P. W. CURRENT No. 656

Govt. of {1893} Madras.

REVENUE.

Issued. 10 Sc

Read. 26.7.93 Encl.

G.O., 1st July 1893, No. 582.

JULY.

Dharmavaram-Hindupur State Railway.

Considering that in demarcating the boundaries of class A lands of the —, the Deputy Superintendent, Revenue Survey, ought not to have pulled up the surplus stones which had been marked with the survey mark, but should have defaced that mark on such of the stones as had been planted unnecessarily, and requesting the Superintendent, Revenue Survey, to direct the Deputy Superintendent to have all the uprooted stones replaced after defacing arrows cut on them.

G.C. 23. Jun
Jun 24/93

G.O. No. 1099 R. 19. Dec 93

Communicated to the Agent, South Indian Railway. with ref: to his Cr. W 524 of 19th April 93

Jmm
18/8

To
A Theo' ER
Dec 24/8

Enclosure.

From the Deputy Superintendent, No. II Party, Madras Survey, to the Executive Engineer, South Indian Railway, No. 2151, dated 27th December 1892.

I have the honour to inform you that I find, on my inspection of the demarcation of the Railway lands, that a great many unnecessary stones are planted to define A lands, and that the boundaries of B lands are not being marked at all. I met your Inspector, Ramasawmy Aiyar, and pointed out to him, while here, the unnecessary stones near the Nagasamudram Railway station, and I informed him that only those stones that were required for the purpose of defining the A lands would be surveyed and the rest would be taken up and left near the places they had been planted. I have been obliged to give this order as there are so many stones not required for purposes of the Survey Department and as they have the broad arrow mark cut on them.

The stones should be planted only to show all large bends; all bends as are within 10 links from a line between the marks on each side need not be marked.

I shall be obliged if you will be so good as to give instructions for the B lands also to be marked out where compensation has been paid to the land-owners and where the lands have not been given back to their former owners.

Order—dated 1st July 1893, No. 582, Revenue.

Miscellaneous.

The Government considers that Mr. Martin ought not to have pulled up the surplus stones which had been marked with the survey mark, but should have defaced that mark on such of the stones as had been planted unnecessarily, according to the Survey rules. The Superintendent, Revenue Survey, should now direct Mr. Martin to have all the uprooted stones replaced after defacing the broad arrows cut on them.

(True Extract.)

for Secretary to Government.

To the Public Works Department, Railway Branch.
„ the Superintendent, Madras Survey.
Copy to the Commissioners of Land Revenue.

Exd. C. M. Brisson.

63 Copies.

1893.

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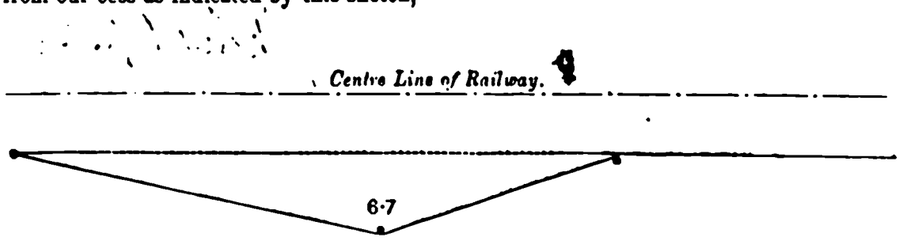
1st July 1893, No. 582, Revenue.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

Read—office-note from the Public Works Department, Railway Branch, No. 453 D., dated 22nd June 1893, forwarding the following letter from the Agent, South Indian Railway, No. 524, dated 19th April 1893.

With reference to the enclosed copy of a letter received by the Executive Engineer, Dharmavaram-Hindupur State Railway, from the Deputy Superintendent, No. II Party, Madras Survey, on the subject of demarcating the boundaries of class A lands, I have the honour to point out that the instructions issued to the Engineers have been based on Government of India Circular, No. XIV, Railway, dated Simla, 6th August 1890 (*vide* Madras G.O., No. 1466 R. of 29th September 1890, copy received under cover of your endorsement, No. 1103 of 6th October 1890). You will observe that the Deputy Superintendent states that all bends that are within 10 links (6·7 feet) from a straight line need not be marked, though the Government of India circular above quoted lays down that the stones must be so placed that the boundary shall be a straight line from one stone to another. In a long narrow strip of land the Railway could not, as a rule, spare a strip which may at one point take off as much as 6·7 feet from our cess as indicated by this sketch,



for, if the boundary is once fixed as a straight line, we might, in the future, lose our claim to the land.

The maximum distance fixed by the Circular No. XIV, for spacing stones, is 220 yards, but this does not, I understand, prevent stones being placed closer and in issuing orders to the Engineers, the Chief Engineer gave a maximum of 100 yards, as Mr. Logan considers 220 yards too great a distance for the stones to be placed apart. I submit, for your consideration, whether the Deputy Superintendent was justified in his action in pulling up the stones that had been fixed by the Railway; he has, I presume, a certain amount of power, but I shall be glad if the matter could be laid before Government and definite orders obtained on the question. I judge from Mr. Martin's letter that if the stones, which he considers are not necessary for survey purposes, had not had the broad arrow cut on them, he would not have pulled them up, but I have to point out that the Railway administration were forced by his own deparment into cutting this mark (*vide* G.O., No. 1128 R. of 2nd May 1892). With reference to the Deputy Superintendent's remarks concerning the demarcation of temporarily-acquired lands, I have to invite attention to the fact that class B lands are only taken up for three years, and hence it is not intended to mark the boundaries of this class of land as this proceeding would only involve a waste of money.

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