rains of late years. Any attempt to get the people to take a part in the extension of planting operations has been utterly futile. I can well understand how this should be in an inland district like North Arcot, where, besides the precarious character of the seasons, capital is rare, and that little is concentrated at a few of the principal towns where land can be turned to more immediate and profitable account in other ways. The difficulty and cost of such undertakings are illustrated every day, under the very eyes of the people, in connection with avenues, plantations, and other operations of the kind now being carried out, with varying success, throughout the length and breadth of the district.

2nd. What aid would be required from Government to assist private speculation.

I feel assured, speaking from my own personal experience, that any aid from Government, in whatever form contributed, would fail to create any source of supply from private speculation. Government have, it appears to me, in their Forest Department, the proper agency through which to provide for present and future requirements of this nature. There are still belts of jungle in the Chendragherry Talook and in the Vellore and Polur Hill tracts, which might, if placed under a cheap conservancy, and protected from the ravages of cattle and fire, recover spontaneously, and be made the nucleus of a gradually extending system of operations in this direction. I could myself point out some jungle tracts where such operations might be initiated with every promise of success. A small itinerating establishment might be kept up in such reserved tracts, whose duty it would be to prevent the entrance of cattle, and the grass and scrub being fired, as also to sow, during the early and later rains, seeds of the better kinds of

timber and fuel trees. The tracts thus set apart in the Chendragherry Talook, which lie along the Cuddapah frontier, would provide in a measure for the firewood requirements of the North-West Line, and those reserved on the slopes of the outlying spurs of the Javadi Hills would, in like manner, help to meet the wants of the South-West Line. There are already good roads within easy distance of the belts of jungles which I would propose to place under such a system of conservancy. I have seen enough of forestry to know that there is little more required to ensure the steady recovery of vegetation in even the less favorably circumstanced jungle tracts than to keep cattle out, and thus at the same time to withdraw the temptation of firing before the periodical rains the scrub and under covert for the re-production of young grass and other vegetable esculents upon which cattle so largely feed. Meanwhile, I have offered to the Forest Department the tract of ground near the Tripatti Station, which I had already negotiated for and made over to the Railway authorities for the purposes of a fuel plantation, prior to receipt of the instructions from the Home Government, which forbid their engaging in such undertakings. From the tenor of a letter since received from the Forest Department, I am led to believe that my offer will be accepted, and that the tract in question will be appropriated for its original purposes under the management of the Forest Department. I have, likewise, taken up a splendid tract of some 150 kanis of sandy waste lying between the Railway viaduct at Trivalam and the confluence of the Ponne and Palar rivers which is now being pitted as a relief measure for the formation of a Casuarina plantation. The soil, exposure, and presence of water near the surface lead me to anticipate the most perfect success.

3rd. If private enterprize will not meet the case, what measures are practicable in the way of forming and conserving plantations for fuel and timber by Government agency.

This is already answered in my reply to the foregoing question.

4th. Whether it is advisable to put a higher tax on the forest timber, in order to check waste.

As regards the fourth point, the Board are already in possession of my views, and, from what I can gather, have given them their general acceptance. I would only, therefore, remark that I most absolutely deprecate any proposition of raising the present rates of seigniorage, which are already quite high enough. Any heavier taxation would neither be just nor politic, and does not even, to my mind, commend itself as a means of securing a better conservancy of our jungles.

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1. Submitted for the information of Government, with reference to Government Order, dated 20th June 1866, No. 1,510, Revenue Department, and communicated to the Conservator of Forests, with the Board's request that he will give his early attention to the subject of the reserves proposed by the Collector.

2. The Board entirely concur in opinion with Mr. Robinson that this system alone holds out any promise of satisfactory results.



No. 341. Proceedings of the Board of Revenue, dated 25th September 1866, No. 6,885.

Read the following letter from Officiating Collector of Tanjore, to the Secretary to Board of Revenue, dated Vellum, 29th August 1866, No. 218.

1. I have the honor to reply to the requisitions contained in the Board's Proceedings, dated 5th ultimo, regarding firewood plantations.

2. As regards the Great Southern of India Railway, its supplies of fuel have hitherto come greatly from Ceylon, but now this source is closed, owing to export duties having been recently established by that Government, so that it seems decidedly necessary to take up the question of planting around and near Negapatam. I, however, think it hopeless to rely upon private enterprize; a good many Takids and Circulars, but no firewood would be the result, and this is not to be wondered at; merchants and other capitalists can realize twelve per cent. on a first class mortgage, so they very naturally are content with such a mode of investment. The ryots of the delta have no tracts available for planting, and the inhabitants of the uplands are not sufficiently well off, to enable them to undertake such a venture even if they were thus inclined. In my reply to the Board's Proceedings, dated 16th November 1863, No. 7,270, I remember recommending that Government should undertake the formation of Casuarina topes on the sea shore, and I would beg in this instance to reiterate that recommendation. There are hundreds of acres available between Negapatam and the point; fresh water is moreover at hand; and there will be the canal to bring the fuel to the terminus. Mr. Betts tells us, that Casuarina wood is "capital for locomotive purposes," and, in fact, I do not see why Government should not have, by the side of the Vedarniem Canal, Casuarina topes as extensive, as handsome, and as remunerative as those of Mr. Campbell at Pooyadywak, by the side of Cochrane's Canal to the north of Ennore. Even supposing such a thing as the canal not answering, there are tracts near Negapatam which could be planted and reached either by land or water carriage. In the Essex marshes there are extensive plantations of willows maintained by Government for their gunpowder works at Waltham Abbey, these trees furnishing a continuous supply of branches from which the best charcoal is made. Useless tracts of land are in this instance made most remunerative, and I do not see why Government should not do the same here. The outlay might be somewhat heavy the first year or two, but it would certainly eventually yield a most remunerative result. The pay of the subordinates in charge need not be very high, as it would be work just such as a native likes, and moreover there would not be much room for peculation. If the Collector and Sub-Collector happen to be given to tree-planting, as many are, I think Government need fear nothing as to the results. I would not confine our actions merely to Casuarinas; there are, as the Board are aware, many other hardy, and quick-growing trees which yield not only good fuel but good timber. There are no forests of timber in Tanjore, so I need say nothing about the final paragraph of the Board's Proceedings under reply.

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1. Submitted for the information of Government, with reference to Government Order, dated 20th June 1866, No. 1,510, Revenue Department, and with the Board's

recommendation that the Collector be authorized to form a small experimental plantation of Casuarina, &c., in the waste tracts described, from the Local Funds (Jungle Conservancy) in hand in his district. He should notify widely the terms on which land for planting topes can be obtained tax free for twenty years, and if his experiment proves to be successful, there is little doubt that private enterprize will soon be attracted to the undertaking.

