Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No: 1395-Ry

DATED 4th Dec. 1899

Forwarded G.O. No. 317 Ry dt 25-2-98
do 1066-67 Ry dt 26-9-99

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[Despatch Abstract.]

Calicut - Commencement Extension of the Madras Ry

Commung: to the Agent & Manager, a Letter from the Govt of India Sanctioning with remarks the detailed estimates amounting to Rs 12,11,264 of the Cost of Land required for the —

BACK PAPERS.

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

FURTHER PAPERS.

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

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd. }
} 1899.
Regd. }

Enclosures

Spare copies

G.O., No. 1395 Ry., 4th December 1899.

DECEMBER.

Calicut-Cannanore Extension of the Madras Railway

Communicating to the Agent and Manager a letter from the Government of India sanctioning, with remarks, the detailed estimates, amounting to Rs. 12,11,264, of the cost of the land required for the —.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers :—

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, 5th February 1898, No. 169 R.C.

With reference to correspondence ending with Public Works Department letter No. 687 A.R., dated 30th December 1897, I am directed to request that the Government of India may be furnished, for formal sanction, with detailed estimates of the cost of land to be acquired for the Calicut-Cannanore extension of the Madras Railway.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 17th February 1898, No. 484.

I have the honour, with reference to the question of the taking up of land for new railways, to point out that when the line of a railway passes near valuable houses, grounds, trees, or crops, it is the duty of your Engineers to take into intelligent consideration the money value of such property, and to weigh this value against the probable cost of leaving the property undisturbed.

2. Thus it may happen that the rigid and unintelligent application, in the neighbourhood of a town, of the dimensions shown on type sections, of banks, cuttings, land and fencing, may cause a heavier expenditure of money than would be incurred if the narrowest possible strip of land were acquired and if earth were trained in order that the property in question need not be acquired.

3. I have an instance in mind in which a want of intelligent appreciation of these considerations involved an unnecessary expenditure of many lakhs. Near Calicut, Tellicherry, Cannanore, and other towns on the Calicut-Cannanore Railway, there are places where it will be useful that your staff should bear these considerations in mind.

4. Another point worth remembering is that, if not detrimental to the interests of the work to allow of its being done, standing crops ought, if possible, if near harvest time, to be allowed to ripen and to be removed before the land is interfered with.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways.
Dated—Madras, 18th February 1898, No. 9075/A-145.

With reference to your Memo. No. 429 of the 12th instant, I have the honour to state that the Chief Engineer informs me that the detailed estimates of the cost of land will be furnished as soon as the land plans now in progress have been completed and submitted to the Revenue authorities. The absence of village maps in the Malabar district showing the requisite details for valuation purposes will, it is feared, cause some delay and this information will probably have to be marked on the land plans prepared by the Railway officers.

Order—No. 317 Ry., dated 25th February 1898.

Ordered that the Government of India be addressed.

From—The Joint Secy. to the Govt. of Madras, P.W. Dept., Railway Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—25th February 1898, No. 318 Ry.

With reference to your letter No. 169 R.C., dated the 5th February 1898, I am directed to forward, for information, copy of a letter from the Agent and Manager, Madras Railway, regarding the submission of detailed estimates of the cost of land to be acquired for the Calicut-Cannanore extension of the Madras Railway.

Read also the following papers :—

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 17th February 1899, No. 275 R.C.

I am directed to invite attention to your letter No. 318 Ry., dated 25th February 1898, and to request that the submission of the detailed estimates of the cost of land to be acquired for the Calicut-Cannanore Railway may be expedited.

Extract from an inspection Report by the Con. Engineer for Railways, Madras, dated the 7th April of 1899.

7. Where the line passes through the densely-peopled parts of the suburbs of Tellicherry and other towns, greater care will have to be taken as regards the details of the land plans. Good laterite retaining walls are built for Rs. 10 per 100 c. ft. It will therefore frequently pay to take up only a 20-ft. strip, through a town or past a house, rather than to pay for a wide piece of land and what stands on it. It also will often pay in such a situation to search for special areas of land on which to deposit spoil, using 2-ft. gauge trucks for the purpose, rather than to casually fling it down alongside, on very expensive land. My impression was that this matter had not been sufficiently carefully gone into, and that, in consequence, land was likely to be needlessly costly and much needless hardship seemed likely to be inflicted on house-owners. The Engineers should look to it; I have personally explained matters fully to them, and they understand.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways.
Dated—Madras, 14th April 1899, No. 9075/410.

With reference to your Memo No. 686 of the 27th February last, I have the honour to enclose an estimate of the probable cost of the land required for the construction of the first 26 miles of the Calicut-Cannanore extension of the Madras Railway, amounting to Rs. 4,37,000 including compensation to owners or occupiers of such land, payments for houses, trees, crops and other property situated on the land, also salaries and cost of establishments of the civil officers and others employed in acquiring the land.

2. The difficulty of obtaining anything like a correct idea of the probable expenditure until the valuations were nearly completed, prevented the Civil officers from giving their figures sooner.

3. The Engineer-in-Chief promises to send the estimate of the cost of the land from the 26th mile to Baliapatam, as soon as the Civil authorities are in a position to supply him with the necessary information.

4. It is requested that the formal sanction of Government to the estimate may be conveyed to me at an early date.

From—The Consulting Engineer for Railways.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 24th April 1899, No. 1319.

With reference to your letter No. 9075/410, dated 14th April 1899, I have the honour to invite attention to Government of India letter No. 275 R.S., dated 17th February 1899, forwarded with this office endorsement No. 686, dated 27th February 1899, from which it will be seen that a *detailed* estimate is required by that Government. I therefore request that a detailed estimate may be submitted to this office after it has been verified by the Revenue authorities as required by paragraph 4 of Government of India Circular No. XI Ry., dated 21st September 1895.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways.
Dated—Madras, 21st April 1899, No. 9075/457.

In continuation of my letter No. 9075/410 of the 14th instant, I have the honour to forward herewith, for formal sanction, an estimate, amounting to Rs. 4,75,000, of the probable cost of land required for the Calicut-Cannanore extension from the 26th to the 46th mile.

From—The Consulting Engineer for Railways.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 1st May 1899, No. 1385.

With reference to your letter No. 9075/457, dated 21st April 1899, I have the honour to draw your attention to this office letter No. 1319, dated 24th April 1899, and to state that a detailed estimate should be submitted after it has been verified by the Revenue authorities.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways.
Dated—Madras, 9th May 1899, No. 9075/531.

Referring to your letter No. 1319 of the 24th ultimo, I have the honour to request that you will be good enough to let me know, for the information of the Chief Engineer, in what form and in what detail the land estimates therein referred to should be submitted.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 12th May 1899, No. 1515.

With reference to your letter No. 9075/531, dated 9th May 1899, I have the honour to state that the Calicut-Cannanore land estimates should be submitted in the form adopted for the Arcot-Ranipet Branch which was forwarded with your letter No. 11029/988, dated 17th October 1898. The estimates should be verified by the Revenue authorities.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 6th July 1899, No. 9075/817.

With reference to your letter No. 1319 of the 24th April last, I have the honour to forward herewith detailed estimates of the land required for the construction of the Calicut-Cannanore Railway from 0 to 46 miles.

2. These estimates have been compiled from figures submitted by the Special Deputy Collectors who are acquiring the land.

3. The estimate from 46 to 59·75 miles will be submitted in due course as soon as the necessary information is received from the Special Deputy Collectors.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 18th July 1899, No. 1371 R.C.

In continuation of my letter No. 275 R.C., dated 17th February 1899, I am directed to enquire when the Government of India may expect to receive the detailed estimates of the cost of the land to be acquired for the Calicut-Cannanore Railway.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 24th July 1899, No. 2264.

With reference to your letter No. 9075/817, dated 6th July 1899, I have the honour to request that the detailed estimates of the land required for the Calicut-Cannanore extension from mile 0 to 46, herewith, returned may be countersigned by the Revenue authorities, as required by paragraph 4 of Government of India's Circular No. XI Ry. of 24th September 1895, and resubmitted to this office as early as possible.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 28th August 1899, No. 9075/1053.

Adverting to your letter No. 2264 of the 24th ultimo, I have the honour to resubmit herewith, duly countersigned by the Revenue authorities concerned, the detailed land estimates for the Calicut-Cannanore Extension from 0 to 46 miles.

2. As regards the estimate for the remaining portion of the line the Company's Chief Engineer states that he is depending upon the Revenue authorities for the information contained in the land estimates, and as soon as it is received it will be forwarded. I therefore beg to request that you will kindly address the Special Deputy Collectors for Land Acquisition with a view to the submission of the information required being expedited.

From—The Consulting Engineer for Railways, Madras.
To—The Collector of Malabar.
Dated—Ootacamund, 7th September 1899, No. 283/O.

I have the honour to forward herewith copy of letter No. 9075/1053, dated 28th August 1899, from the Agent and Manager, Madras Railway, and to request that the information therein called for may be supplied to the Railway Company at an early date to enable the Agent to submit, for the sanction of the Government of India, a detailed estimate of the cost of land acquired beyond mile 46.

From—The Collector of Malabar.
To—The Consulting Engineer for Railways, Madras.
Dated—Calicut, 20th October 1899, No. D. 1933-Public.

With reference to your letter No. 283/O, dated 7th ultimo, I have the honour to inform you that the Special Deputy Collector reports that the estimate referred to was forwarded by him to the Executive Engineer, Calicut-Cannanore Extension, on the 31st August last.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 13th September 1899, No. 9075/1139.

In continuation of my letter No. 9075/1053 dated, the 28th ultimo, I have the honour to forward herewith copy of land estimate, with abstract, of the Calicut-Cannanore Extension from 46 miles to Baliapatam.

MADRAS RAILWAY.

Calicut-Cannanore Extension.

Abstract Estimate of land from 0 to 26 miles.

Description.	Quantity.	Rate.	Per.	Amount.
		Rs.		Rs.
Class A, permanent land .. .. Acres.	459	375	..	1,72,125
,, B, temporary do. .. .. ,,	143	373·65	..	53,432
,, D do. do. for roads, &c. .. .. .. ,,	9	412·77	..	3,715
Compensation for buildings	..	..	..	1,31,687
Bonus for compulsory acquisition	..	15 per cent.		54,891
Cost of walls for wells near line	..	..	..	5,000
Compensation for trees	..	..	..	2,000
Salaries of Deputy Collector and staff	..	..	..	12,096
Travelling allowance of Deputy Collector and staff	..	..	..	3,150
Office furniture	..	..	..	350
Contingencies	..	..	..	500
Total Rs. ..	..	..	..	4,38,946

Detail Estimate of land from 0 to 26 miles.

