

Govt. of {1890} Madras.
REVENUE.

Issued

Recd.

Encl.

G.O., 25th March 1890, No. 223.

h. 589. R & 29. 4. 90

MARCH.

Lands made over to the Southern
Maharatta Railway Company.

Collector of Bellary requested to submit a consolidated statement showing capitalised value of revenue lost to Government on all — for the Bellary-Hubli section of their railway.

005

Gobt. of 18 Madras.

PUBLIC WORKS.

Dated

Recd.

Encl.

G.O. 29th April 1890 No. 5085-6

Coal

Statements showing Re-
sult of trials made with
different kinds of —
on the S. I. Railway.
Ordered to be forwarded
to the Govt of India.

Coal

Summary of Statements showing
result of trials made with
different kinds of —
~~Ordered to be forwarded~~
on the S. I. Ry.

25TH MARCH 1890, No. 223, REVENUE.

GOVERNMENT OF MADRAS.
REVENUE DEPARTMENT.

READ—the following Proceedings of the Board of Revenue (Land Revenue), dated
23rd August 1889, No. 5085, Mis.:—

THE HON. J. GROSE, M.A.

Read—the following papers:—

G.O., dated 25th January 1889, No. 36, Revenue.

Reference thereon to the Collector of Bellary, dated 22nd March 1889.

The Collector is requested to submit at an early date a statement showing the
assessment of the waste lands entered in the statement forwarded with his letter, dated
31st August 1883, No. 3088, determined with reference to the appendix to Standing
Order No. 11, as required in paragraph 3 of Board's Proceedings, dated 19th December
1887, No. 882.

From the Collector of Bellary, dated 13th July 1889, No. 1024-Index.

I have the honor to forward herewith a statement showing the assessment, &c.,
of the Government waste lands taken up for the Bellary section of the Hubli Railway
as called for in Reference on Government Register No. 263, dated 22nd March last.

2. G.O., No. 36, dated 25th January 1889, received with the above is herewith
returned.

Resolution—dated 23rd August 1889, No. 5085, Mis.

Submitted to Government with reference to paragraph 3 of their Order, dated
25th January 1889, No. 36. The valuation statements submitted with Board's Pro-
ceedings, dated 11th December 1883, No. 3742, not having been prepared with refer-
ence to the rules approved in the Government order under reply, a revised statement
was obtained from the Collector which is now submitted. The Board observe that he
has estimated the "present value" of the assessment with reference to the appendix
to Standing Order No. 11 and has capitalized the amount at 25 years' purchase.

(True Copies and Extract.)

(Signed) M. HAMMICK,
Secretary.

To the Secretary to Government, Revenue Department,
with statement, in original, to be returned.

Copy to the Collector of Bellary.

ENCLOSURE.

STATEMENT showing the value of the waste lands taken up for the Hospet section of the Bellary-Hubli Railway, calculated with reference to appendix to Standing Order No. 11 of the revised edition called for in Reference on Government Register No. 263 of 1889.

Taluks.	Extent.	Assessment.	Value.	Remarks.
Up to 1877-78.				
	ACS. C.	RS. A. P.	RS. A. P.	
Bellary	(a) 28 35	23 6 4	58 7 10	(a) It is not possible to calculate the number of years within which these lands would have come under cultivation and they would have remained fallow still if they had not been taken up for the railway. The value is therefore calculated under the last class—assessment $\times 25 \times 1 =$ value.
Hospet	(a) 25 24	7 4 10	18 4 1	
Do.	(b) 44 76	29 11 8	520 4 2	(b) These lands would have come under plough in 5 or 6 years. In this case the value = assessment $\times 25 \times 7$.
Total ..	98 35	60 6 10	597 0 1	
Since the commencement of the railway work, that is, from 1882.				
Bellary	4 41	2 7 9	6 3 5	Vide above remark (a).
Hospet	0 43	4 15 0	86 6 6	Vide above remark (b).
Total ..	4 84	7 6 9	92 9 11	* The assessment given in the statement, viz., Rs. 68-1-7, is a mistake, the correct figures being Rs. 67-13-7.
Grand Total ..	103 19	*67 13 7	689 10 0	These lands are utterly worthless and consequently the lowest rate of assessment in the district has been assigned, and no value is given to them.
Poramboke lands ..	12 46	1 8 0	..	

ORDER—dated 25th March 1890, No. 223, Revenue.

Miscellaneous.