2. The Collector's attention should be constantly directed to the planting of channel and canal banks.

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No. 342. Proceedings of the Board of Revenue, dated 8th November 1866, No. 8,092.

Read the following letter from the Acting Collector of Madras, to the Secretary to the Board of Revenue, dated Sydapett, 15th October 1866, No. 322.

1. I have the honor to submit a report with respect to this district upon Board's Proceedings, No. 4,558, dated 5th July last, having reference to two Despatches from the Secretary of State, remarking upon the growing demand for wood in this country, and the necessity of adopting measures to keep pace with it.

2. The subject has for some time past received the attention of the public in Madras, and on various spots along the coast. Casuarina plantations have been put down, with a view of meeting chiefly the wants of the community in the town as regards firewood. The plantations are flourishing, and when all the land taken up with a view to raising them has been covered with trees, they will extend over between 6,000 and 7,000 cawnies.

3. Speculation in this direction, which about three years ago reached its height, has, however, recently received a check, owing to a report that one of the oldest plantations did not command the price which had been calculated upon by the owners, and could not be realized; and the demand for sandy waste, the only description of land adapted for the Casuarina, which had been animated, sustained an abatement. I have, however, no doubt when the ambiguity of their position with respect to the market is cleared up, and plantations are shewn to command a ready sale at remunerative rates, there will be no lack of persons found willing and able to raise fresh ones, and in course of time it may be hoped to cover the whole coast line in the district with them.

4. As regards planting in the interior, the aspect of the question is not so hopeful. There it is found impossible to stimulate the people to raise topes for their own convenience, notwithstanding the liberal assistance the Government under recent orders are willing to afford to the undertakings, and it will be a long while before they will turn their attention to planting as a means of profit. They will not do so, nor will they embark in any other enterprize requiring a long period of time to develope, until the opportunities which they now find in most directions of making remunerative investments in cultivation become restricted by an increasing demand, and they can no longer lay out their surplus capital to advantage in raising crops, which will give a rapid return upon the outlay.

5. I am not of opinion that any further aid than the present rules afford, will alter the disposition of the country population in this respect, or stimulate them to embark in planting.



6. With regard to the efforts that are being made in this district on the part of the Government to increase the supply of wood, I have the honor to state that Mr. Fane has taken great interest in the subject. It has been for years past the custom to let out the scrub jungles in the vicinity of villages to the villagers for a nominal sum, and they had the privilege of using them without restriction and of selling the wood cut. Mr. Fane stopped the practice, and ordered that all scrub jungles should, as far as possible, be reserved. He adopted a similar course with regard to the jungle about Sattavedu, which in Fuslies 1273 to 1275 was rented out for 300 Rupees a year; and the Tahsildar of Trivallore received strict injunctions to stop all felling in it. If these orders have been carefully carried out, at the ensuing Jummahbundy, it may be found advisable to appoint a special agency to look after this jungle.

7. I have recently considered the best means of restoring the jungle growth in the vicinity of towns, and I have requested the Sub-Collector to be so good as to conserve a patch of 400 yards square of the scrub in the valley near his Cutcherry at Chingleput, and to employ watchers to prevent the trespass of cattle. In the same way I am going to have a patch of the scrub at Sholaveram reserved. The Engineer in charge of the Madras Water Work Project in the vicinity will keep an eye upon, and observe whether the watchers do their duty.

8. In regard to planting, I am about to lay out a Casuarina plantation near Sadras. East Indian agency is to be had there at a moderate cost, and of, as I understand, a tolerably reliable character. It is this supervision being available which has decided me to commence operations in this locality.

9. Except at Sattavedu there are no tracts in this district covered with timber. Elsewhere no jungle is to be found, no growth but scrub. The scrub, however, affords a great deal of firewood, and supplies largely the Madras market. I would propose that a tax be now levied on the firewood of four Annas per bandy load. The tax might be collected by the heads of villages, and a pass given to the bandymen to cover their wood.

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1. Submitted for the information of Government, with reference to Government Order, dated 20th June 1866, No. 1,510, Revenue Department.

2. The Board are glad to learn that so much attention has been given to the subject of preserving jungle and planting in the Madras District. They do not object to the Sadras experiment, but desire the Acting Collector to bear in mind that except for special purposes, as shelter at halting places and near salt stores, nurseries whence to provide trees for avenues, planting channel banks and Government compounds, and such like, it is not considered expedient to undertake any extensive planting operations on Government account, unless for the renewal of Government reserve.

3. The Board approve the Collector's proceedings in terminating the village jungle leases, and taking the conservancy into his own hands.

4. He will be careful not to infringe on the villagers' privileges for their individual requirement, as defined in the Government Orders on the subject.

5. His attention is called to the Board's Circular Order, dated 27th November 1860, No. 5,497. The Board see no reason why the rates of seigniorage therein prescribed for use generally, should not be adopted in the Madras District,

and they desire that five Annas be the rate for a cart load of firewood or bamboos cut for sale.

6. The rules should be published in the District Gazette.

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No. 343. Proceedings of the Board of Revenue, dated 21st December 1866, No. 9,071.

Read the following letter from the Collector of Cuddapah, to the Secretary to the Board of Revenue, dated 11th December 1866, No. 175.

1. With reference to the Proceedings of the Board of Revenue, dated the 5th July 1866, No. 4,558, I have the honor to state, for the information of the Board, that there is no probability of private enterprize being sufficient to meet the growing requirements for fuel of the Railway, and the general community in this district, and that therefore no aid is required from Government to assist the private speculation. I am of opinion, however, that necessary measures might be adopted, by the Forest Conservancy Department, for the formation of plantations for fuel and timber, and the necessary funds for that purpose may safely be defrayed from the Forest Revenue.

2. I do not think it expedient, or proper, of putting a higher tax on forest timber in this district, as I have received no reports on the wastage of it since the introduction of the rules for the collection of seigniorage lately sanctioned by Government.

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Submitted for the information of Government, with reference to Government Order, dated 20th June 1866, No. 1,510, Revenue Department, and communicated to the Acting Conservator of Forests, whose attention is requested to the proposal of the Collector for the formation of plantations in his district.

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No. 344. ORDER THEREON, 15th January 1867, No. 159.

**Forests, No. 7.**

1. In his Despatch dated 9th May last, No. 15, the Secretary of State, in allusion to the increased demand for fuel which would be caused by the operations of the Railway Companies, expressed his readiness, if private enterprise were not likely to meet the emergency, to sanction any expenditure necessary to enable the Forest Department to augment the general supply of fuel and timber by legitimate means, consistent with the views expressed in Sir C. Wood's Despatches, numbered 18 and 55 of 1865, and on the understanding that the general community should be equally entitled with such Companies to supplies from the Forest Department.