Description.	Number of acres.	Rate per acre.	Amount.
Permanent Land in Main line and Stations.		Rs. A. P.	Rs.
Wet land, rich	66	350 0 0	23,100
Do. ordinary	100	300 0 0	30,000
Dry land charged with ordinary	10	40 0 0	400
Waste land	3	40 0 0	120
Village-site and private compounds, *i.e.*, garden lands	280	423 3 8	1,18,505
Total ..	459	..	1,72,125
Temporary Land for Pits and Spoil.			
Wet land, rich	20	350 0 0	7,000
Do. ordinary	33	300 0 0	9,900
Dry land charged with ordinary	4	33 9 6	134
Village-site and private compounds, *i.e.*, garden lands	86	423 3 8	36,398
Total ..	143	..	53,432
Temporary Land for Roads and Channels.			
Parambu	3·70	450 0 0	1,665
Paddy land	3·00	300 0 0	900
Parambu, thickly planted	2·30	500 0 0	1,150
Total ..	9·00	..	3,715
Compensation for buildings	..	..	1,31,687
Valuation Total ..	..	..	3,66,959
Compensation for compulsory acquisition at 15 per cent.	..	..	54,891
Cost of building walls for wells near line	..	..	5,000
Compensation for trees on private lands	..	..	2,000
Salary for Special Deputy Collector at Rs. 250 for 18 months	..	..	4,500
Do. of clerks for do. at Rs. 344 for 18 do.	..	..	6,192
Do. of delayats and peons for Deputy Collector at Rs. 78 for 18 months ..	..	..	1,404
Travelling allowance of Special Deputy Collector at Rs. 60 per month for 18 months	..	..	1,080
Travelling allowance of clerks, Rs. 90 per month, for 18 months	..	..	1,620
Do. of delayats and peons, Rs. 25 per month, for 18 months.	..	..	450
Office furniture	..	..	350
Contingencies	..	..	500
Grand Total ..	..	..	4,38,946

Abstract Estimate of land from 26 to 46 miles.

Description.	Quantity.	Rate.	Per.	Amount.
		Rs.		Rs.
Class A, permanent land .. .. Acres.	352	437·64	..	1,54,050
,, B, temporary land .. .. ,,	238	425·84	..	1,01,350
,, D, do. for roads, &c. .. .. .. ,,	6	460·0	..	2,760
Compensation for huts .. .. No.	200	..	..	10,000
Do. for houses .. .. ,,	300	..	..	1,20,000
Bonus for compulsory acquisition	..	15 per cent.		57,810
Cost of walls for houses near line	..	..	..	2,000
Do. for wells do.	..	..	..	1,500
Compensation for trees	..	..	..	16,290
Salaries of Deputy Collector and staff	..	..	..	8,797
Travelling allowance of Deputy Collector and staff	..	..	..	2,160
Office furniture	..	..	..	350
Contingencies	..	..	..	693
Total Rs. ..	..	..	..	4,77,760

Detailed Estimate of land from 26 to 46 miles.

Description.	Number of acres.	Rate per acre.	Amount.
Permanent Land in Main line and Stations.		Rs.	Rs. A. P.
Wet land, rich	25	300	7,500 0 0
Do. ordinary	75	250	18,750 0 0
Dry land charged ordinary	15	60	900 0 0
Government waste	2	Free.	..
Village site and private compounds	235	540	1,26,900 0 0
Total ..	352	..	1,54,050 0 0
Temporary Land for Pits and Spoil.			
Wet land, rich	29	300	6,000 0 0
Do. ordinary	55	250	13,750 0 0
Dry land charged ordinary	10	60	600 0 0
Government waste	3	Free.	..
Village-site and private compounds	150	540	81,000 0 0
Total ..	238	..	1,01,350 0 0
Temporary Land for Roads and Channels.			
Paramba	4	540	2,160 0 0
Paddy land	2	300	600 0 0
Total ..	6	..	2,760 0 0
Compensation for huts	200	..	10,000 0 0
Do. for houses	300	..	1,20,000 0 0
Total ..	500	..	1,30,000 0 0
Valuation Total ..	..	..	3,88,160 0 0
Compensation for compulsory acquisition at 15 per cent.	..	..	57,810 0 0
Cost of building walls for houses near line	..	..	2,000 0 0
Do. for wells do.	..	..	1,500 0 0
Compensation for trees on private lands	..	..	16,290 0 0
Salary of Special Deputy Collector at Rs. 311-1-9 for 12 months	..	..	3,733 5 0
Do. of clerks for do. at Rs. 344 for 12 months	..	..	4,128 0 0
Do. of delayats and peons at Rs. 78 for 12 months	..	..	936 0 0
Travelling allowance of Special Deputy Collector at Rs. 60 for 12 months ..	..	..	720 0 0
Do. of clerks at Rs. 90 for 12 months	..	..	1,080 0 0
Do. of delayats and peons at Rs. 30 for 12 months	..	..	360 0 0
Office furniture	..	..	350 0 0
Contingencies	..	..	692 11 0
Grand Total ..	..	..	4,77,760 0 0

Abstract Estimate of land from mile 46 to Baliapatam, mile 59·75.

Description.	Quantity.	Rate.	Per.	Amount.
		Rs. A. P.		Rs. A. P.
Class A. Permanent land .. .. Acres.	292·52	395 0 8	Acre.	1,15,557 12 0
,, B. Temporary .. .. ,,	209·23	399 4 11	..	83,546 12 0
,, D. ,, for roads, &c.	..	..	..	..
Compensation for buildings	..	..	..	50,000 0 0
Bonus for compulsory acquisition	..	15 0 0	Cent	37,365 10 10
Cost of walls for houses near line	..	..	..	..
,, for wells ,, ...	..	..	..	..
Compensation for trees	..	..	..	..
Salaries of Deputy Collector and staff	..	..	..	..
Travelling allowance and staff	..	..	..	6,048 0 0
Office furniture	..	..	..	1,620 0 0
Contingencies	..	..	..	..
	..	..	..	420 0 0
Total Rs. ..	..	..	..	2,94,558 2 10

Detail Estimate of land from mile 46 to Baliapatam, mile 59·75.

Description.	Number of acres.	Rate per acre.	Amount.
Permanent Land in Main line and Stations.		Rs. A. P.	Rs. A. P.
Wet land, rich	120	350 0 0	42,000 0 0
Do. ordinary	27·17½	300 0 0	8,152 8 0
Dry land charged with water-rate	..	..	..
Do. do. under wells	..	..	..
Do. do. ordinary	..	..	..
Government waste	..	..	..
Garden land	145·34½	450 0 0	65,405 4 0
Total ..	292·52	..	1,15,557 12 0
Temporary Lands for Pits and Spoil.			
Wet land, rich	100	350 0 0	35,000 0 0
Do ordinary	4·4½	300 0 0	1,213 8 0
Dry land charged with water-rates	..	..	..
Do. do. under wells	..	..	..
Do. do. ordinary	..	..	..
Government waste	..	..	..
Garden land	105·18½	450 0 0	47,333 4 0
Total ..	209·23	..	83,546 12 0
Temporary Land for Roads and Channels.			
Temporary lands for roads and channels	..	..	..
Dry land, ordinary	..	..	..
Waste land, Government	..	..	..
Village site	..	..	..
Total ..	..	..	..
Compensation for buildings	..	..	50,000 0 0
Do. for compulsory acquisition at 15 per cent. ..	..	..	37,365 10 10
Salary for Special Deputy Collector, Rs. 250 for 9 months ..	..	..	2,250 0 0
Do. of clerks at Rs. 344 for 9 months	..	..	3,096 0 0
Do. of attender and peons at Rs. 78 for 9 months	..	..	702 0 0
Travelling allowance of the Special Deputy Collector at Rs. 60 for 9 months	..	..	540 0 0
Travelling allowance of clerks at Rs. 90 for 9 months	..	..	810 0 0
Do. of attender and peons at Rs. 30	..	..	270 0 0
Contingencies	..	..	420 0 0
Total Rs. ..	..	..	2,94,558 2 10

Order—No. 1066 Ry., dated 26th September 1899.

The Government of India will be addressed.

From—The Secretary to the Government of Madras, P. W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—26th September 1899, No. 1067 Ry.

With reference to your letter No. 169 R.C., dated 5th February 1898, and subsequent reminders, I am directed to forward herewith, for the formal sanction of the Government of India, the detailed estimates of the cost of land for the Calicut-Baliapatam Extension of the Madras Railway as under:—

	Rs.
From mile 0 to 26	4,38,946
,, ,, 26 to 46	4,77,760
,, ,, 46 to 59·75	2,94,558
Total Rs. ...	12,11,264

2. This estimate shall in due course be embodied in the set of detailed working estimates for the line which is now under preparation.

From—The Secretary to the Government of India, Public Works Department.
To—The Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, 8th November 1899, No. 2117 R.C.

I am directed to acknowledge the receipt of your letter No. 1067 Ry., dated 26th September 1899, and in reply to convey the sanction of the Government of India to the detailed estimates, submitted therewith, aggregating Rs. 12,11,264, of the cost of the land required for the Calicut-Cannanore Extension of the Madras Railway.

2. I am, however, to remark that in the opinion of the Government of India the cost of the land is very high and that the item "compensation for buildings," amounting to Rs. 3,11,687, is extraordinarily so.

3. I am also to point out that as the land for the extension is to be provided by Government, the cost of it will be outside the Capital account of the Madras Railway, being chargeable to the head "39. Guaranteed Companies—Land", and should therefore be excluded from the project estimate.

4. I am further to request that the preparation and submission of the revised project estimate for the extension may be expedited.

5. The sanction accorded in paragraph 1 has been registered as No. 7—Land (Calicut-Cannanore Extension, Madras Railway) of 1899–1900.

Order—No. 1395 Ry., dated 4th December 1899.

Communicated to the Agent and Manager, Madras Railway Company.

2. The submission of the revised project estimate should be expedited now that the question of permanent-way, and the various questions of realignment, have been settled.

3. A copy of the Government of India's letter will be furnished to the Collector of Malabar for report in regard to the question of the cost of the land in general, and particularly of the item "Compensation for buildings."

4. Every effort should be made by the Madras Railway authorities to exclude buildings from the land to be taken up, on the lines of the instruction contained in the Consulting Engineer's letter, No. 484, dated the 17th February 1898, and in paragraph 7 of his Inspection report, dated the 7th April 1899, which was printed with G.O., No. 459 Ry., dated the 23rd April 1899.

(True Extract.)

Francis J. E. Spring,
Secretary.

To the Agent and Manager, Madras Railway.
" Consulting Engineer for Railways, Madras.
" Examiner, Public Works Accounts.
" Revenue Department.
" Collector of Malabar.

Exd. T. K. Narayana Aiyangar.

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

UNDER SECY. TO GOVT. 28 NOV 1899 REVENUE DEPT.

Recd. } 1899. *Enclosures*

Regd. } *Spare copies*

G.O., No. 1395 Ry., 4th November 1899.

