

G.O., No. 875 R

DATED 28. Oct 1897

[Despatch Abstract.]

Land required for the Calicut Cochin Railway
Revenue Dept. End to transferring Board's
Pro. Submitting to the Collector of
Malabar on the subject of the kind of
plans of ~~that are necessary~~ should be
supplied by the Railway Engineer's Comd to
the Agent & Manager Madras Railway.

[illegible]

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

912, To the Agent & him. *W. 4/13 R.*
 - a - Revenue Dept. *83/1000*
 - a - ~~Cong. Supt. for the~~ *✓ sent 23rd 1877*

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Form No. 69.

COPY of a communication from the
Agent and Manager, Madras Railway

to the Consulting Engineer for Railways, Madras,

No. 786, dated 16 August 1897.

With reference to para 3 of your letter No 2620 of 12 August 1897, I have the honour to inform you that I learn from the acting Chief Engineer that on reference to the Revenue Survey office, he finds that Survey plans of the Taluqe, through which the Calicut Cannanore line passes, are not available, and in the absence of such maps, he cannot except by making an expensive survey, give further details in our land plans than are shown on the plans of the survey of the line.

2. I therefore request to be informed whether the Revenue officials will be satisfied with land plans to a scale of 400 feet to 1 inch, shewing the centre line of Railway with chainage and mileage and the side widths for temporary and permanent lands wherever change in width of the lands occurs, only such details being shewn

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

MEMORANDUM.

Dated Madras, 16 August 1897.

as are entered on the original survey plans. The permanent lands would be coloured Pink, and temporary lands yellow in accordance with the Rules for the preparation of Railway Projects, and the village boundaries would be entered where they are intersected by the Railway.

3. It is also desirable to know in what lengths the Revenue authorities would prefer the tracings prepared in, for 1, 2, 3, 4 or 5 miles.

The favour of an early reply is requested.

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With reference to the accompanying copy of a letter N^o 786, of the 16th August 1897, from the Agent, Madras Railway Company, the undersigned offers the following remarks:-

2. Railway Engineers have no adequate means of ascertaining the boundaries of village lands, still less of separate properties. I don't know what is the practice in Madras, but Mr. West informs me that the Revenue Authorities demand from him that plans of land to be taken up for railway purposes shall be

be made out in full detail, all boundaries being shown. This it is obviously out of the power of the Railway men to do. He cannot compel the attendance of, or take the evidence of villagers, and has no legitimate means of judging of the value of evidence tendered to him.

3. The custom in other parts of India is for the Railway Engineers to hand in to the Revenue Authorities his ordinary plans showing centre line of railway, chainage, mileage, and boundaries of permanent and temporary land. He must also mark ~~these~~ centre line and boundary lines on the ground, and he must figure in the dimensions on his plan on the regulation scale of 400 ft = 1 inch, except in towns where he may have to make them on a scale of 100 ft.

4. These plans and the marks on the ground form the basis of whatever subsequent survey or measurements the Revenue Authorities may find it necessary to make. The Railway Engineers

give

give the total acreage of each mile of line, and as this is calculated off the plans it is capable of being checked until correct. It is for the Revenue people to make their separate measurements of individual plots tally with the total acreage mile by mile as shown on the plans.

5. I hope I have shown that the railway men cannot be expected to do more than this. This is all that they are expected to do in all parts of India that I have had to do with, and this is all that it is in their power to do, reliably and without fudging.

6. I shall be glad to know whether this will be acceptable to the Revenue Department. As a grant of Rs 15,000 has now been made for the preliminaries of the Calicut-Caimanore Railway, and ~~now~~ as we want work to begin immediately the monsoon is over, the matter is urgent.

Revenue Department.

Frank J. Spring
Offg. Jt. Secretary to Govt.

(true copy & tract)



Proceedings of the Board of Revenue
(Land Revenue).

No 3648 hui., dated 28th September 1897.

Read the following letter from C. W. Dance Esq., Ag. Collector of Malabar, No. 2254 Perol., dated 19th September, 1897:—

In reply to Board's Proceedings No 3443 hui., dated 14th September 1897, I have the honor to state that plans of the kind mentioned in para 2 of the Agent and Manager's letter No. 786, dated 16th Aug 1897 will in my opinion suffice.

2. The lengths of the tracings may be left to the discretion of the Railway Engineers. But I would ask that there should be a separate set of tracings for each amson. There will be no difficulty in ascertaining the amson boundaries

—:o:—

Resolution:

Submitted to Government with reference to its order 4642 hui. 4th Sept. 97.

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(True Copy & Extract.)

Receives
Secretary.

To
The Secretary to Govt. & D.,
With two enclosures in original
returned.

Dec 1.3
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