2. The Despatch was communicated to the Board of Revenue, who referred to the Collectors of the districts through or near which lines of Railway pass, with a view to ascertain how far private enterprise is likely to meet the increasing requirements of the Railways and the public for fuel; what aid would be required from Government to assist private speculation, and, in the event of private enterprise not sufficing to meet the exigency, what measures could advantageously be adopted by Government. The Board also called for the opinions of these Officers on the advisability of placing a higher tax on Government timber in order to check waste.



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| Madras. | Tanjore. | 3. The Collectors of the eight districts marginally noted have replied to this call. |
| North Arcot. | Trichinopoly. | |
| Salem. | Bellary. | |
| Coimbatore. | Cuddapah. | |

4. *Madras.*—In this district Casuarina plantations have been extensively formed by private individuals along the seacoast, and are generally thriving. The total area thus occupied is between 6,000 and 7,000 Cawnies. Speculation in this direction has, it is stated, received a temporary check, owing to a report that one of the oldest plantations could not realize the price expected by its owners. The intervention of Government is clearly undesirable in this district, so far as operations on the coast are concerned, but the Acting Collector contemplates, nevertheless, laying out a Casuarina plantation at Sadras, on the ground that East Indian supervision of a tolerably reliable character is available there at a moderate cost. This agency, it is to be presumed, is equally at the command of private individuals, and as a plantation at Sadras would apparently serve none of the public purposes mentioned by the Board in their Proceedings on the Collector's report, the intention should be abandoned, and the field be left, without Government competition, to the private enterprise already awakened by the promise of profitable investment.

5. In the interior of the district the prospect is discouraging. It is found impossible, Mr. Cockerell reports, to induce the people even to plant topes for their own convenience, and it is not to be expected that they will turn their attention to planting for sale, when quicker and more profitable methods of laying out their capital are abundant. Mr. Cockerell is not of opinion that any further liberality on the part of Government would be effectual.

6. As regards fuel for the ordinary requirements of the population, Mr. Cockerell reports that the scrub-jungles of the district, hitherto let at nominal rents to the villagers, have been reserved, and brought under careful conservancy, and, on the understanding, as noted by the Board, that the prescriptive rights of the villagers to wood for agricultural purposes, leaves for manure and fuel (for use, *not* sale) are respected, the arrangement is a good one.

7. The reservation of patches of scrub at Chingleput and Sholaveram, to be protected from cattle, on the plan under trial in Nellore, is very desirable; but care must be taken to record the annual receipts and charges, the growth of the wood, and other data for ultimately determining the cost of the fuel, the produce per acre, &c.

G. O. 15th May 1866, No. 1,154.

8. The levy of seigniorage on Government wood cut for sale and on charcoal, as proposed by the Board, and usual in other districts, is clearly advisable.

9. *North Arcot.*—The Collector, Mr. J. D. Robinson, considers that there is not "the remotest chance" of private enterprise providing a supply of firewood for Railway and general purposes, and that "any aid from Government, in whatever form contributed, would fail to create any source of supply from private speculation." Mr. Robinson looks to the careful and systematic conservancy of the jungle tracts by Government, as the means of supplying present and future requirements. The Forest Department has an establishment in the district, and the omission by the Collector of all mention of their operations is singular. Captain Beddome will

be requested to report specifically what his department are doing in the way of such conservancy as Mr. Robinson advocates.

10. Mr. Robinson alludes to a tract of land near the Tripetty station, which he made over some time since to the Railway authorities, but which reverted to him in consequence of the Home Government having declined to allow of the Railway Company engaging in such enterprises as the growth of fuel. Since then, this restriction has been withdrawn in respect to this tract and another, and the land will therefore be again placed at the disposal of the Agent of the Railway Company on the usual terms. Another tract of 150 cawnies near Trivellum, similarly reserved, has been prepared at the public expense, and can be retained as an experiment. If, however, this be the other tract which the Railway Company are allowed by the Home Government to plant, it will also be offered to them, on condition of their re-paying the expense already incurred by Government.

11. Mr. Robinson deprecates any increase of the seigniorage rates of the district, but in his letter assigns no reasons for his opinion, and the Board do not notice the point, which appears, however, to have previously engaged their attention. The rates of seigniorage in all districts have hitherto been fixed in a somewhat arbitrary manner, without much reference to the cost of production. It is obvious that private enterprise will be effectually excluded if Government sell timber below its value, and the rates should now be generally regulated on this principle, as was recently done in Nellore. Any sudden material enhancement of the price should be avoided, but the proper price of wood being ascertained approximately, from the assessment of the land, the expense of guarding, &c., the charge might be gradually raised. The Board will re-consider the present rates accordingly.

G. O. 10th November 1864, No. 2,061.

12. *Salem.*—In this district also the Collector states that there is not "the slightest probability" of private enterprise meeting the requirements of the Railway. The measures proposed are the raising of the seigniorage from 6 Annas to 1 Rupee per 1,000 lbs., and the protection of the scrub-jungles in the vicinity of the Railway. Captain Beddome, to whom the Collector's suggestions were forwarded, agrees as to their expediency. As to the seigniorage, he states that at the increased rate, the cost of three tons of wood would be Rupees 17-11-6, while that of their equivalent, one ton of coal, is Rupees 25. The Railway Company would thus save thirty per cent. by using wood in lieu of coal. Both the Collector and Conservator apparently contemplate charging the Railway only with this rate, but this is clearly wrong. The Government cannot thus charge different prices to different purchasers, and whatever price may be fixed upon, must be applicable to the general public as well as the Railway Company. The seigniorage should be regulated with reference to the cost of production, and not with reference to the price of coal. As to the protection of the scrub-jungles, the Conservator estimates the cost of fencing six tracts, aggregating twelve square-miles, at about 6,500 Rupees, and the salary of a Watchman would be 84 Rupees annually for each, or altogether Rupees 7,000 in the first year, and about Rupees 500 annually thereafter. Seeing how greatly the fuel resources of the Salem District have already



been trenched upon by the Railway, the Government sanction this expenditure, the Collector and Conservator being left to decide by which department the different reserves shall be looked after.

13. *Coimbatore.*—This district, owing to scanty rain-fall, the prevalence of high winds, &c., is generally unfavorable to the growth of trees, and the Collector despairs of private enterprise effecting much in the way of growing fuel, and recommends that Government should undertake this work.

14. The Government have already directed the reservation of 6,000 acres of jungle near the Walliar tract, and the same course may be adopted elsewhere. The question of Government growing timber on the Neilgherries has already been fully considered, and decided in the negative, and this decision has been approved by the Home Government.