NOVEMBER.

Calicut-Cannanore Extension of the Madras Railway

Communicating to the Agent and Manager a letter from the Government of India sanctioning, with remarks, the detailed estimates, amounting to Rs. 12,11,264, of the cost of the land required for the —.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

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From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 17th February 1898, No. 484.

I have the honour, with reference to the question of the taking up of land for new railways, to point out that when the line of a railway passes near valuable houses, grounds, trees, or crops, it is the duty of your Engineers to take into intelligent consideration the money value of such property, and to weigh this value against the probable cost of leaving the property undisturbed.

2. Thus it may happen that the rigid and unintelligent application, in the neighbourhood of a town, of the dimensions shown on type sections of banks, cuttings, land and fencing, may cause a heavier expenditure of money than would be incurred if the narrowest possible strip of land were acquired and if earth were trained in order that the property in question need not be acquired.

3. I have an instance in mind in which a want of intelligent appreciation of these considerations involved an unnecessary expenditure of many lakhs. Near Calicut, Tellicherry, Cannanore, and other towns on the Calicut-Cannanore Railway, there are places where it will be useful that your staff should bear these considerations in mind.

4. Another point worth remembering is that, if not detrimental to the interests of the work to allow of its being done, standing crops ought, if possible, if near harvest time, to be allowed to ripen and to be removed before the land is interfered with.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways.
Dated—Madras, 18th February 1898, No. 9075/A-145.

With reference to your Memo. No. 429 of the 12th instant, I have the honour to state the Chief Engineer informs me that the detail estimates of the cost of land will be furnished as soon as the land plans now in progress have been completed and submitted to the Revenue authorities. The absence of village maps in the Malabar district showing the requisite details for valuation purposes will, it is feared, cause some delay and this information will probably have to be marked on the land plans prepared by the Railway officers.

Order—No. 317 Ry., dated 25th February 1898.

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From—The Joint Secy. to the Govt. of Madras, P.W. Dept., Railway Branch.
To—The Secretary to the Government of India, Public Works Department.
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To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 17th February 1899, No. 275 R.C.

I am directed to invite attention to your letter No. 318 Ry., dated 25th February 1898, and to request that the submission of the detailed estimates of the cost of land to be acquired for the Calicut-Cannanore Railway may be expedited.

Extract from Report by the Consulting Engineer for Railways, Madras, dated the 7th April of 1899.

7. Where the line passes through the densely-peopled parts of the suburbs of Tellicherry and other towns, greater care will have to be taken as regards the details of the land plans. Good laterite retaining walls are built for Rs. 10 per 100 cubic feet. It will therefore frequently pay to take up only a 20-foot strip, through a town or past a house, rather than to pay for a wide piece of land and what stands on it. It will also often pay in such a situation to search for special areas of land on which to deposit spoil, using 2-ft. gauge trucks for the purpose, rather than to casually fling it down alongside, on very expensive land. My impression was that this matter had not been sufficiently carefully gone into, and that consequently land was likely to be needlessly costly and much needless hardship seemed likely to be inflicted on house-owners. The Engineers should look to it; I have personally explained matters fully to them, and they understand.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways.
Dated—Madras, 14th April 1899, No. 9075/410.

With reference to your Memo. No. 686 of the 27th February last, I have the honour to enclose an estimate of the probable cost of the land required for the construction of the first 26 miles of the Calicut-Cannanore extension of the Madras Railway, amounting to Rs. 4,37,000 including compensation to owners or occupiers of such land, payments for houses, trees, crops and other property situated on the land, also salaries and cost of establishments of the civil officers and others employed in acquiring the land.

2. The difficulty of obtaining anything like a correct idea of the probable expenditure until the valuations were nearly completed, prevented the Civil officers from giving their figures sooner.

3. The Engineer-in-Chief promises to send the estimate of the cost of the land from 26th mile to Baliapatam, as soon as the Civil authorities are in a position to supply him with the necessary information.

4. It is requested that the formal sanction of Government to the estimate may be conveyed to me at an early date.

From—The Consulting Engineer for Railways.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 24th April 1899, No. 1319.

With reference to your letter No. 9075/410, dated 14th April 1899, I have the honour to invite attention to Government of India letter No. 275 R.S., dated 17th February 1899, forwarded with this office endorsement No. 686, dated 27th February 1899, from which it will be seen that a *detailed* estimate is required by that Government. I therefore request that a detailed estimate may be submitted to this office after it has been verified by the Revenue authorities as required by paragraph 4 of Government of India Circular No. XI Ry., dated 21st September 1895.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways.
Dated—Madras, 21st April 1899, No. 9075/457.

In continuation of my letter No. 9075/410 of the 14th instant, I have the honour to forward herewith, for formal sanction, an estimate, amounting to Rs. 4,75,000, of the probable cost of land required for the Calicut-Cannanore extension from 26 to 46 miles.

From—The Consulting Engineer for Railways.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 1st May 1899, No. 1385.

With reference to your letter No. 9075/457, dated 21st April 1899, I have the honour to draw your attention to this office letter No. 1319, dated 24th April 1899, and to state that a detailed estimate should be submitted after it has been verified by the Revenue authorities.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways.
Dated—Madras, 9th May 1899, No. 9075/531.

Referring to your letter No. 1319 of the 24th ultimo, I have the honour to request that you will be good enough to let me know, for the information of the Chief Engineer, in what form and in what detail the land estimates therein referred to should be submitted.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 12th May 1899, No. 1515.

With reference to your letter No. 9075/531, dated 9th May 1899, I have the honour to state that the Calicut-Cannanore land estimates should be submitted in the form adopted for the Arcot-Ranipet Branch which was forwarded with your letter No. 11029/988, dated 17th October 1898. The estimates should be verified by the Revenue authorities.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 6th July 1899, No. 9075/817.

With reference to your letter No. 1319 of the 24th April last, I have the honour to forward herewith detailed estimates of the land required for the construction of the Calicut-Cannanore Railway from 0 to 46 miles.

2. These estimates have been compiled from figures submitted by the Special Deputy Collectors, who are acquiring the land.

3. The estimate from 46 to 59·75 miles will be submitted in due course as soon as the necessary information is received from the Special Deputy Collectors.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 18th July 1899, No. 1371 R.C.

In continuation of my letter No. 275 R.C., dated 17th February 1899, I am directed to enquire when the Government of India may expect to receive the detailed estimates of the cost of the land to be acquired for the Calicut-Cannanore Railway.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 24th July 1899, No. 2264.

With reference to your letter No. 9075/817, dated 6th July 1899, I have the honour to request that the detailed estimates of the land required for the Calicut-Cannanore extension from 0 to 46 miles herewith returned may be countersigned by the Revenue authorities as required by paragraph 4 of Government of India's Circular No. XI Ry. of 24th September 1895, and resubmitted to this office as early as possible.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 28th August 1899, No. 9075/1053.

Adverting to your letter No. 2264 of the 24th ultimo, I have the honour to resubmit herewith, duly countersigned by the Revenue authorities concerned, the detailed land estimates for the Calicut-Cannanore Extension from 0 to 46 miles.

2. As regards the estimate for the remaining portion of the line the Company's Chief Engineer states that he is depending upon the Revenue authorities for the information contained in the land estimates, and as soon as it is received it will be forwarded. I therefore beg to request that you will kindly address the Special Deputy Collectors for Land Acquisition with a view to the submission of the information required being expedited.

From—The Consulting Engineer for Railways, Madras.
To—The Collector of Malabar.
Dated—Ootacamund, 7th September 1899, No. 283/O.

I have the honour to forward herewith copy of letter No. 9075/1053, dated 28th August 1899, from the Agent and Manager, Madras Railway, and to request that the information therein called for may be supplied to the Railway Company at an early date to enable the Agent to submit, for the sanction of the Government of India, a detailed estimate of the cost of land acquired beyond mile 46.

From—The Collector of Malabar.
To—The Consulting Engineer for Railways, Madras.
Dated—Calicut, 20th October 1899, No. D. 1933-Public.

With reference to your letter No. 283/O, dated 7th ultimo, I have the honour to inform you that the Special Deputy Collector reports that the estimate referred to was forwarded by him to the Executive Engineer, Calicut-Cannanore Extension, on the 31st August last.

From—The Agent and Manager, Madras Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 13th September 1899, No. 9075/1139.

In continuation of my letter No. 9075/1053 dated, the 28th ultimo, I have the honour to forward herewith copy of land estimate, with abstract, of the Calicut-Cannanore Extension from 46 miles to Baliapatam.

Enclosure No. 1.

MADRAS RAILWAY.

Calicut-Cannanore Extension.

Abstract Estimate of land from 0 to 26 miles.

Description.	Quantity.	Rate.	Per.	Amount.
		Rs.		Rs.
Class A, permanent land .. .. Acres.	459	375	..	1,72,125
,, B, temporary do. .. .. ,,	143	373·65	..	53,432
,, D do. do. for roads, &c. .. .. .. ,,	9	412·77	..	3,715
Compensation for buildings	..	..	..	1,31,687
Bonus for compulsory acquisition	..	15 per cent.		54,891
Cost of walls for wells near line	..	..	..	5,000
Compensation for trees	..	..	..	2,000
Salaries of Deputy Collector and staff	..	..	..	12,096
Travelling allowance of Deputy Collector and staff	..	..	..	3,150
Office furniture	..	..	..	350
Contingencies	..	..	..	500
Total Rs. ..	..	..	..	4,38,946

Enclosure No. 2.

Detail Estimate of land from 0 to 26 miles.

Description.	Number of acres.	Rate per acre.	Amount.
Permanent Land in Main line and Stations.		Rs. A. P.	Rs.
Wet land, rich	66	350 0 0	23,100
Do. ordinary	100	300 0 0	30,000
Dry land charged with ordinary	10	40 0 0	400
Waste land	3	40 0 0	120
Village-site and private compounds, *i.e.*, garden lands	280	423 3 8	1,18,505
Total ..	459	..	1,72,125
Temporary Land for Pits and Spoil.			
Wet land, rich	20	350 0 0	7,000
Do. ordinary	33	300 0 0	9,900
Dry land charged with ordinary	4	33 9 6	134
Village-site and private compounds, *i.e.*, garden lands	86	423 3 8	36,398
Total ..	143	..	53,432
Temporary Land for Roads and Channels.			
Parambu	3·70	450 0 0	1,665
Paddy land	3·00	300 0 6	900
Parambu, thickly planted	2·30	500 0 0	1,150
Total ..	9·00	..	3,715
Compensation for buildings	..	..	1,31,687
Valuation Total ..	..	..	3,66,959
Compensation for compulsory acquisition at 15 per cent.	..	..	54,891
Cost of building walls for wells near line	..	..	5,000
Compensation for trees on private lands	..	..	2,000
Salary for Special Deputy Collector at Rs. 250 for 18 months	..	..	4,500
Do. of clerks for do. at Rs. 344 for 18 do.	..	..	6,192
Do. of delayats and peons for Deputy Collector at Rs. 78 for 18 months ..	..	..	1,404
Travelling allowance of Special Deputy Collector at Rs. 60 per month for 18 months	..	..	1,080
Travelling allowance of clerks, Rs. 90 per month, for 18 months	..	..	1,620
Do. of delayats and peons, Rs. 25 per month, for 18 months.	..	..	450
Office furniture	..	..	350
Contingencies	..	..	500
Grand Total ..	..	..	4,38,946

Enclosure No. 3.