The valuation statement referred to in paragraph 3 of G.O., dated 25th January 1889, No. 36, was called for in view to its being forwarded to the Government of Bombay to admit of the necessary debits being made in the accounts of the Southern Mahratta Railway Company in respect of the capitalised loss of Government revenue on the lands made over to that company for the Bellary-Hubli section of their railway; but the statement received with the Proceedings read above gives the loss of revenue only on the Government waste lands made over to the company; and even in regard to these lands the valuation has been incorrectly made.

2. The Collector is accordingly requested to submit a consolidated statement showing the capitalised value of revenue lost to Government on all lands made over to the company up to the end of 1889, the capitalised value being calculated in accordance with the rules approved in G.O., dated 25th January 1889, No. 36, and the special instructions given below:—

- (1) In determining the present value of the future loss of revenue on Government waste lands, the marginal table calculated at 4 per cent. compound interest should be used instead of the table appended to paragraph 4 of Standing Order No. 11.
- | Estimated number of years, &c. | Proportion, &c. (vide the S.O.). |
|--------------------------------|----------------------------------|
| 1—3 years ... |9 |
| 3—6 „ ... |8 |
| 6—10 „ ... |7 |
| 10—14 „ ... |6 |
| 14—19 „ ... |5 |
| 19—25 „ ... |4 |
| 25—35 „ ... |3 |
| 35—45 „ ... |2 |
| 45 and above ... |1 |
- (2) In the case of enfranchised inam lands taken up on payment of money compensation, the assessment to be capitalised is the revenue actually lost to Government, that is, the company should be

- charged only 25 times the quit-rent or the quit-rent and jodi (where this is separately charged) lost to Government.
- (3) Where, however, fresh land is given in exchange for enfranchised inam lands, the full assessment on the land given in exchange should be capitalised.
- (4) Where for the melvaram right of a portion of an enfranchised inam land taken up compensation is given in the form of reduction of quit-rent, the full assessment on the portion taken up should be capitalised.
- (5) It appears from the statement received with the Collector's letter, dated 31st August 1883, No. 388, that some of the lands taken up for the railway were unenfranchised inams for which lands in exchange have been given. In the case of these inams, which it is presumed have since been enfranchised, the following rules should be adopted for capitalisation:—
- (a) Where the land given in exchange bears the same assessment as the land taken over, this assessment should be capitalised, that is, 25 times this assessment should be taken as the capitalised value of the loss of revenue to Government.*
- * Vide note (b) below.
- (b) But where the two assessments differ and where in consequence the quit-rent imposed at the time of enfranchisement is different from what it would have been if the exchange had not taken place, the capitalised value should be taken at 25 times the assessment on the land given in exchange increased or diminished by 25 times the difference between the two quit-rents according as the quit-rent has diminished or increased on account of the exchange.

(True Extract.)

(Signed) C. A. GALTON,
Secretary to Government.

To the Commissioners of Land Revenue,
with statement.
„ the Public Works Department (Railway Branch).

Exd. A. D. Xavier.

50 Copies.

Govt. of (18) Madras.

PUBLIC WORKS.

Dated

Recd.

Encl.

G.O. 30 apr 1890 No. 5972

S. I. Ry

Revised but for demolishing
& rebuilding the bridge at
5 7/10 miles, Arkonam
Branch, sanctioned.

90
3

From

PWC No 4178

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 294

Dated 26

April

1890

Received 3.5.90

No. of ENCLOSURES. 4

Subject.

Submitting, for sanction of Government, a revised estimate for Rs. 12,334 for demolishing & rebuilding the bridge at $\frac{57}{10}$ mile Arkonam Branch, S. D. Ry.

A

No 597 R - 30 April 1890.

Form No. 3.

No 597 R 30 April 1902

1902 sanctioned subject to the charge to Capital and Revenue being correctly allocated in the revised estimate.

2. This sanction has been registered as No. 3 R. of 1890-91.

Queon
28.4.90 W.

for
29/4/90

Along with for Rys with plan & est.
Exr. S. D. Ry. Accts
Chief Engr for District

adjusting the allocation,

5. Provision has been
made in the Budget
for 1890-91.

Sidney Smith

Major R.E.

By consq: Eign for Rys.

54
I am of opinion, taking
into consideration the
drainage area of the tank,
that the bridge now
proposed should be con-
structed, and the revised
estimate is recommended
for ^{early} sanction, as the
work should, if possible,
be completed before the
monsoon. The Agent
proposes to charge Rs 4,320
against Capital and Rs
8,014 against Revenue,
but these sums will
probably require slight
modification. As the
execution of this work
is urgent it is not con-
sidered advisable to re-
sist the submission of
the estimate, while

2
t for
ended to simply rebuild
the bridge the same size
and an estimate for
Rs 7,500 was submitted
and sanctioned. It
has since, after consulta-
tion with the Irrigation
Department, been deemed
feasible to rebuild the
bridge with two openings
20 ft span, as it has
to pass the drainage of
square miles, which by
the formula with a
coefficient of 825 gives a
discharge of 4812 C. ft per
second, for which a bridge
size will be

though the old
has hitherto
sufficient

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS

Madras, 26th April 1890.