G. O. 8th March 1866, No. 596.

15. *Tanjore.*—The Acting Collector, Mr. Banbury, states that the Railway in his district has hitherto drawn its supplies of fuel from Ceylon, but that this source of supply is now closed, owing to the Government of Ceylon having imposed a duty on the export of wood. He considers it hopeless to rely on private enterprise, as there is no land available for planting in the delta, while in the upland tracts the ryots are not sufficiently well off to undertake the work, and the merchants and capitalists can realize twelve per cent. on first class mortgages. He states that there are large tracts available for Casuarina along the seacoast, and recommends that Government should assume the duty of providing the Railway Company, if not the public generally, with fuel. The Board's recommendation is limited to the formation of a small experimental plantation of Casuarinas, &c., and the planting of channel and canal banks. This is as much as the Government can legitimately undertake, and it is to be hoped that with this example before them, and the prospect of a profitable and certain demand, private individuals will take up the work.

16. *Trichinopoly.*—In this district, as in the preceding districts, no expectation is entertained of planting for sale being undertaken by the people. All that can be done is to husband existing resources, and to this the Collector's attention has been directed.

G. O. 30th August 1866, No. 2,278.

17. *Bellary.*—This district is particularly unfavorable to the growth of trees, and the Collector does not consider that "plantations, either by Government agency or by private enterprise, or by a combination of both" will succeed, until the climate of the district has been improved by irrigation on an extensive scale. The Government have already had practical proof of the unfavorable results of planting by State agency, and all that can be done, at least at present, is to encourage the people to plant the Babool, which seems to suit the district best, as extensively as possible.

18. *Cuddapah.*—In this district there is the same hopelessness of private enterprise, and careful conservancy and re-planting by the Forest Department are the only measures suggested or apparently feasible. Captain Beddome's attention should be directed to these.

***Proceedings of the Madras Government, Revenue Department, 15th January 1867.***

19. *Malabar and Kurnool.*—No reports have been received from these districts; the Board will call for them.

20. The Acting Conservator's letter, recorded at the head of these Proceedings, relates to the formation of Railway reserves. The Home Government have now permitted the Railway Company to commence two experimental plantations, and the results of these will afford valuable data for future guidance. The Government will, as already stated, be prepared to sanction reserves in favorable localities.

21. The Acting Conservator's proposal to look to England for Foresters is of doubtful expediency. Natives and Eurasians have great advantages in constitutional ability to stand exposure and in knowledge of the languages, over Europeans of the class likely to be secured by the salaries which Government can afford, and the Government cannot believe that such experienced Officers as Major Morgan, Mr. Ferguson, and others, could not teach forestry to intelligent Natives or Eurasians; but men of this stamp must have the prospect of promotion in the department, as vacancies occur, or they will naturally avoid it. Competent agents for far more difficult and responsible duties are found, without difficulty, in other departments, and will not be wanting in the Forest Department if proper and reasonable encouragement be held out to them.

(Signed) **J. D. SIM,**
***Secretary to Government.***

No 5

North Arcot,
Collector's Office,
Chittoor 24th Feby. 1866.

From

J. D. Robinson Esqre,
Collector of N. Arcot.

To

R. B. Elwin Esqre,
Agent and Manager
Madras Railway Company
Madras.

Sir,

In reply to your letter No 78 of the 16th ultimo, I have the honor to inform you that, I have this day issued orders to the Tahsildar of Chendragherri to make over the occupied and unoccupied plots of land applied for by the Railway Company (as shewn in the margin) to any person whom you may depute for the purpose.

2. There are 2 plots measuring in the aggregate Ks. 8. 8. 4. assessed at Rs. 9. 8. 9 for which compensation has been settled, but for which, no deeds of relinquishment have yet been taken from the proprietors, owing I have this day directed the

| Village | Name of Village | Extent | Assessment | Remarks |
|---|---|---|---|---|
| | | Ac. a. ch. | Rs. a. ch. | |
| Gazuvelli Mandyam and Inkrakum | Gazuvelli Mandyam and Inkrakum | 68. 10. 0<br>91. 11. 0 | 60. 2. 1<br>92. 0. 0 | Occupied lands for which Receipts have been delivered from the Ryots.<br>Unoccupied lands for which no claims have been preferred. |
| | Gross Total | 158. 13. 4 | 161. 10. 10 | |
| | | 150. 5. 0 | 152. 2. 1 | * These lands the property of the Government for the amount of compensation. |
| | | * 8. 8. 4 | 9. 8. 9 | |
| | | 0. 2. 0 | 0. 2. 0 | * No owners of these lands have not given their transfer Receipts. |

Chittoor Office

to their absence from the Village -

the Tahsildar to get these and complete the transfer. Until however this preliminary is reported complete, the item cannot be added to those alluded to in the first paragraph.

3. I beg to enclose a Cowle Pattah for unoccupied lands assessed at Rs. 92-- on which the Railway Company will not have to pay for 20 Years, namely, from Fasalies 1276 to 1295 both inclusive - on the expiration of that period (viz: from Fasaly 1296, (1886-1885) the Company will have to pay annually, the above named Amount.

4. I beg to ask your particular attention to the foot note entered in the Cowle Pattah, by which the Company are required to complete the reviewed plantation within the first 5 years of the currency, failing which, all unplanted portions of the ground will be deducted from the area held free for 20 years under their Cowle Pattah.

5. I have this day requested the Deputy Collector in Charge of the Zemindarie taluks, to prepare and forward to this Office for transmission to you, Pattahs in the prescribed form for the occupied plots of land, for which licenses or deeds have been given by the owners in favor of the Company.

6. Meanwhile, I shall feel obliged by your remitting to the Tahsildar of Chendragherie, thro' the Station Master of Tripatty, the sum of Rupees 757-3-7. This, the Tahsildar has been directed to adjust as follows:

| | |
|---|---|
| To the Rate of Compensation | Rs. 681-8-9 |
| To credit of Government on account of the Assessment for Fasli 1275 of the entire heretofore occupied Area | " 69-10-10 |

7. The full amount of the Assessment on occupied lands as shewn in Pattahs, (which will shortly be made out in the name of the Agent and Manager of the Madras Railway Company) will have to be paid annually by the Company from Fasaly 1276.

I have &c.,
Sd/ I. D. Robinson
Collector.

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No. 366.

Madras Railway,
Madras, 28th March 1866.

From

R. B. Elwin Esquire,
Agent and Manager of the M. R. Co.

To

I. D. Robinson Esqre
Collector of the North Arcot
Chittoor.

Sir,

In reply to your letter of the 24th ultimo, No. 5, I have the honor to state, that the sum of Rs. 757-3-7 has been forwarded to the Station Master at Tripatty with instructions to hand that amount to the Tahsildar of Chendragherie, or his representative, upon the production of a stamped receipt.