Abstract Estimate of land from 26 to 46 miles.

Description.	Quantity.	Rate.	Per.	Amount.
		Rs.		Rs.
Class A, permanent land .. .. Acres.	352	437·64	..	1,54,050
,, B, temporary land .. .. ,,	238	425·84	..	1,01,350
,, D, do. for roads, &c. .. .. .. ,,	6	460·0	..	2,760
Compensation for huts .. .. No.	200	..	..	10,000
Do. for houses .. .. ,,	300	..	..	1,20,000
Bonus for compulsory acquisition	..	15 per cent.		57,810
Cost of walls for houses near line	..	..	..	2,000
Do. for wells do.	..	..	..	1,500
Compensation for trees	..	..	..	16,290
Salaries of Deputy Collector and staff	..	..	..	8,797
Travelling allowance of Deputy Collector and staff	..	..	..	2,160
Office furniture	..	..	..	350
Contingencies	..	..	..	693
Total Rs. ..	..	..	..	4,77,760

Enclosure No. 4.

Detailed Estimate of land from 26 to 46 miles.

Description.	Number of acres.	Rate per acre.	Amount.
Permanent Land in Main line and Stations.		Rs.	Rs. A. P.
Wet land, rich	25	300	7,500 0 0
Do. ordinary	75	250	18,750 0 0
Dry land charged ordinary	15	60	900 0 0
Government waste	2	Free.	..
Village site and private compounds	235	540	1,26,900 0 0
Total ..	352	..	1,54,050 0 0
Temporary Land for Pits and Spoil.			
Wet land, rich	20	300	6,000 0 0
Do. ordinary	55	250	13,750 0 0
Dry land charged ordinary	10	60	600 0 0
Government waste	3	Free.	..
Village-site and private compounds	150	540	81,000 0 0
Total ..	238	..	1,01,350 0 0
Temporary Land for Roads and Channels.			
Paramba	4	540	2,160 0 0
Paddy land	2	300	600 0 0
Total ..	6	..	2,760 0 0
Compensation for huts	200	..	10,000 0 0
Do. for houses	300	..	1,20,000 0 0
Total ..	500	..	1,30,000 0 0
Valuation Total ..	..	..	3,88,160 0 0
Compensation for compulsory acquisition at 15 per cent.	..	..	57,810 0 0
Cost of building walls for houses near line	..	..	2,000 0 0
Do. for wells do.	..	..	1,500 0 0
Compensation for trees on private lands	..	..	16,290 0 0
Salary of Special Deputy Collector at Rs. 311-1-9 for 12 months	..	..	3,733 5 0
Do. of clerks for do. at Rs. 344 for 12 months	..	..	4,128 0 0
Do. of delayats and peons at Rs. 78 for 12 months	..	..	936 0 0
Travelling allowance of Special Deputy Collector at Rs. 60 for 12 months ..	..	..	720 0 0
Do. of clerks at Rs. 90 for 12 months	..	..	1,080 0 0
Do. of delayats and peons at Rs. 30 for 12 months ..	..	..	360 0 0
Office furniture	..	..	350 0 0
Contingencies	..	..	692 11 0
Grand Total ..	..	..	4,77,760 0 0

Enclosure No. 5.

Abstract Estimate of land from mile 46 to Baliapatam, mile 59·75.

Description.	Quantity.	Rate.	Per.	Amount.
		Rs. A. P.		Rs. A. P.
Class A. Permanent land .. .. Acres.	292·52	395 0 8	Acre.	1,15,557 12 0
,, B. Temporary .. .. ,,	209·23	399 4 11	..	83,546 12 0
,, D. ,, for roads, &c.	..	..	..	..
Compensation for buildings	..	..	..	50,000 0 0
Bonus for compulsory acquisition	..	15 0 0	Cent	37,365 10 10
Cost of walls for houses near line	..	..	..	..
,, for wells ,, ...	..	..	..	..
Compensation for trees	..	..	..	..
Salaries of Deputy Collector and staff	..	..	..	6,048 0 0
Travelling allowance and staff	..	..	..	1,620 0 0
Office furniture	..	..	..	..
Contingencies	..	..	..	420 0 0
Total Rs. ..	..	..	..	2,94,558 2 10

Enclosure No. 6.

Detail Estimate of land from mile 46 to Baliapatam, mile 59·75.

Description.	Number of acres.	Rate per acre.	Amount.
Permanent Land in Main line and Stations.		Rs. A. P.	Rs. A. P.
Wet land, rich	120	350 0 0	42,000 0 0
Do. ordinary	27·17½	300 0 0	8,152 8 0
Dry land charged with water-rate	..	..	..
Do. do. under wells	..	..	..
Do. do. ordinary	..	..	..
Government waste	..	..	..
Garden land	145·34½	450 0 0	65,405 4 0
Total ..	292·52	..	1,15,557 12 0
Temporary Lands for Pits and Spoil.			
Wet land, rich	100	350 0 0	35,000 0 0
Do ordinary	4·4½	300 0 0	1,213 8 0
Dry land charged with water-rates	..	..	..
Do. do. under wells	..	..	..
Do. do. ordinary	..	..	..
Grvernment waste	..	..	..
Garden land	105·18½	450 0 0	47,333 4 0
Total ..	209·23	..	83,546 12 0
Temporary Land for Roads and Channels.			
Temporary lands for roads and channels	..	..	..
Dry land, ordinary	..	..	..
Waste land, Government	..	..	..
Village site	..	..	..
Total ..	..	..	..
Compensation for buildings	..	..	50,000 0 0
Do. for compulsory acquisition at 15 per cent.	..	..	37,365 10 10
Salary for Special Deputy Collector, Rs. 250 for 9 months	..	..	2,250 0 0
Do. of clerks at Rs 344 for 9 months	..	..	3,096 0 0
Do. of attender and peons at Rs. 78 for 9 months	..	..	702 0 0
Travelling allowance of the Special Deputy Collector at Rs. 60 for 9 months	..	..	540 0 0
Travelling allowance of clerks at Rs. 90 for 9 months	..	..	810 0 0
Do. of attender and peons at Rs. 30	..	..	270 0 0
Contingencies	..	..	420 0 0
Total Rs. ..	..	..	2,94,558 2 10

Order—No. 1066 Ry., dated 26th September 1899.

The Government of India will be addressed.

From—The Secretary to the Government of Madras, P. W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—26th September 1899, No. 1067 Ry.

With reference to your letter No. 169 R.C., dated 5th February 1898, and subsequent reminders, I am directed to forward herewith, for the formal sanction of the Government of India, the detailed estimates of the cost of land for the Calicut-Baliapatam Extension of the Madras Railway as under :—

	Rs.
From 0 to 26 miles	4,38,946
,, 26 to 46 ,, ...	4,77,760
,, 46 to 59·75 ,, ...	2,94,558
Total Rs. ...	12,11,264

2. This estimate shall in due course be embodied in the set of detailed working estimates for the line which is now under preparation.

From—The Secretary to the Government of India, Public Works Department.
To—The Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, 8th November 1899, No. 2117 R.C.

I am directed to acknowledge the receipt of your letter No. 1067 Ry., dated 26th September 1899, and in reply to convey the sanction of the Government of India to the detailed estimates, submitted therewith, aggregating Rs. 12,11,264, of the cost of the land required for the Calicut-Cannanore Extension of the Madras Railway.

2. I am, however, to remark that in the opinion of the Government of India the cost of the land is very high and that the item "compensation for buildings," amounting to Rs. 3,11,687, is extraordinarily so.

3. I am also to point out that as the land for the extension is to be provided by Government, the cost of it will be outside the Capital account of the Madras Railway, being chargeable to the head "39. Guaranteed Companies--Land," and should therefore be excluded from the project estimate.

4. I am further to request that the preparation and submission of the revised project estimate for the extension may be expedited.

5. The sanction accorded in paragraph 1 has been registered as No. 7--Land (Calicut-Cannanore Extension, Madras Railway) of 1899-1900.

No. 1395 Ry., 4th November 1899.

ORDER—No. 1395 Ry., dated 4th November 1899.

Communicated to the Agent and Manager, Madras Railway Company.

2. The submission of the revised project estimate should be expedited now that the question of permanent-way, and the various questions of realignment, have been settled.

3. A copy of the Government of India's letter will be furnished to the Collector of Malabar for report in regard to the question of the cost of the land in general, and particularly of the item "Compensation for buildings."

4. Every effort should be made by the Madras Railway authorities to exclude buildings from the land to be taken up, on the lines of the instruction contained in the Consulting Engineer's letter, No. 484, dated the 17th February 1898, and in paragraph 7 of his Inspection report, dated the 7th April 1899, which was printed with G.O., No. 459 Ry., dated the 23rd April 1899.

(True Extract.)

Secretary.
24/11/99

To the Agent and Manager, Madras Railway.
" Examiner, Public Works Accounts.
" Revenue Department.
" Collector of Malabar.

Consulting Engineer for Ry. Matters

Despatched on 11/12/98

SECRETARY TO GOVT. OF MADRAS
RECEIVED
4
G. No.

Exd. T. K. Narayana Aiyangar.

No. 33 24.11.99.

Recd 4/12/99

Public Works (1898) Department.

Railway
CURRENT No. 228

SERIAL No. 2

From The Govt. of India

No. 429 dated 12-2-98

Order

Copy forwarded to Agt. for favor of early compliance.

No. 169 R.C.

Dated 5th February 1898
Received
Registered } 11. 2. 98
Enclosures
Spare copies

SUBJECT.

Land to be acquired for the Calicut-Cannanore extension.

Requesting that the Govt. of India may be furnished for formal sanction, with detailed estimates of the cost of —— of the M. Ry.

Despatched on 12/2/98

12/2/98

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

All communications should be addressed to the Secretary.

No. 169 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
FEB. 1898
MADRAS.

18

To

The Joint Secretary to the Government of Madras,

Public Works Department Railway Branch.

Calcutta, the 5th February 1898.

Sir,

With reference to correspondence ending with Public Works Department letter No.687 A.R., dated 30th December 1897, I am directed to request that the Government of India may be furnished, for formal sanction, with detailed estimates of the cost of land to be acquired for the Calicut Cannanore Extension of the Madras Railway.

