M.R.O. 14-5,450—22-10-25.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 266 Press ~~Mis.~~

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Dated 29—1— 1867.

Not to be folded or roughly handled

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Proceedings of the Madras Government, Revenue Department,
29th January 1867.

No. 555. Read the following Proceedings of the Madras Government in the Public Works Department:—

Communicating Home Despatch forwarding copy of correspondence with the Directors of the Madras Railway Company, relative to the formation of firewood plantations. } (Here enter 8th January 1867, No. 61.)

No. 556. ORDER THEREON, 29th January 1867, No. 266.

Miscellaneous.

1. Communicated to the Board of Revenue and the Acting Conservator of Forests for their information.

2. Orders have already been issued in paragraph 10 of the Proceedings dated 15th January 1867, No. 159, for the transfer of the two plots of land, alluded to in the Despatch of the Secretary of State, to the Railway authorities.

(True Extract.)

(Signed) J. GROSE,
Under Secretary to Government.

To the Board of Revenue,
,, the Acting Conservator of Forests, } With Proceedings Public Works Department, No. 61.
,, the Public Works Department.

Exd. S. T. Augustin.

No. 129. Read the following Despatch from the Right Honorable the Secretary of State for India, (Railway,) to His Excellency the Right Honorable the Governor in Council, Fort Saint George, dated India Office, London, 31st July 1866, No. 10:—

With reference to the Revenue Despatch, No. 15, dated 9th May last, copy correspondence with the Directors of the Madras Railway Company, relative to the formation of firewood plantations, is forwarded herewith. You will observe that I have authorized the plantation by the Company of the two plots of land which it appears you have already made over to them for the purpose, the expense of the operation being borne by revenue.

No. 1.

From JULIAN BYRNE, Esq., Secretary, Madras Railway Company, to the Under Secretary of State for India, dated 33, New Broad Street, London, E. C., 13th March 1866, No. 1,952.

The Board of Directors propose, with the sanction of the Right Honorable the Secretary of State for India in Council, to address the letter as per margin,* of which copies are enclosed, to the Agent and Manager of the Company at Madras.

* No. 374.

Enclosure to No. 1.

From JULIAN BYRNE, Esq., Secretary, Madras Railway Company, to the Agent and Manager, Madras Railway Company, Madras, dated 33, New Broad Street, London, 9th March 1866, No. 374.

1. 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 20 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, paragraph 18, desired to be informed, viz., the expense of forming and maintaining plantations, and the probable returns in fuel from them, Mr. Pinson's 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 pounds in 1863, 80 million pounds in 1864, and 100 million pounds in 1865. To provide a permanent supply equal to this 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 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 cawnies,— 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 paragraph 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 available 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 Railways 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 principle 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 Punjab 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.

No. 2.

From J. STANSFELD, Esq., to J. BYRNE, Esq., dated India Office, 22nd March 1866.

I am directed by the Secretary of State for India to acknowledge receipt of your letter of the 13th instant, No. 1,952, forwarding a copy of a letter, No. 374, 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 enterprise 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 supply of wood for the railways, and he will draw the special attention of the local Government to the subject, with the view of such measures being taken as may meet the requirements of the case.

No. 3.

From JULIAN BYRNE, Esq., Secretary, Madras Railway Company, to the Under Secretary of State for India, dated 35, New Broad Street, London, E. C., 6th April 1866, No. 1,964.

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. 1,952, 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 Government, and that under the authority so conveyed immediate steps may be taken to form sufficient plantations, the Board do not now wish to press their proposal farther, 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 its 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 coal is proved to be as only one to three on some parts of the line, and on the average of the whole South-West Line, with the exception of the Madras division, to be less than one to two. 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 run is 3 annas 6 pies or 4¼*d.*, against 4 annas 1¼ pies or 5¼*d.* on the South-West Line, where the more general fuel is coal or coke, and to this economy is in part owing the unprecedented result on the last half year's working of the North-West 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.

No. 4.

From JULIAN BYRNE, Esq., Secretary, Madras Railway Company, to the Under Secretary of State for India, dated 33, New Broad Street, London, E. C., 6th July 1866, No. 2,001.

Referring to the subject of my letter, No. 1,964, of the 6th April last, I am directed by the Board to state that they have learned by recent letters from Madras, that two of the plots of ground applied for, for the purpose of making firewood plantations, have been made over by Government to the Company. The Directors have now also had opportunities of conferring personally on this important subject with their Agent and Manager, who considers it of great moment that time should not be lost in, at least, making a commencement with the work, considering the number of years required for the growth of wood to the size required for locomotive fuel.

Under these circumstances, the Board are induced to hope that the Secretary of State will not refuse to sanction the Company's proceeding to plant the plots of land which have been made over to them by the Government. The extent will not, so far as they can learn, exceed 1,000 or 1,500 acres, at an annual expense of 5,000 to 8,000 rupees, which will be defrayed from revenue.

The experiment, if sanctioned, will, as appears to the Board, not be without its value, supposing that planting on the more extended scale for the same purpose is subsequently undertaken by the Government.

Proceedings of the Madras Government, Public Works Department,
8th January 1867.

No. 5.

From JAMES FERGUSSON, Esq., to J. BYRNE, Esq., dated India Office, 20th July 1866.

I am directed by the Secretary of State for India to acknowledge the receipt of your letter of the 6th instant, No. 2,001, stating, with reference to recent correspondence relative to plantations, that the Government of Madras have made over to the Railway Company two plots of land, with a view to their being planted with firewood.

Under these circumstances, Lord Cranborne authorizes the plantations being formed, the expense of the operation being borne by revenue.

No. 130. ORDER THEREON, 8th January 1867, No. 61.

RAILWAY, No. 6.

Communicated to the Consulting Engineer for Railways, and to the Revenue Department for the issue of the necessary orders.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.
" Revenue Department.

Rd. S. T. Augustin.

Pro - 25 Sept/65 & 1495-6
20 Dec. — 66. 445-7
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From the Consulate Bayonne for Railways 4 & 11 Jany 1867 & Pl 110

No. 355 - 5 Feb.

Rec. 1867 Oct. 8 and Pro of Court for Jany No. 29

Proceedings in the S. W. Department.

Worked 8th May
Received 16th " 1867
Div-01

Communicating Madras Despatch forwarding copy of Correspondence with the Directors of the Madras Railway Company respecting the Extension & the formation of Fireman's Platforms.

No. 266 29 Jany

Withdrawn Order

Pro. 266.

Communicated to the Board of Revenue and the Conservator of Forests for their information

2. Orders have already been issued in para 10 of the Pro. dated 15th January 1867 No. 159 for the transfer of the two plots of land alluded to in the Despatch of the Secy of State, to the Railway authorities. —

Sent to Revd Capt Cotton & Conservator of Forests for information

S. W. Dept.

12 - 29 Jany