Thanking you for the trouble you have taken.

I have &c.,
Sd/ Robert B. Elwin,
Agent and Manager.

True Copies/
Sd/ [illegible]
Ag. Agent and Manager.

Compd Low

Rec. 20 Sept 66



Copy of proposed letter to Agent—

Madras Railway Company
33 New Broad Street
London, 9th March 1866.

Sir,

The reports you have furnished to the Board from our Officers and the Conservator of Forests on the subject of the supply of wood fuel, and the formation of plantations by the Company for ensuring its permanence, contain much interesting and valuable information, and show the importance of this measure for the future well-being of the undertaking. The application you have made to Government for grants of two blocks of land well situated for planting, in the North Arcot and Cuddapah districts, is approved, those grants, the Board observe, will be under the Tope Act which gives the land rent free for twenty years, and if required afterwards at the ordinary assessment of such land, which it is explained would not exceed a few pence per acre. In reference to the other points on which the Board in their letter No 364 para 18 desired to be informed, viz., the expense of forming and maintaining plantations and the probable returns in fuel from them, Mr. Pinsons calculations and estimate, which are supported by Mr. Smart and by the statements in Mr Wright's report for the information of the Conservator of Forests, go to show that the measure would be very advantageous in an economical point of view even at the present prices of firewood. But there can be no doubt that with the constantly increasing demand for fuel, and the progressive denudation of the country, prices will soon be greatly increased, and the difficulty of obtaining sufficient supplies will increase along with them.

2 Our consumption of firewood is shown to have been 22 million lbs in 1863, 80 million lbs in 1864, and 100 million lbs in 1865. To provide a permanent supply equal to this

last

last year's consumption would require plantations, by Mr. Pinson's calculation, of nearly 9,000 Cawnees, or 12,000 acres, in extent. He assumes that the trees would be fit to be cut in eight or ten years, and that the entire cost of the plantation to the time of cutting would be about Rupees 60 per cawnee.

3. A considerable supply of wood would no doubt continue to be available from the existing sources; but as, on the other hand, our requirements will go on increasing, it would certainly be necessary, in order to secure their being met, that plantations to the extent of half at least of the above named area — say, 5,000 cawnees — should be made and maintained. This would, on Mr. Pinson's data, entail a charge equal to Rupees 30,000 per annum.

4. In reply to the suggestion in para 19 of the Board's letter on this subject, the Engineers have stated, we observe, that there is scarcely any land within the railway boundaries [illegible] for planting, that orders have been given for planting compounds with trees, but with the object only of providing shade for passengers, but that it is objectionable, on account of the action of high winds on them, to plant trees likely to grow to any size on the slopes of embankments and cuttings.

5. Situated as the Madras Railway are dependent as they are ever likely to be on over-sea supplies of coal and coke for their fuel of that description, a permanent and cheap supply of wood fuel on the spot is an object of such vital importance as to justify, in the eyes of the Board some departure, if need be, from the principles by which they would otherwise be guided. They would greatly prefer the necessary plantations being undertaken by private enterprise, or by the Forest Department of the Government. But if, as appears, this is not likely to be accomplished, the interests of the railway, in the Board's opinion, demand that the work should be undertaken by the Company itself, and you are accordingly authorized to proceed with the planting, as a commencement,

of the two blocks of land you have applied for, on receiving possession of them from the Government. The Board trust that the example thus set may serve by its success to stimulate others to engage in similar operations, and thus obviate the necessity of the Company engaging in them to any considerable extent.

6. The Consulting Engineer, in his letter to you of the 12th January, states that the Government of India, in recently sanctioning a similar measure in the case of the Punjaub and Delhi Railway, have done so on the understanding that the outlay incurred will eventually form a charge against Revenue, on the ground that revenue will hereafter be benefited by those plantations. As the chief, though not the entire, benefit from them would no doubt accrue to revenue, the arrangement in question appears not inequitable, provided, as we suppose it may be understood, that the amount is to be advanced, in the first instance, by capital, and eventually repaid by revenue by instalments.

I True Copy
W. W. Smart
Acting Agent & Manager

Comptd Lond

Extract of a letter from the Secretary, Madras Railway Company, No. 377 dated 11th May 1866.

J. Stanfield Esqre. to J. Byrne Esqre. 22d. March 1866.
J. Byrne Esqre., in reply, No. 1964.

Para 15. I am also directed to send for your information copy of correspondence with the Secretary of State which has lately taken place on the subject of the formation of plantations for securing a supply of fuel for the railway.

16. In order that you may be fully in possession of the views of the Board on this important matter, I enclose also copy of a draft letter which they proposed to address to you on the subject, approving of the application you had made to Government for grants of land for planting in the North Arcot and Cuddapah districts.

17. You will see, however, from the correspondence, that although the Secretary of State fully recognizes the importance of the object, and has no objection to plantations being formed within the limits of the Company's property, he is not prepared to authorize their embarking in such an enterprise outside those limits. The proposed letter was therefore returned for the further consideration of the Board, and ultimately withdrawn by them on the understanding that the special attention of the local Government would be drawn to the subject with a view to such measures being taken by them as might meet the railway requirements.

18. The Board attach much importance to the early and effective carrying out of this plan of plantation, and will be glad to hear from you from time to time of the measures taken

taken by the local government with that object.

(True Extract)
(Sgd) W. Lucas
Ag. Agent and Accountant General

Compd Wm



(Copy)

India Office, S.W.
22nd March 1866.

Sir,

I am directed by the Secretary of State for India to acknowledge receipt of your letter of the 15th instant, No 1902, forwarding a copy of a letter No 394 which the Directors of the Madras Railway Company propose to address to their Agent at Madras, on the subject of the formation of plantations for securing a supply of fuel for the Railway.

In reply, I am to acquaint you that the Secretary of State has lately had under consideration the proceedings of the Government of India on the measures to be adopted for the supply of fuel and sleepers for Railways in the Punjab. Government proposed the formation of plantations for this purpose on the line of Railway, and they were informed in reply that if the plantations were to be formed within the limits of the Company's property and the expense to be borne by revenue, the Secretary of State had no objection to offer to the arrangement, but that he was not prepared to authorize a Railway Company to embark in such an enterprize outside the limits of their property.

Earl de Grey is of opinion that the same principle should apply to all the Railways and he has accordingly directed me to return the proposed letter to the Agent for further consideration. Earl de Grey however fully recognizes the importance of the question of keeping up the

the supply of wood for the Railways, and he will draw the special attention of the local Governments to the subject with the view of such measures being taken as may meet the requirements of the case.

I am, &c.
Your obed.t Servant.
Signed S. Stansfeld.