I have the honour to be,

Sir,

Your most obedient servant,

Offg: Under Secretary.

Documents accompanying:-

Nil.

S.A.

Form No. $\frac{I}{A}$.

Reminders.

*Reply No.*_____

*dated*_____

No. 484.

Madras, 17th February 1898.

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

n 8

To

THE AGENT AND MANAGER, M. RY.

SIR,

I have the honour, with reference to the question of the taking up of land for new railways, to point out that when the line of a railway passes near valuable houses, grounds, trees or crops, it is the duty of your Engineers to take into intelligent consideration the money value of such property and to weigh this value against the probable cost of leaving the property undisturbed.

2. Thus it may happen that the rigid and unintelligent appli-cation, in the neighbourhood of a town, of the dimensions shown on type sections of banks, cuttings, land and fencing, may cause a heavier expenditure of money than would be incurred if the narrow-est possible strip of land were acquired and if earth were trained in order that the property in question need not be acquired.

3. I have an instance in mind in which a want of intelligent appreciation of these considerations involved an unnecessary expenditure of many lakhs. Near Calicut, Tellicherry, Cannanore, and other towns on the Calicut-Cannanore Railway, there are places where it will be useful that your staff should bear these considera-tions in mind.

4. Another point worth remembering is that if not detrimental to the interests of the work to allow of its being done, standing crops ought if possible if near harvest time, to be allowed to

ripen and to be removed before the land is interfered with.

I have &c.,

(Signed) Francis J.E. Spring,

Consulting Engineer.

(No. I.)

No. 9075

A1/145

MADRAS RAILWAY.

SERIAL No. 3

AGENT AND MANAGER'S OFFICE,

Madras, 18th February 1898

C. No. 906 Read. 21.2.98

RECEIVED 19 FEB. 1898 MADRAS

From

The Agent and Manager,
Madras Railway.

38

To

The Consulting Engineer for Railways.
Madras.

SIR,

With reference to your memorandum No. 429 of the 12th instant, I have the honor to state the Chief Engineer informs me that the detail estimates of the cost of land will be furnished as soon as the land plans now in progress have been completed and submitted to the Revenue Authorities. The absence of village maps in the Malabar District shewing the requisite details for valuation purposes will, it is feared, cause some delay and this information will probably have to be marked on the land plans prepared by the Railway Officers.

Sent copy & Index with 26 Bs 164 Rec. F.F. 21/2/98

I have the honor to be.
Sir,
Your most obedient servant.

Agent and Manager.

Enclosure. 10 Vols

Form No. 1.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

131

Papers to be read in Proceedings:—

SERIAL No. 4

Again G.O., dated 189 , No.

Again G.O., dated 189 , No.

P.W. Current No. 228 of 1898, dated 11.2.98, from the Govt of India

E.Rs. " " 906 " 189 , " 21.2.98 , "

" " " 189 , " , "

ORDER. No. 317. Dy. dated 20/2/98.

Ordered that the Govt of India be addressed.

4 P

P.E. No. 318. Dy. dated 25/2/98.

To

The Secy to the Govt of India,

P.W. Deptt.

Sir

With reference to your letter No. 169 RC, dated the 5th February 1898. I am directed to forward for information copy of a letter from the Agent and Manager, Madras Ry, regarding the submission of detailed estimates of the cost of land to be acquired for the Calicut Cannanore Extension of the Madras Ry.

21/2/98

25/2/98

Enclosure accompanying:-

Copy of this letter referred to.

21/2/98

SERIAL 5

Public Works (1899) Department.

Railway

CURRENT No. 274

EXAMINER, P. W. ACCOUNTS 18 APR 1899

From The Govt of India

No: 686 dt 27-2-99

~~Order~~

No. 275 RC.

Copy forwarded to the Agent and Manager Madras Railway with the request that the detailed estimates promised in his letter No. 9075-M/A-145 of 18-2-98 may be submitted early.

Dated 17th February 1899

Received } 23. 2. 99.
Registered }

Enclosures

Spare copies

SUBJECT.

Lalicut - Cannanore Railway

Requesting to expedite the submission of the detailed estimates of the cost of land to be acquired for the ——

a/B.

Rem. No. 686 dt 28.3.99 Issued 27/3

Sd/- R

Despatched on 27/2/99

24.2.99

27/2/99

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

All communications should be addressed to the Secretary.

PLEASE REPLY
SIMLA.
TO.

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
23 FEB. 1899

No. 275 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

58

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 17th February 1899.

Sir,

I am directed to invite attention to your letter No.318 Railway, dated 25th February 1898, and to request that the submission of the detailed estimates of the cost of land to be acquired for the Calicut Cannanore Railway may be expedited.

I have the honour to be,
Sir,
Your most obedient servant,

C.P. Lobb.

Offg. Under Secretary.

Documents accompanying.

Nil.

K.P.G.

Madras Railway

Calicut - Cannanore Extension

Estimate of cost of land required for Calicut - Cannanore Extension from 0 to 26 Miles

Description	Per	Rate	Number of Acres	Cost	Remarks
		Rs		Rs	
Land permanent and temporary including compensation to owners, payments for houses, trees, crops and other property. Also cost of establishment of Civil Officers employed in acquiring land	Acre	824.23	527	434,000	

Madras Railway Company
Chief Engineer's office
Rayapuram, 12th April 1999

ENG. No. [illegible] 1958 - 99
LETTER NO. 410 dt 14.4.99
FROM AM

for Chief Engineer

(No. I.)

5000-15-3-88.

No. 9075
410

SERIAL 6

EXAMINER, P. W. ACCOUNTS 18 APR 1899

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 14th April 1879.

1958
15/4/99

From

CONSULTING ENGINEER FOR RAILWAYS RECEIVED 15 APR 1899 MADRAS.

The Agent and Manager,

Madras Railway Company,

To

The Consulting Engineer for Railways.

Madras.

SIR,

With reference to your Memorandum No 686 of the 27th February last, I have the honour to enclose an estimate of the probable cost of the land required for the construction of the first 26 miles of the Calicut Cannanore Extension of the Madras Railway, amounting to ~~Rs~~: 4,37,000/ including compensation to owners or occupiers of such land, payments for houses, trees, crops and other property situated on the land - also salaries and cost of establishments of the Civil Officers and others employed in acquiring the land.

2. The difficulty of obtaining anything like a correct idea of the probable expenditure

until

until the valuations were nearly completed, prevented the Civil officers from giving their figures sooner.

3 The Engineer-in-Chief promises to send the Estimate of the cost of land from 26th mile to Baliapatam, as soon as the Civil authorities are in a position to supply him with the necessary information.

4. It is requested that the formal sanction of Government to the estimate may be conveyed to me at an early date.

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

Agent & Manager.

Encls. 1.

(No. 1.)

No.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, _____ 188

From

The Agent and Manager,
Madras Railway Company,

To

The Consulting Engineer for Railways.

SIR,

5000-15-3-88.

Public Works (1899) Department.

SERIAL No. 7

E R's CURRENT No. 2061

From

The Examiner P.W. Accounts
Madras & Coorg

No. 1319 10 P
24.4.99.

~~Order~~

From ER
To HCI

No. 1210 B/B

With reference to your letter No. 2075/410 of 14-6-99, I have the honour to invite attention to Govt of India letter No. 275 R.S. of 17th February 1899 forwarded with this office cordl No. 686 of 27th February 1899 from which it will be seen that a detailed estimate is required by that Govt. I therefore request that a detailed estimate may be submitted to this office after it has been verified by the Revenue authorities as required by para 4 of Govt of India Circular No. XI R2 of 21st Sept 1895.

Dated 19th April 1899.
Received
Registered } 20.4.99
Enclosures one file.
Spare copies.

+ Asst-Resident Case

SUBJECT.

Calicut Cannanore Railway
States that Co's Office has no means of checking "Land" required for the —

Despatched on 24/4/99.

Agent 24/4.

HCI 22.4.99.

Rems 1319 dt 26.6.99 26.6.99.

Recd 27/6/99

22/6/99

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

Form No. 33.

EXAMINER, P. W. ACCOUNTS. 18 APR. 1899

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 15th April 1899.

No. 1209

OFFICE NOTE.

Letter from the Agent, Arkonam Railway, No. 9075 / 410 P.W., dated 14th April 1899, forwarded to the Examiner ~~of Railway~~ Accounts. for remarks.

A.B.

for E. R.

RECEIVED 20 APR. 1899 MADRAS. CONSULTING ENGINEER FOR RAILWAYS

EXAMINER'S REPLY.

No: 1210 B/13 dated 19th April 1899.

To

E.R.

We have in this office no means of checking the estimated requirements for "Land" for the construction of the Calicut-Cannanore Railway Extension.

H.R

Offg: C.

19.4.99

[500—1-12-98.]

Calicut: Cannanore Esctension.

Estimate of cost of land required for Calicut Cannanore Esctension from 26½ to 46½ miles.

Description	Per	Rate	number of acres	Cost	Remarks.
		Rs.		Rs.	
Land, permanent and temporary, including compensation to owners, payments for houses trees, crops and other property. Also cost of establishment &c. of Civil officers employed in acquiring land.	Acre	803·72	591	4,75,000	

Madras Railway Co.
Chief Engineer's Office
Rayapuram 29th April 1899.

E. A. Stanley
Chief Engineer.

(No. I.)

No. 9075

457

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 21st April 1899.

SERIAL No. 8

2106. 22.4.99.

From

The Agent and Manager.
M. R. Co.

To

110

The Consulting Engineer for Railways.
Madras.

SIR,

S.6

In continuation of my letter No. 9075/410 of the 14th instant, I have the honour to forward herewith, for formal sanction, an estimate, amounting to Rs 4,75,000, of the probable cost of land required for the Calicut-Cannanore Extension from 26 to 46 miles.

I have the honour to be,
sir,
your most obedient servant
[signature]
Agent and Manager.

Enclosure,

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd.	1899.	*Enclosures*
Regd.		*Spare copies*

G.O., No. 459 Ry., 23rd April 1899.

APRIL.

Calicut-Cannanore Railway

Ordered that the report by the Consulting Engineer for Railways, Madras, on the inspection of the — be communicated to the Agent, Madras Railway, for information and guidance, and a copy of the Proceedings forwarded to the Government of India.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following papers:—

G.O., Nos. 695–96 Ry., dated 21st September 1897.
" " 984–85 Ry. " 15th November "
" No. 8 Ry. " 5th " 1898.
" Nos. 1061–62 Ry. " 17th August "
" " 1451–52 Ry. " 24th November "
" No. 228 Ry. " 23rd February 1899.

Read also the following paper:—

Report by the Consulting Engineer for Railways, Madras, dated the 7th of April 1899.