Letter from the Agent, South Indian
Railway, No. 549, dated 21st April 1890
with 3 enclosures.

No. 294

SUBMITTED

for the sanction of Govt.

2. The Agent, South Indian
Railway, submits a revised
estimate amounting to
12,334 for demolishing
rebuilding the bridge
 $\frac{57}{10}$ mile, A. Konam,

3. The existing bridge is unsafe, the
abutments being cracked, and
replacement is required.

It was in the
no estimate, while

2
commenced, if therefore the water way is to be
increased to 40 feet it is very necessary that
the work be begun with the least delay possible.
I forward herewith tracings of $\frac{225}{89}$

which
of
two
20 feet
over. (3. Encls.)
Com

I am Sir,

Your most obedient servant,

William B. B. B.

Agent.

Transferring Revenue
make & tracings for the
rebuilding of a bridge
at A. 57th mile.

Dated 21st April 1890
Received 23rd
No. 549
Enclosure. 3

From
The Agent,
South Indian Railway,
Trichinopoly,
Madras.
To
The Consulting Engineer for
Railways,
Madras.

Length between wing walls — 280

Clear water way after deducting up right stones —

Reduced level of coping of wings — 17

" " Top of up right stones — 17

" " Crest — 17

"I would also point out that the whole of the water
"passing over the Calingulah has to find its way
"through a bridge of 4 openings at E aggregating 2
"lineal feet of water way only, and subsequently
"under the Railway through a culvert of 3 spans
"of 3 feet and a girder bridge of a single 20 feet
"span. This provision for the escape from the tank
"has, as far as one can ascertain, been up to the
"present time found ample, but as compared
"with the drainage area of the tank it certainly
"does not appear to be sufficient."

"The Superintending Engineer considers
"that we should allow 42' 6" of water way and
"that the under side of our girders should be
"5 feet above the crest of the Calingulah. I
"propose to put in two spans of 20 feet and
"the girder will be 4' 6" (179-33, - 174-84, - 4-49)
"say 4' 6" above the crest of the Calingulah."

"If the Consenting Engineer considers
"my proposals sufficient. I beg that early
"sanction may be accorded to the accom-
"panying revised estimate. I may add that
"under the sanction already accorded the
"rebuilding of the single 15 feet span has been
"at — Commence —

220
"provided in the original bridge."

enclosed "The Superintending Engineer of the 5th Corps
informs me, that the drainage area of the Tank
which the bridge is situated is 10 1/2 square
miles, also that he considers we should allow
42.5 lineal feet of water way and that the
under side of our girder should be at least 5 ft
above the crest of the Calingulah."

"I send herewith a tracing N^o 225 from
which it will be seen that the greater quantity
of the supply to the tank reaches it through
two bridges each consisting of 2 openings of
20 feet each at the points B and C (these bridges
were originally built by the Indian Trans-
Company) and in addition a further

supply enters the tank through a single 10 ft
opening at the point A, at the north end of the
tank."

"According to Dickens the discharge for
10 1/2 square miles is 4812 cub feet per sec. and
calculating from the following reduced levels."

"Reduced level of floor of proposed bridges 166.15
"Highest recorded flood 178.49

"a bridge of 2.20 foot spans would discharge this
amount of 4812. cub feet, at a velocity of between
9 and 10 feet per sec. I wish to bring to notice
the following dimensions of the one Calingulah
at E which is the only escape provided for
this tank tracing of which N^o 52 is enclosed.
90 Length

No. 579

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 21st April 1890.

From

The Agent,

SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

I submit herewith for the sanction of Government Revised Estimate No 1222, amounting to Rs. 12334 - 0 - 0. for the rebuilding of a bridge ^{1.57 mile} _{10 7 1/2}.

Will you please be so kind as to communicate by wire authority for the execution of the work which has been started on the original sanction, and it is advisable that the revised design and estimate be approved as soon as possible.

Subsequent to the submission of the estimate referred to in your letter No 592, 6th July 1889, the Chief Engineer thought it advisable to confer thereon with the Superintending Engineer of the 5th Circle, and Mr. Logan now writes:-

"From the information afforded by that officer I consider it necessary to recommend an increase of water way over and above that