J. Byrne Esq.

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Madras Railway Company
33. New Broad Street
London E.C. 6 April 1866.

No 1964.

Sir,

I am desired by the Board to acknowledge the receipt of your letter of the 22nd ultimo returning by direction of the Secretary of State for their further consideration the proposed letter to the Agent forwarded with mine of the 13th ultimo, No 962, on the subject of the formation of plantations for securing a supply of fuel for the Railway.

The Board are gratified to learn from your letter that the Secretary of State fully recognizes the importance of the object they had in view, and will draw to it the special attention of the local Government in order to the needful measures being taken by them to secure the keeping up of a supply of wood for the Railways equal to their requirements. Trusting that the great importance of this object will be equally recognized by the

Madras



Madras Government and that under the authority to be conveyed immediate steps may be taken to form sufficient plantations, the Board do not now wish to press their proposal further, and withdraw the letter in question. As therein stated they would rather see the work done by Government than have to do it themselves, and it was only their strong conviction of its necessity, and the uncertainty of it being accomplished by other parties that led them to propose to undertake the task by their own officers; who at the same time in their opinion possess peculiar advantages and facilities for the work, and as connected with the Railway might be expected to take an especial interest in its success.

In withdrawing their proposed letter to the Agent on this subject however, the Board desire to add that in the event which they will not anticipate, of difficulty arising in carrying out the needful measures by Government, they will feel it their duty to renew, and they will hope with success, their proposals to undertake for themselves a work of so vital importance as this is to their Shareholders.

It may be interesting, and will give some idea of this importance to mention that the cost of using wood in the Locomotives in place of Coke or Coals is proved to be as only 1 is 3 on some parts of the line; and on the average of the whole G.I.P. Line, with the

exception

No. 341.

**MADRAS RAILWAY COMPANY.**

AGENT AND MANAGER'S OFFICE

Madras, June 23rd 1866

From

W. G. Smart Esqre.
Acting Agent and Manager of the M. Rlwy Co.

To

Major J. H. M. Shaw Stewart, RE
Acting Consulting Engineer for Railways.

SIR,

I have the honor to forward Copies of paragraphs 15, 16, 17 and 18 of a letter from the Secretary, No 377, dated the 11th ultimo, and of the Correspondence therein alluded to having reference to the formation of plantations for securing a supply of fuelwood for this Railway.

2. Adverting to paragraph 18, may I ask you to be good enough to inform me, what steps the Government intend to take with regard to the cultivation of fuelwood for Railway purposes.

I have the honor to be,
Sir
Your most obedt Servant.

W. G. Smart

Acting Agent and Manager

Encl.

exception of the Madras Division to be less than 1 to 2. In other words the substitution of wood for coal saves more than half the cost of fuel wherever it can be effected. On the North West Line again which is worked almost entirely with wood fuel, the cost of fuel per train mile runs is 3 Annas 6 pies or 4 3/4d against 4 Annas 1/4 pies or 5 1/2d on the S. W. Line where the more general fuel is coal or coke; and to this economy is in part owing the superior result on the last half years working of the S. W. Line, that the entire working and maintenance charges are under 28 per Cent of the Gross Traffic Receipts.

It is perfectly clear that with the large and constantly increasing Consumption of the Railway the only means of maintaining the abundant and cheap supply of wood which leads to such results is by prompt measures for replacing what is consumed by plantation on an adequate scale and in well selected localities; for the natural forests that still border the Railway in many places are fast disappearing and giving place to Cultivation.

I have, Sir,
Your obed Servant,
Signed Julian Byrne
Secretary

The Under Secretary of State for India
India Office

Copy forwarded
W. G. Smart
Acting Agent & Manager

Encl.

MADRAS RAILWAY.

From

To

The Consulting Engineer
Rec. 2nd Feb 66. for Railways.

Dated 31st Jan 1866
Read 2nd Feb 1866
No. 2311

Forwarding Copy of Letter No. 165 of 31st Ult from the Collector of Chingleput, and Copy of Letter No. 1 of 31st Ult from the Executive Engineer, Southern Division, Reporting the Circumstances of having Granted a Lease of Land to the United Scotish Fpys. Chittaveed for Railway Purposes

No. 348.

16

MADRAS RAILWAY COMPANY.

AGENT AND MANAGER'S OFFICE.

Madras, 28th June 1866.

From

H. G. Turner Esqre.,
Agent and Manager. of the M. R. C.

To

Major J. A. M. Shaw Hawkes, R. E.,
Consulting Engineer for Railways.

Sir,

From Collector of North Arcot - No 105 dated 24th February 1866.
To — do — No 316 - dated 20th March 1866.

I have the honor in reference to the correspondence noted in the margin, to inform you that a sum of Rs. 751-3-7 has been paid by the Collector of North Arcot as Compensation for wells and Cultivation within the Boundaries of the Land applied for near the Toorvanoor Ry Station, and that the Chief Engineer has advanced that sum to the Collector in anticipation of sanction for Firewood Plantations. The Deeds for the Land are also in my possession. Under the ruling of the Secretary of State we cannot now hold it. I therefore beg leave to suggest that it be offered to the Forest Department, which will I presume be entrusted with the formation of Firewood Plantations, on the terms we have paid for it. As far as I am able to judge the land is well suited for the growth of Babool and a never failing supply of water can be obtained from the Wells.

2. The Land applied for near Trivellum

in

I also think it [illegible] be very valuable and I shall be pleased if possible for the same purpose. I shall have a claim on the account and I shall be much obliged by your informing the Collector that it is not to be required.

I have the honour to be,
Sir,
Your most Obedient Servant

W. J. Leonard

Ag. Agent and Manager.

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 289.

From

Major I. R. M. Shaw Stewart RE
Acting *Consulting Engineer for Railways,*

To

Colonel L. A. Orr RE.
*Secretary to Government,*
*Public Works Department,*
*Fort Saint George.*

SIR,

I have the honor to acknowledge the receipt of Order dated the 3d instant, No. 9, enclosing

No. 344 dated 11 May 1855. copy of a letter from the Directors of the Madras Railway Company & their Agent here, which was received from the Secretary of State for India with packet dated the 4th ultimo.

2 In paragraphs 15 & 18 of the above letter the Directors allude to a Correspondence with the Secretary of State, relative to the formation of plantations for Securing a Supply of fuel for the Railway, and to his decision that he was not prepared to authorize the Madras Railway Company to embark in such an enterprise outside the limits of the lands transferred to them for the lines of Railway.

Prior

MADRAS RAILWAY.

*From*

The Agent and Manager.

*To*

The Consulting Engineer

for Railways.

Dated 28th June 1855.

Rec'd. 29.

No. 2[illegible].