Between March 26th and 29th I inspected the Calicut-Cannanore extension of the Madras Railway in company with Mr. G. A. F. French, the Engineer-in-Chief. I did not go beyond Tellicherry on this occasion for there was nothing beyond to be seen with advantage at the present stage. Up to the 26th mile work is in full progress, about 80 per cent. of the earthwork being complete and some 35 per cent. of culvert masonry. The section adopted for the banks is 16′ 6″ on top. This while not too wide for a good metre-gauge railway hereafter is yet wide enough for the standard gauge with a certain amount of attention to maintenance.

2. Work has been started on the Korapaya bridge at mile 8, which has been designed for 14 spans of 60 ft. girders. Thirteen wells have been begun, but no sinking gear has yet come on the ground. There is any quantity of plant to be had just now from the Bengal-Nagpore Railway Company and an Engineer has recently been sent up to select some of it; but it might have been expected that some plant of the sort would have been got together months ago. The Korapaya bridge as designed is two spans too long. I found them trying to sink wells near the north end of the bridge through laterite which is really harder than the masonry of the wells, and through this laterite it was proposed to sink these wells 33 feet. The idea was that the hard ringing laterite encountered on top would be replaced by softer stuff down below, and that the upper layer ought therefore to be penetrated at whatever cost. Though with what object I do not know for the two north spans apparently pass no water. I ordered the northern two spans to be cut out, one of the pier wells which was being sunk through the rock being made an abutment well, and the wings at the back of it being founded on the laterite in open foundation. Engineers on the spot might fairly be expected to exercise reasonable discretion in such matters, and not to build a bridge straight away off the paper; the man who makes the paper design has presumably less knowledge of what sorts of strata are likely to be encountered than the man who afterwards exposes those strata. It is always easy to refer such a matter for orders, and this is all the more necessary when 20 or 30 thousand rupees are involved.

3. I saw another instance of going straight ahead with the paper section without the exercise of reasonable discretion. The line had been deliberately carried for 8 or 10 chains through a 10 to 40-ft. cutting in an isolated hillock, while by using curves the hillock might have been passed on one side in low bank without, apparently, any undue increase of length. Considering all that has already been said on the subject of the manner in which, regardless of economy, the original surveyors of the Cannanore extension carried their long tangents across country, one would suppose that the construction Engineers might at least be trusted to be always watching for opportunities to correct the surveyor's errors. I shall expect that matters of this sort will be sedulously attended to in full detail from the 26th mile onwards. The late Chief Engineer Mr. West had a theory that it would be right to go into cutting on every opportunity for the sake of the better soil available for banks. But, as I told him,

in practice such soil does not in India get led to bank, and as a matter of fact it is not being so led.

4. As on the Máyavaram-Mutupet Railway and at many of the northern stations of the East Coast Railway, platforms should all be made not with a wall but with laterite blocks set on the top of the bank, without foundations. The permanent-way gangs keep these quite straight and level, good laterite is everywhere obtainable, and when the time arrives for conversion to metre gauge, the conversion will be cheap as far as platforms are concerned.

5. I personally have had no experience of the use of bricks in sea-water. So I can express no opinion on the subject of the disintegration of the lower layers of certain stacks of bricks which had been bought for and were being used in the wells of the Korapaya bridge. The Engineers told me that they had satisfied themselves that no bricks had failed except under-burnt ones. If so, it was a coincidence that the under-burnt bricks should have composed the lower layers of the stacks. The matter should be carefully enquired into by the Company's Chief Engineer, and if bricks will not stand exposure to alternate air and sea-water, stone will have to be obtained somehow or other. For house building the bricks seem excellent, but where washed by sea-water a number of them had utterly disintegrated. The Korapaya wells were being built of brick in Madras cement with three parts sand, and they were being cement-plastered.

6. I quite fail to see the logic of the Land Acquisition officers paying five to seven rupees per cocoanut tree on land acquired for the railway, and then in the presumed interests of Government selling the trees for destruction and removal at nine pies or an anna per tree. One would think it would be far more in the interests of Government to let the trees stand with a view to their being rented out, or their fruit sold, by the Railway Company, whose interests and those of Government are in such a matter identical. The Civil officers would appear to have a sort of Medes and Persians code of rules for acquiring land, and do not feel equal to altering them to suit the case of land to be acquired for an administration which, like that of a railway, has it in its power to obtain for Government annual profits by the sale of the produce of the trees. There seems to be some sort of an idea that in presenting such trees to the Railway Company Government is gratuitously presenting the shareholders with a few pies per tree. I entirely fail to see why the Civil Department should take so much trouble, or why they cannot acquire the land, pay for the trees, and leave the latter standing except where the railway people wish them cut down. I have succeeded in obtaining orders of Government that this shall be done in the case of the land required for railway stations; but the same might be done everywhere, *because*, as I have explained, the Railway Company, in obtaining money hereafter for the produce of the trees, credits that money to Government account and nobody else profits except in so far as shareholders get something out of it in surplus half-years, when there *are* any.

7. Where the line passes through the densely-peopled parts of the suburbs of Tellicherry and other towns, greater care will have to be taken as regards the details of the land plans. Good laterite retaining walls are built for Rs. 10 per 100 cubic feet. It will therefore frequently pay to take up only a 20-foot strip, through a town or past a house, rather than to pay for a wide piece of land and what stands on it. It will also often pay in such a situation to search for special areas of land on which to deposit spoil, using 2-ft. gauge trucks for the purpose, rather than to casually fling it down alongside, on very expensive land. My impression was that this matter had not been sufficiently carefully gone into, and that consequently land was likely to be needlessly costly and much needless hardship seemed likely to be inflicted on house-owners. The Engineers should look to it; I have personally explained matters fully to them, and they understand.

8. I went into several proposed improvements of grading and settled them with the Engineers. I also looked at, or enquired into, some of the suggestions of the Director of Railway Construction and recognised how he had been unfortunately misled by the draughtsman's fancy hill sketching. Such sketching ought either be altogether omitted or else done correctly, or sufficiently correctly, for the purpose by the Engineer's own hand. Thus a long solid ridge running for miles across country should not be shown as a hillock.

9. There are a quantity of 12′ 6″ and even larger diameter well curbs on the East Coast Railway. They lie at Cocanada, or used to, and can perfectly easily be shipped or railed to Calicut and Tellicherry. They are quite good enough for 60-ft. piers, though Mr. West, the late Chief Engineer, was very averse to anything like corbelling out, even for the purpose of supporting mere cutwaters. This should be looked into. It is quite wrong to buy new things when things that will serve, and that have already been paid for, are lying around, even though the owners of the things are Government, and the proposed users of them are a Guaranteed Company. The shareholders' interest is quite infinitesimal in the present case, though I imagine there is an idea that he is in danger of being scored off to the extent of a few annas.

10. The main cart road of the country crosses the line several times near the 12th mile. It is worth while comparing the advantages resulting from absence of gates and gatekeepers if the road is diverted, with the cost of these latter in perpetuity. *Cæteris paribus* it will be better to divert the road and get rid of gates.

11. At Tellicherry, I personally explained to the Engineer-in-Chief how the railway land at the north end of the station should be taken right up to the navigable backwater, instead of the land boundaries being treated in a purely routine manner by the average draughtsman. There are doubtless many other places where the same ideas might be applied with advantage.

12. Good progress has been made with the estimates, and the detailed working estimates can be quickly completed as soon as the difficult question of sleepers and rails to be used has been threshed out. At present it would appear that old rails are simply not obtainable, except at a loss of revenue on the main line which the Company's Agent does not care to face. Though why he should care in a non-surplus half-year I really cannot see. The Company's officers also prefer to use pot sleepers to wooden ones, but that is not in the spirit of the Government of India's orders, for the pot road is a far more expensive road.

13. I may sum up my impressions of the Calicut-Cannanore Railway by saying that I hope now to see more forethought and energy about the supply of stores and plant, and more attention to details of design and of alignment, not only of works but of land, which in the country traversed demands much personal attention. There is apparently any quantity of the best sort of labour, largely Mappillas who more nearly approach Punjab labour than anything I have seen in South India. Work ought now to go ahead fast.

Order—No. 459 Ry., dated 23rd April 1899.

The report of the Consulting Engineer will be sent to the Agent, Madras Railway, for information and guidance. Orders in regard to paragraph 6 will issue in the Revenue Department. A copy of these proceedings will be forwarded to the Government of India.

[Here enter No. 460 Ry., dated 23rd April 1899.]

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Consulting Engineer for Railways.
" Revenue Department.
" Agent, Madras Railway.
" Examiner, Guaranteed Railway Accounts.

Exd. S. A. S. Raghaviengar.

Form No. $\frac{1}{A}$.

Reminders.

*Reply No.*_____

*dated*_____

No. 1385

SERIAL No. 9

Madras, 1st May 1899.

From

The CONSULTING ENGINEER FOR RAILWAYS,

Madras,

To

The AGENT AND MANAGER, M. Ry.

120

Sir,

With reference to your letter No. S.R. 9075/457 of 21st April 1899. I have the honour to draw your attention to the above letter No. 1314/S.7 of 24th April 1899 and to state that a detailed estimate should be submitted after it has been verified by the Railway Authorities.

A. Burley
for ER

Despatched on 1/5/99.

1/5-99

Sd 1/5/99.

(No. I.)

(A. & M. 1.)

No. 9075

531

SERIAL No. 10

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 9th May 1899

CONSULTING ENGINEER FOR RAILWAYS RECEIVED 10 MAY 1899 MADRAS.

2425 10-5-99

From

The Agent and Manager.
M. R. Co.

To 138

The Consulting Engineer for Railways.
Madras.

57

SIR,

Referring to your letter No. 1319 of the 24th ultimo, I have the honor to request that you will be good enough to let me know, for the information of the Chief Engineer, in what form and in what detail the land estimates therein referred to should be submitted.

I have the honor to be,
Sir,
Your most obedient servant

Edmund

Agent and Manager.

(No. I.)

Form No. $\frac{1}{A}$.

Reminders.

Reply No. _____

dated _____

No. 1575.

SERIAL NO. 11

Madras, 12th May 1899.

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

To

THE AGENT AND MANAGER, M. RY.

SIR,

With reference to your letter C.10 No. 9075/531 of 8th January 1899. I have the honour to state that the Calicut Connecture ~~Canal estimate~~ has been submitted in the form of the ~~sketch similar to that~~ adopted for Chord Ramfat ~~Railway~~ Branch which was forwarded with your letter No. 11029/988 of 17th Oct 1898.

The estimates should be verified by the Revenue Authorities I beg to draw your attention to the Circular No. ..C.. regarding the K. to collect the rates

12-5-99

Please see detail A1 and 2 the Chief Engineer's Circular (Please see S/N 28) for remarks (Please see S/N 21) as per last para of the letter.

12/5

H.E. Shown in this Circular

12/5

D2 Please see flag II. This was already pointed out in our No. 1319 dated 24-4-99 (flag T).

12/5-99

Despatched on 12/5/99.