Acknowledging that the Plans called for by the Railway Company with the Application for Permission to make Plantations of Trees & Shrubs for Fuel have been received by the Chief Engineer's Office.

3. Prior to the receipt of the Order of Government I had received two letters upon the Subject from the Mining Agent and Manager — No 341 dated 23 Inst[o] with an Enclosure
No 348 dated 28 do with an Enclosure

With the first letter, No 341, were forwarded an Extract from the Railway Board's letter and a Copy of the Correspondence which had passed between them and the Under Secretary of State, and information was requested as to what steps Government intended to take with respect to the cultivation of firewood for Railway purposes — No 377 dated 11 May[o]

With the Second letter was enclosed copy of a Correspondence between the Collector of North Arcot and the Agent and Manager, regarding the lands made over to the Railway Authorities in the Chendragiri Taluq, and as payment of Compensation for which the Chief Engineer had advanced to the Collector a Sum of Rupees 951. 3. 9 — Intimation was also conveyed in the letter that the tract of land applied for in the Trivellum Taluq, near the Railway Bridge across the Poney, was not required — No 348.

The Collector has been advised of this —

4. The Orders of Government in the Revenue Department, upon which action was taken in this Department about firewood plantations, are.

No 896 dated 2 May 1855 —
— " 2362 dated 25 September 1855 —

5. As it is of Great importance, with reference to the economical working of the Railways in this Presidency, that measures should be immediately adopted for the formation of firewood plantations, as close to the Lines of Railway as possible, I recommend that the land already taken up by the Collector of North Arcot in the Chendragiri Taluq which is stated by the Agent to be, as far as he is able to judge, well Suited for the Growth of Babool, with a never failing Supply of water from wells, be handed over to the Conservators Department, with a view to its being planted out; and that Sanction be granted to the Collector to refund the Sum of Rupees 951. 3. 9, which has been advanced to him by the Chief Engineer of the Madras Railway Company —

I have the honor to be
Sir
Your Most Obed[t] Servant
Alex[r] Stewart Major &c
acting Consulting Engr for Railways

Madras
5 July
1856

Railway Department.

From

The Consulting Engineer

for Railways,

To

The Secretary to Government,

Public Works Department,

Fort Saint George,

Dated 5th July 1866.

Received 7th July 1866.

No. 289

Enclosed.

Recommending that the land already taken up by the Collector be made over to the Conservator's Dept. for firewood plantations.

Referred to the Revenue Department with reference to the orders in that Depart. hereon quoted

Colly S. Bm.

Coll Rd.

Secy to Govt. P.W.D

Fort St George
7th July 1866.

Forwarded to the Conservator of Forests for his remarks

J. Brunton

Offg Secy to Govt.

P.W.D.

7 July 66.

- munity should be equally entitled with such Companies to subsidies from the Treasury Dept.

The despatch was communicated to the Bd. of Rev. who referred to the Collrs. of the districts thro' which lines of Railway may pass, with a view to ascertain how far private enterprise is likely to meet increasing requirements of the Railways & the public for funds that aid should be required from Govt. & addl. private steamers, and in the event of private enterprise not sufficing to meet the exigency what measures could advantageously be adopted by Govt. The Bd. also called for their opinions of these officers on the advisability of placing a higher tax on foreign timber in order to check waste.

The Collectors of the 8 districts marginally noted have replied to this call.

Madras. In this District Cadamarina plantations have been extensively formed by private individuals along the sea coast, and are generally thriving. The total area thus occupied is believed to be between 1,000 Candies. Speculation in this direction has, it is stated, received a temporary check owing to a report that one of the oldest plan-

tations could not realize the price expected by its owners. Under these circumstances the intervention of Govt. is clearly undesirable, so far as operations on the coast are concerned. But the Officer contemplates, nevertheless, laying out a Cotton farm on a plantation at Sabine, on the ground that East Indian supervision of a tolerably reliable character is available there at a moderate cost. This agency, it is presumed, is ~~wholly~~ at the command of private individuals, and as a plantation at Sabine would apparently serve none of the public purposes mentioned by the Ord. in their

yes JP

I think, be abandoned and the field be left in the exclusive occupation of the private enterprise already engaged by the prosecution of Architectural enterprise.

In the interior of the District the prospect is discouraging. It is found impossible, Mr Eckerill reports, to induce the people even to plant Stocks for their own convenience and it is not to be expected that ~~by~~ any ~~will~~ attention will be given to planting for sale, when simpler and more profitable methods of raising cot

their capital are abundant. Mr. Cockerell is not of opinion that any further liberality on the part of Govt would be effectual.

As regards fuel for the ordinary requirements of the Population, Mr. Cockerell reports that the scrub-jungles of the District – hitherto let at nominal rents to the Villagers – have been reserved, and brought under careful conservancy – and, on the understanding, as noted by the Govt, that the prescriptive rights of the villagers to wood for agricultural purposes – leaves for manure & fuel (for use not sale) are respected, the arrangement is a good one.

G.O. 15 May 1866
No 1154.

The reservation of patches of scrub at Chingleput and Shiyali – the protection from cattle – on the plan under trial in Nellore, is very desirable: but care must be taken to record the annual receipts & charges – the profits of the wood and thus data for ultimately determining the cost of the fuel – the produce per acre &c.

The levy of Conservancy on Govt wood cut for sale & on Charcoal, as proposed by the Govt and assented in this District, is clearly advisable.

North Arcot – The Collr

Mr T. D. Robinson Collector

That there is not "the
remotest chance" of
private enterprise
providing a supply
of fire wood for Rail-
way & General purposes.
and that "any aid
from Govt., in whatever
form contributed, would
fail to create any source
of supply from private
speculation". Mr Robinson
looks to the careful &
systematic conservancy
of the jungle tracts by
Govt. as the means of
~~from~~ supplying our pre-
sent & future require-
ments. The Forest Dept.
has an establishment
in the District and the
omission of all mention
of their operations is
at least singular.
Capt Beddome will
be requested to report

specifically what his
Dept. are doing in the
way of such conser-
-vancy as Mr Robinson
advocates.

Mr Robinson al-
ludes to a tract of
land near the Tripelt
Station which he
made over some time
since to the Railway
authorities — but which
reverted to him in
consequence of the Home
Govt having declined
to allow of the R. Co
engaging in such en-
terprises as the supply
of fuel. Since then, this
restriction has been
removed, and the
land will therefore
be again placed at
the disposal of the Agent of

in respect to this
tract & another

the Railway Co. on the usual terms. Another tract of 150 Cawnies near Trinellum, similarly referred has been prepared at the public expence & there has not yet been retained, as an Experiment - If however Mr Robinson declares any increase of the Sequestrage rates of the District, but in his letter assigns no reasons for his opinion & the Govt do not notice the which appears however to have previously engaged their attention - The rates of Sequestrage have hitherto been fixed in an arbitrary manner - without much reference to the cost of production - It is obvious that private enterprise will

the other tract to which the R. Co. are allowed, to plant, they might not get on so cheaply - Yes

C.O 10 Nov. 1864
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be effectually excluded if put to sell their lands at their value - and the rates should now, I think be regulated on this principle - as was recently done in Nellore. Any material sudden enhancement of the price should be avoided. But the further price of work being ascertained approximately, from the assessments of the land the existence of which might be gradually raised - Mr Salem. In this District also the Collr states that there is not "the slightest prospect" of private enterprise meeting the requirements of the Rail ways. The measures proposed are the raising of

the seigniorage from Ban:
to 1 Rs. per 1000 Cft - and
the protection of the
Scrub jungles in the
vicinity of the Railway.
Capt Reddome, to
whom the above suggestions
were forwarded, agrees
as to them & he decency.
As to the seigniorage, he
states that at the in-
creased rate, the cost of
3 tons of wood, would be
Rs 17-11-6 - while that
of their equivalent, 1 Ct
of Coal is Rs 25 - The
Railway Co would thus
save 30 pr cent -
save Rs 7-4-6 per ton
by using wood in lieu
of coal. But the Collr
& Conservator of the-
reby, can scarcely plead
charging the Railway
ing in at the rate - at

that is if the wood is to
stand a fuel as coal

10

this is clearly wrong - the
fact cannot thus change
different prices to dif-
ferent purchasers - A
uniform price must be
fixed upon must be
applicable to the general
public as well as the
Railway Co. The seigniorage
should, (I submit,) be
regulated with reference
to the cost of production
and not with reference
to the price of coal -
As to the protection
of the scrub jungles, the
Conservator estimates
the cost of fencing &
ditching six tracts
appertaining 12 square
miles at about 6500 Rs
and the salary of
a watcher in addl
Rs 84 Rs annually for
each or all together

Rs. 7000 in the first
year & about Rs 5000
annually thereafter.
Leaving known generally
the fuel resources of
the Salem District
have already been
trenched upon by
the Railway, the
first (question, I think,
I am clear this Ex.
- penditure - the Coll.
& Conservator being
left to decide by
which object the different
reserves should be worked
after.
Communications. This Dis-
trict owing to scanty
rainfall, the prevalence
of high winds is
generally unfavourable
to the growth of trees
& the Collr. desires to

private enterprise should
assist in the way of
supplying fuel, and re-
commends that Govt.
should undertake
this work.
The Govt. have al-
ready directed the re-
servation of 6000 acres
of jungle near the
Walliar tributary, and
the same could might
be adopted elsewhere.
The question of Govt. supply
timber on the Neelgherry
has already been fully
considered and de-
cided in the negative
and this decision
has been approved by
the Home Govt.
Jungle. The Collr. of the Nilgiris
states that the Railway in
his District has hitherto
drawn its supplies of

G. O.

fuel from Ceylon but that the source of supply is now closed owing to the fact of Ceylon having imposed a duty on the Export of wood. She considers it hopeless to rely on fuel from that Colony. Fuel - as there is no land available for planting in the delta, while in the uplands and to note the right to use the Forest belt - to undertake the work - and the Merchants & capitalists can realise 12 per cent on first class investments. Forests. She states that there are large tracts available for Casuarina along the sea coast & recommends that Govt should assume the duty of providing the Railway Co. if not the public generally

with fuel. The Ld recommendation is limited to the formation of a small Experimental plantation of Casuarinas & and the planting of Channel & Canal Banks. This seems as much as the Govt can legitimately undertake and it is to be hoped that with this & available labour them & the forest belt of a few hundred & certain demand. The R. C. or Municipal Councils will take up the work.

Trichinopoly. In this District, as in the preceding Districts, no reforestation is contemplated of plants

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for sale being un-
dertaken by the
Boards - all that
can be done is to
husband Existing
resources & to turn
the Colys attention
has been directed.

Bellary - This Dis-
-trict is particularly
unfavorable to the
growth of trees - and
the Collr dies not con-
sider that "plantat-
tions, either by Govt
agency or by private
enterprise, or by a
combination of both"
will succeed, until
the climate of this dis-
trict has been ame-
liorated by irrigation

on an extensive scale.
The Govt have already
had practical proof
of the unfavorable
effects of the results of plant-
ing by State agency
and all that can
be done, at present
time, is to encourage
the people to plant
the hedge Babool, which
seems to suit the
district best, as fo
extensive by as portable

Madras
Kurnool
Cuddapah
} No report
have been
received
from these districts.
the Govt will call for
them -

The Assistant Collr
letter recorded at
the head of these
Govt orders, & the
Conservator of Forests

Cuddapah. In
this district - there
is the same shortage
- need of private en-
terprise - and care-
-ful conservancy
and replanting by
the Govt Dept are
the only measures
suggested or obtain-
-ently feasible.

hany reserves. This work can now be undertaken by the Railway Companies and their operations are most likely to be successful.

The appointment of permanent officers to England for Freedom is of doubtful expediency. Natives of the Country & Europeans have great advantages in constitutional stability & Standard Experience and should be chosen for the language, new Europeans of the class likely to be secured by the salaries which can be granted without the Parliament.

By the Establishment Return of last year (1858) there were in the Mauritius and Dependencies

| Regiments | | | |
|---|---|---|---|
| 3 on 200 | of whom | 1 Native | |
| 2 on 100 | — | — | none |
| 2 on 100 | — | — | none |
| 1 on 90 | — | — | do. |
| 4 on 80 | — | — | do |
| 7 on 60 | — | — | 1 Native |
| 4 on 50 | — | — | 2 do. |

4 of the 6th Companies of Foresters
14 of the Board of Police
8 of the Civil Service
6 of the Accountant Gen.'s Dept.

Staff Sick &c &c.
Medical officers as Major Morgan, Mr Ferguson & others could not be used for such intelligent natives or Europeans — but there must have been present at the Establishment in the Hospitals, as Casualties occur — the Army will naturally avoid it — Competent agents for far more difficult & responsible duties are found, without difficulty, in other Depts — and will not be wanting in the French Dept if proper & certain attainments be held out thereto.

L D S.

Reported to England
D/12th February No 2 of 1867 Mis

Pro of Govt for January.

Pro 10 5.69.570 d 22.8.68
256.207 d 10.7.66 A.159

Pro of the Madras Govt
D/15th January 1867

From the Offg Conservator of
Forests D/ 20 March 67 A.762.

A. 384 @ 344

Ch Jany 67. 114