(No. I.) 5000-15-3-88.

No. 9075 / 817

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

3443 4/7/99

MADRAS, 6th July 1899

RECEIVED 8 - JUL 1899 MADRAS

From

The Agent and Manager,
Madras Railway Company,

To 158

The Consulting Engineer for Railways.
Madras.

SIR,

With reference to your letter No. 1319 S.] of the 24th April last I have the honor to forward herewith detailed estimates of the land required for the Construction of the Calicut-Cannanore Railway from 0 to 46 miles.

2. These estimates have been compiled from figures submitted by the Special Deputy Collectors, who are acquiring the land.

3. The estimate from 46 to 59.75 miles will be submitted in due course as soon as the necessary information is received from the Special Deputy Collectors.

I have the honor to be,
Sir,
Your most obdt. Servt.
Francis S Mowbray
Agent & Manager.

Encls:

1917

Land C. Rly.

SERIAL No. 14

Form No. 1/A.

No. 22624

Madras, 24 July 1899

Reminders.

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

To

THE AGENT AND MANAGER, M. RY.

178

Reply No.

dated

SIR,

With reference to your letter No. S.12 9075/817 of 6th July 1899, I have the honor to request that the detailed estimates of the land required for the Calicut Cannanore Extn from 0 to 46 miles herewith returned may be countersigned by the Revenue Authorities as required by para 4 of Govt of India's Circular No. X1 Rly of 21st Sept/95 and resubmitted to this office as early as possible

S.1

21.7.99.

24/7/99

W. 24/7/99 F.O.T. 1917

E Rly C No 3443

D.

A.M. has submitted detailed estimates for land for the first 46 miles of the Calicut-Cannanore Ry: which are not countersigned by the Rev: Authorities as required by Govt of India's Circulars No X1 Rly of 21.9.95 (Flag D) - They are however compiled from figures furnished by the Special Dy: Collector. -

For orders whether we may await receipt of estimates for the remainder of the line & submit the whole Lot in with reference to its letter No 275 R.C. of 17.2.98 (Flag S.1

W. 11/7/99

Ask A.M to get the returns signed by the Revenue authorities

Jd 13.7.99.

SERIAL
No. 13.

Public Works (1899) Department.

Railway Branch

CURRENT No. 963

From The Govt of India

Order

No. 1371. R.C

Dated the 18th July 1899

Received " 25th do —

Registered " 25th do —

Enclosures

Spare copies

SUBJECT.

Land to be acquired for the Calicut-Cannanore Railway

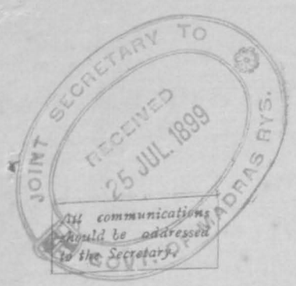
Engineering when the Govt may expect to receive the detailed estimates of the cost of the —

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.



No. 1371 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

To

The Joint Secretary to the Government of Madras,

Public Works Department, Railway Branch.

168

Simla, the 18th July 1899.

Sir,

S.5

In continuation of my letter No.275 R.C., dated 17th February 1899, I am directed to enquire when the Government of India may expect to receive the detailed estimates of the cos of the land to be acquired for the Calicut Cannanore Railway.

I have the honour to be,

Sir,

Your most obedient servant,

C. J. Lee.

Under Secretary.

Documents accompanying.

Nil.

ABET.
K.P.G.

TELEPHONE.

From ER

To AM

Dated 31st July/99 Time

Please return early detailed estimate of land forwarded with Hon'ble office letter No: 2264 / 24th inst and when may I expect to receive the estimate for the remaining portion of the line ~~line~~ I am making enquiry.

Jd.
for ER.
31.7.99

31/7/99
Despatched 5 P.M.
31.7.99

REPLY.

From

To

Dated Time

(No. I.) 5000-15-3-88.

SERIAL No. 15

No. 9075
1053

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 28th August 1899

29 AUG 1899

4463 29-8-99

From

The Agent and Manager,

Madras Railway Company,

To

The Consulting Engineer for Railways.

Madras.

SIR,

184

S 14

Adverting to your letter No. 2264 of the 24th ultimo, I have the honor to resubmit herewith, duly countersigned by the Revenue authorities concerned, the detailed land estimates for the Calicut - Cannanore Extension from 0 to 46 miles..

2. As regards the estimate for the remaining portion of the line the Company's Chief Engineer states that he is depending upon the Revenue authorities for the information contained in the Land estimates, and as soon as it is received it will be forwarded. I therefore beg to request that you will

will kindly address the Special Deputy Collectors for land acquisition with a view to the submission of the information required being expedited.

I have the honor to be,
Sir,
Your most obdt. Servt.,

[signature]

Agent & Manager.

19 8

Encls:

MADRAS RAILWAY.

From

The Agent and Manager,

M. R. Co.,

To

The Consulting Engineer

for Railways.

Dated 188

Recd.

No.

Form No. 1.

Reminders.

Reply No. D/1733 V-6

dated 25/10/99

No. 283 / D

SERIAL No. 16.

Ootv *Madras,* the 7th September 1899.

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

To

THE ~~AGENT AND MANAGER, M. RY.~~

" " S. I. RY.

" " H. H. THE N. G. S. RY.

" " S. M. RY.

" ENGR.-IN-CHIEF, R. M. RY.

" ~~MANAGER, E. C. RY.~~

" Collector of Localboar

208

SIR,

I have the honour to forward herewith copy of letter No. 2075/1053 of 28th August 1899 from the Agent & Manager M R and to request that the information therein called for may be supplied to the Railway Company at an early date to enable the Agent to submit for the sanction of the Govt of India, a detailed estimate of the cost of land required beyond mile 46.

7/9/99

7/9/99

2 despatches

2.9.99.

Despatched on 7/9/99

Encls: one

3/9/99

Madras Railway.

Calicut - Cannanore Extension

Abstract Estimate from 0 to 26 miles.

Description	Quantity	Rate	Per	Amount
		Rs.		
Class A Permanent Land acres	459	375	acre	1,72,125
" B. Temporary do do	143	373·65	"	53,432
" D do do for roads &c.	9	412·77	"	3,715
Compensation for buildings				1,31,687
Bonus for Compulsory acquisition		15 per cent.		54,891
Cost of walls for wells near line				5,000
Compensation for trees				2,000
Salaries of Dy. Collector & staff				12,096
Travelling allowance do do				3,150
Office furniture				350
Contingencies				500
		Total		4,38,946

Calicut-Cannanore Extension
Engineer in Chief's Office
Calicut 1st July 1899.

/Sd/ G. A. F. French
Engineer in Chief.

/True Copy/

/Sd/ H. H. Emery
for Chief Engineer

(Signed) N. Rama Rao
Special Dy Collr for land acquisition

24/98

Madras Railway
Calicut-Cannanore Extension.
Detail Estimate of land from 0.6.26 miles.

Description	No. of acres	Rate per acre	Amount.
Permanent Land in Main Line + stations.			
Wet Land Rich	66	350	23,100
Do Ordinary	100	200	30,000
Dry land charged with ordinary	10	40	400
Waste land	3	40	120
Village site + Private Compounds i.e Garden lands ½	280	423 3 8	118505
Total	459		172125
Temporary lands for Pits and spoils.			
Wet Land Rich	20	350	7000
Do — ordinary	33	300	9900
Dry land charged with ordinary	4	33 9 6	134
Village site + Private Compounds i.e Garden lands	86	423 3 8	36398
Total	143		53432
Temporary land for Roads + channels.			
Paramben	3.70	450	1665
Paddy Land	3.00	300	900
Etc Cocoanuts thickly planted	2.30	500	1150
Total	9.00		3715
Compensation for buildings			131687
Valuation total			360959
Compensation for Compulsory acquisition at 15 per cent			54891
Cost of building walls for wells near line			5000
Compensation for trees on private lands			2000
Salary for special Dy Collector at Rs 250 for 18 months			4500
Do of clerks for Do Rs 344 for 18 months			6192
Do of Delayats + Peons Do Rs 78 for 18 months			1404
Travelling allowance of special Dy Collector at Rs 60/- per month for 18 months			1080
Do of clerks Rs 90 Do Do			1620
Do Delayats + Peons Rs 25 Do			450
Office furniture			350
Contingencies			500
Grand Total			439946

S.C. Extn
Engr: in Chief's office
Decemb 1st-7-1899

W. A. F. French
Engr: in-Chief

25 Bw

Madras Railway.

Calicut-Cannanore Extension

Abstract Estimate from 26 6 46 Miles

Description	Quantity	Rate	Per	Amount
Class A Permanent Land Acre	352	437·64	Acre	154,050 ..
—"— B— Temporary —do— —"—	238	425·84		101,350 ..
—"— D —— do —— do-for Roads &c.	6	460·0		2760 ..
Compensation for huts —— No.	200			10,000 ..
—— do —— for houses —— —"—	300			120,000 ..
Bonus for Compulsory Acquisition ——	"	15	Cent	57,810 ..
Cost of walls for houses near line ——	"	"	"	2,000 ..
—— do —— walls for wells —— do ——	"	"	"	1,500 ..
Compensation for trees ——	"	"	"	16,290 ..
Salaries of Deputy Collector & Staff ——	"	"	"	8,797 ..
Travelling Allowance of —— do ——	"	"	"	2,160 ..
Office furniture ——	"	"	"	350 ..
Contingencies ——	"	"	"	693 ..
Total				477,760 ..

Engineer in Chief's Office
Calicut-Cannanore Extn
Calicut 1—7—1899.

I do G. A. F. French
Engineer in Chief

Madras Railway
Calicut Cannanore Extension
Detailed Estimate of land from 26 to 46 miles.

Description	No. of acres	Rate per acre	Amount
Permanent land in Main line + stations	25		
Wet land — Rich	25	300	7,500 ..
—do— Ordinary	75	250	18,750 ..
Dry Land charged ordinary	15	60	900 ..
Government waste	2	Free	" ..
Village site and private compounds	235	540	126,900 ..
Total	352	"	154050 ..
Temporary land for Pits and spoil			
Wet land — Rich	20	300	6000 ..
—do— Ordinary	55	250	13,750 ..
Dry land charged ordinary	10	60	600 ..
Government waste	3	Free	" ..
Village site and private compounds	150	540	81000 ..
Total	238	"	101350 ..
Temporary Land for Roads + Channels			
Paramba	4	540	2,160 ..
Paddy Land	2	300	600 ..
Total	6	"	2760 ..
Compensation for huts	200	.	10,000 ..
—do— for houses	300	.	120,000 ..
Total	500	.	130,000 ..
Valuation Total			388160 ..
Compensation for Compulsory acquisition at 15 per cent			57810 ..
Cost of building walls for houses near line			2,000 ..
—do— do— for wells —do—			1500 ..
Compensation for trees on private lands			16290 ..
Salary of Special Dy: Collector at Rs 311-1-9 for 12 months.			3783 5 .
—do— of Clerks for —do— Rs 344 — for —do—			4128 ..
—do— of Delayets + Peons — Rs 78 — for —do—			936 ..
Travelling allowance of Special Dy Collector at Rs 60 for 12 months.			720 ..
—do— do— of Clerks — at Rs 90 for —do—			1080 ..
—do— do— of Delayets + Peons at Rs 30 for —do—			360 ..
Total carried over.			476,714 5 .

Description	Amount		
Total Brought forward	47,6717	5	"
Office furniture	350	"	"
Contingencies	692	11	"
Grand Total	47,760	"	"

Engineer-in-Chief's Office
Lieut-Commander Extension
Dated 1st July 1899.

/Sgd G. A. F. French
Engineer-in-Chief

/True Copy/

/Sgd W. W. Cowey
for Chief Engineer

Countersigned
/Sgd P. Seton Rowe
Additional Dy: Collr
for Land Acquisition

Tellicherry
1st August 99.

H.Gd

Madras Railway
Calicut-Cannanore Extension
Abstract Estimate.

2815

Description	Quantity	Rate	Per	Amount
	Acres.			Rs. as.
Class A. Permanent Land	292·52	395 " 8	Acre	115557 12
" B. Temporary	209·23	399 4 11	"	83546 12
" D. —do— for Roads &c.	"	" " "	"	" "
Compensation for buildings	-	- - -	-	50,000 "
Bonus for Compulsory acquisition	"	15 " "	Cent	37,365 10
Cost of walls for houses near line	"	" " "	"	" "
—do— for wells —do—	"	" " "	"	" "
Compensation for trees	"	" " "	"	" "
Salaries of Dy: Collector & Staff	-	" " "	"	6048 "
Travelling allowance —do—	"	" " "	"	1620 "
Office furniture	-	" " "	"	" "
Contingencies	"	" " "	"	429 "
Total	-	- - -	-	294,558 2 10

Office of the Special Dy: Collector
for Land Acquisition
Calicut. 30—8—'99.

Sd/ A. R. Rama Rau,
Special Dy: Collector

Madras Railway

Cabicut Cannanore Extension

Detail estimate of land from 46 to Cabiapattanw

Description	No. of Acres	Rate per Acre	Amount
Permanent Land in Trains Line + stations			
Wet Land Rich	120	350	42,000
—— do —— Ordinary	27.17½ Cents	300	8,152 8
Dry land charged with water rate	"	"	"
—— do —— do —— under wells	"	"	"
—— do —— ordinary	"	"	"
Government waste	"	"	"
Garden Land	145.34½ Cents	450	65,405 4
Total	292.52 Cents	"	115557 12
Temporary lands for pits and spoil			
Wet land Rich	100 Acres Cents	350	35,000
—— do —— Ordinary	4 — 4½	300	1,213 8
Dryland charged with water rates	"	"	"
—— do —— under wells	"	"	"
—— do —— ordinary	"	"	"
Government Waste	"	"	"
Garden Land	105.18½ Cents	450	47,333 4
Total	Acres-Cents 209-23	"	83,546 12

Totals carried over ——— 199104-8

Description	No. of Acres	Rate per Acre	Amount
Total Brought forward			199,104 8 .
Temporary lands for roads & channels	"	"	" "
Dry land ordinary	"	"	" "
Waste land Government	"	"	" "
Village site	"	"	" "
Total	"	"	" "
Compensation for buildings	"	"	50,000 " "
Compensation for Compulsory acquisition ab 15 per cent	-	-	37,365 10 10
Salary for Special Dy: Collector Rs 250. for 9 months	-	-	2,250 " "
—do— of clerks ab Rs 344 for 9 months	-	-	3,096 " "
—do— of attendt & peons ab Rs 78 for 9 months	-	-	702 " "
Travelling allowance of two Special Dy: Collectors at Rs 60 for 9 months	-	-	540 " "
—do— of clerks ab Rs 90 for 9 months	-	-	810 " "
—do— of attendt & peons ab Rs 30/-	-	-	270 " "
Contingencies	-	-	420 " "
Total	-	-	294,558 2 10

I/D/K. Rama Rau
Spl Dy: Collector

(No. I.)

No. 9075

1139

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 13th September 1899

RECEIVED 14 SEP. 1899 GOVT. MADRAS

From

To The Agent and Manager.
M. R. Co.

4809
4-9-99

The Consulting Engineer for Railways.
Madras.

SIR,

In continuation of my letter No. 9075/1053 dated the 28th ultimo, I have the honour to forward herewith copy of land estimate with abstract of the Calicut - Cannanore Extension from 46 miles to Baliapatam.

I have the honour to be,
Sir,
Your most obedient servant,

Encls/2.

for Agent & Manager.

Form No. 1.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Papers to be read in Proceedings:—

54 G. O. N° 317-8 R^y dated 25th February 1898.
6 E.R. current N° 1958 dated 15th April 1899
8 ——"—— N° 2106 dated 22nd ——"——
7 E.R. N° 1319 dated 24th April 1879
9 E.R. ~~current~~ N° 1385 dated 1st May 1879
12 " current N° 3413 dated 8th July 1899
14 " N° 2264 dated 24th July 1879
16 " Current N° 4463 dated 29th August 1899
E.R. N° 283 dated 27-9-85
" " N° 4809 dated 14th Sept 1877

ORDER. N° 1066. Ry dated 26/9/99

The Govt of India will be addressed.

~~458~~ 318

H. E. N° 1067. dated 26th Sept 1899

To

The Secretary
to the Govt of India
P.W.D.

Sir,

With reference to your letter N° 169 RC dated 5th February 1898 and subsequent reminders, I am directed to forward herewith, for the formal sanction of the Govt of India, the detailed estimates of the cost of land for the Calicut ~~Pachipalam~~ Dubiyam Extn of the Madras Railway ~~from Calicut to Beliapatam~~ (from 0 to 57.75 miles)

as

as under:-

From 0 to 26 miles Rs 4,38,946

" 26 to 46 —"— " 477.760

" 46 to 59·75 —"— " 294,558

Total Rs. 12,11,264

This estimate will in due course be entered in the est of details entry which is to be kept in new sub-properties.

DR
23.9.99

From Rs. 12,11,264
Deduct — 9,72,807
Balance — 2,38,397
taken for 1900-1901

Documents req: Testimates

29/9/99

Despatched

No D1933
Pub.

Calicut, 20th October 1899.

SERIAL
17

From

G. W. Dance Esq., I.C.S.,

Collector of Malabar.

218

To

The Consulting Engineer for R
Madra

Sir,

With reference to your letter no. 263/D dat
7th ultimo I have the honor to inform you th
the Special Dy Collector reports that the
estimate referred to was forwarded by h
to the Executive Engineer, Calicut - canna
Extension on the 31st August last.

I have the honor to b
Sir,
your most obedient servan

J. R. [illegible]

for Collector.

Public Works (1899) Department.

RAILWAY BRANCH.

CURRENT No. 1407

From Govt of India

Order

No. 2117 R.6.

Dated 8—11—99

Received

Registered 13—11—99

Enclosures

Spare copies.

SUBJECT.

Calicut Cannanore Extension

p.e for 16/11/99

conveying the sanction of the Govt of India to the detailed estimates of the cost of land required for the —

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

JOINT SECRETARY'S
RECEIVED
13 NOV. 1899
GOVT. OF I

All communications should be addressed to the Secretary.

No. 2117 R. C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Construction.

To

The Secretary to the Government of Madras,

Public Works Department, Railway Branch.

328

Calcutta, the 8th November 1899.

Sir,

I am directed to acknowledge the receipt of your letter No.1067 Ry., dated 26th September 1899, and in reply to convey the sanction of the Government of India to the detailed estimates, submitted therewith, aggregating Rs.12,11,264, of the cost of the land required for the Calicut Cannanore Extension of the Madras Railway.

2. I am, however, to remark that in the opinion of the Government of India the cost of the land is very high and that the item "compensation for Buildings" amounting to Rs.3,11,687 is extra ordinarily so.

3. I am also to point out that as the land for the extension is to be provided by Government, the cost of it will be outside the Capital Account of the Madras Railway, being chargeable to the head "39 Guaranteed Companies— Land", and should therefore be excluded from the project estimate.

4. I am further to request that the preparation and submission of the revised project estimate for the extension may be expedited.

5. The sanction accorded in paragraph 1 has been

registered

registered as No. 7 Land (Calicut Cannanore Extension, Madras Railway) of 1899-1900.

I have the honour to be,

Sir,

Your most obedient servant,

C.J.C.

Under Secretary.

Documents accompanying.

Nil.

B.

Form No. 1.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Papers to be read in Proceedings :—

Letter from the Govt of India No. 169 RC dated 5.2.98
" " " to the Agent Madras Ry No. 484 dt 17.2.98
" " " Agent Madras Ry No 2075/A145 " 18.2.98
G.O. no 317-8 Ry dated 25.2.98.
Letter from the Govt. of India No 275 RC dated 17.2.99 dated 7.4.99.
Extract para 7 of the Committee's Inspection Report of Calicut Cannanore dated 7.4.99.
" " Agent Madras Ry No 2075/410 dt 14.4.99.
" to " " " 1319 dt 24.4.99.
" from " " " 2075/457 dt 21.4.99.
" to " " " 1385 dt 1.5.99.
" from " " " 2075/531 dt 9.5.99.
" to " " " 1575 dt 12.5.99.
" from " " " 2075 dt 6.7.99.
" " the Govt of India ORDER No 1371/81 RC dt 18.7.99.
" to the Agent, Madras Ry, No 2264 dt 24.7.99.
" from " " " " 2075/1053 dt 28.8.99.
" to the Collector of Malabar No 283/0 dt 7.9.99.
" from " " " " D1933/Pulc dt 20.10.99.
" from the Agent, Madras Ry. No 2075/1139 dt 13.9.99.
G.O. no 1066-67 Ry dated 26.9.99.
Letter from the Govt of India No. 2117 RC dated 8.11.99.

Order No. 1395 Ry dated 4/12/99
Communicated

To the Agent and Manager Madras Railway Company

2. The submission of the revised project estimate should be expedited now that the question of Branch Way & the Reserve question of realignment have been settled.

3. A copy of the Govt. of India letter will be furnished to the Collector of Malabar for report in regard to the question of the cost of land in general and particularly of the item "compensation for buildings"

4. Every effort should be made by the Madras Ry Authorities to exclude buildings from the land to be taken up on the

Amongst the papers print
Serial No of Con. Nos. of 1899
Also para 7 of Inspection report
dated 7-4-99.

7/4/99

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To The Agent Madras Ry
" Examr P. W. Accounts
" Collector of Malabar

15-11-99