Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 938-39 Ry

DATED 22nd August

Includes

G.O. No. 1498 Ry d/ 6-12-98
Do 904 Ry d/ 11-7-98
Do 435 Ry d/ 21-3-98
Do 331 Ry — 25-2-98
Pro 73 R-M d/ 16-2-99

[Despatch Abstract.]

Land acquired for the Arcot - Ranipet Branch of the Madras Railway. - Ordered that the explanati for the abnormal time taken in completing the acquisition and the consequent heavy cost of the Establishment in regard to the - be forwarded to the Govt. of India.

The Govt of India addressed.

[P. W. 98.
1,000—11-8-99.]

Indexed.

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. } 1900. *Enclosures*
Regd. *Spare copies*

G.O., No. 938 Ry., 22nd August 1899.

AUGUST.

Acquisition of the land required for the Arcot-Ranipet Branch of the Madras Railway

Ordered that the explanation for the abnormal time taken in completing the acquisition and the consequent heavy cost of the establishment in regard to the —, be forwarded to the Government of India.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

G.O., No. 175 R., dated 1st February 1898.

Abstract.—Communicating to the Agent and Manager, Madras Railway, the Government of India telegram stating that expenditure on the Arcot-Ranipet branch of the Madras Railway may be incurred up to Rs. 14,000 during the current financial year, and that an allotment of funds will be made in connection with the revised estimate of the Madras Railway.

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, 4th February 1898, No. 160 R.C.

With reference to correspondence ending with Public Works Department telegram No. 140 R.C., dated 28th January 1898, I am directed to request that the Government of India may be furnished for formal sanction with detailed estimates of the cost of the land to be acquired for the Arcot-Ranipet branch of the Madras Railway.

Endt. by the Consulting Engineer for Railways, dated 10th February 1898, No. 407.

Copy forwarded to the Agent and Manager, Madras Railway, for favour of early compliance.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 24th February 1898, No. 8314/164.

I have the honour to forward, herewith, copy of letter No. C./263 of this date, addressed to me by the Chief Engineer, on the subject of land to be taken up for the Arcot-Ranipet branch line, and to request that you will be so good as to let me know if the suggestion made therein meets with your approval.

Enclosure.

From—The Chief Engineer, Madras Railway.
To—The Agent and Manager, Madras Railway Company.
Dated—Madras, 24th February 1898, No. C./263.

In paragraph 10 of the rules relating to land embodied in the rules for the preparation of Railway projects, it is prescribed that "land is everywhere (except under the special sanction of Government of India previously obtained) to be provided of a width sufficient to allow of the line being doubled. For this purpose the minimum width required for the permanent land . . . is as follows :—

Embankment ... ... 70 feet + 2 slopes.
Cutting ... ... 76 ,, + 2 ,, "

2. As there is not much probability of the Arcot-Ranipet branch ever being doubled, and considerable saving can be effected in the area of land to be taken up by treating the short branch as a single line, it is recommended that the width of the permanent land be reduced by a strip 14 feet in width throughout. The minimum width to be acquired would then be for :—

Embankment ... ... 56 feet + 2 slopes.
Cutting ... ... 62 ,, + 2 ,,

I have to add that, as the public road runs close alongside the line, the usual service road can be dispensed with.

3. If you approve of this suggestion I shall be glad if you will kindly obtain the provisional sanction of the Consulting Engineer to this modification pending any reference that may be necessary to the Government of India. The favour of a very early reply is requested as the demarcation of the land is now in progress.

Telephone—From the Consulting Engineer for Railways.
To—The Agent and Manager, Madras Railway Company.
Dated—25th February 1898.

Your proposal about Arcot-Ranipet land approved.

Order—No. $\frac{331}{A}$ Ry., dated 25th February 1898.

The following telegram will be despatched to the Government of India :—

14 B. Your 160 R.C., 4th February. In anticipation sanction have authorized land for single line only to be acquired for Arcot-Ranipet branch. Please wire confirmation if approved.

Telegram—From the Secretary to the Govt. of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Railway Branch.
Dated—Calcutta, 1st March 1898, No. 283 R.C.

Your telegram numbered and dated as follows: 14.B., 25th instant. Your action in authorizing acquisition of land for single line only for Arcot-Ranipet Railway approved.

Order—No. 435 Ry., dated 21st March 1898.

Recorded.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway Company.
Dated—Madras, 4th March 1898, No. 639.

With reference to your letter No. 8314/164, dated 24th February 1898, I have the honour to confirm my telephone message of 25th ultimo quoted below :—

Your proposal about Arcot-Ranipet land approved.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway Company.
Dated—Madras, 27th June 1898, No. 1865.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 4th July 1898, No. 8314/613.

In compliance with the request contained in your letter No. 1865 of the 27th ultimo, I have the honour to forward, herewith, copy of a detail estimate of the cost of the land required for the Arcot-Ranipet branch.

Enclosure.

MADRAS RAILWAY.

Arcot-Ranipet Branch.

II.—Estimate of land required for Arcot-Ranipet Branch.

Description of land.	Rate per acre.	Number of acres.	Amount.		
			RS.	A.	P.
(1) Permanent land in main line and sections—					
Wet land, rich	450	3·82	1,719	0	0
,, ordinary	300	1·22	366	0	0
Dry land, under wells	150	3·40	510	0	0
,, ordinary	20	14·82	296	6	5
Wet land, private	10	3·00	30	0	0
,, Government (tank bed, roads, etc.)	Free.	24·46	..		
Village site and private compounds	200	5·52	1,104	0	0
(2) Temporary land for pits and spoil—					
Wet land, rich	450	2·00	900	0	0
,, ordinary	300	0·68	204	0	0
Dry land, under wells	150	2·00	300	0	0
,, ordinary	20	5·05	101	0	0
Waste land, private	10	1·00	10	0	0
,, Government (tank bed, roads, etc.)	Free.	10·65	..		
Village site	200	0·12	24	0	0
(3) Land required for road and channel diversion—					
Wet land	300	0·11	33	0	0
Dry land	20	0·39	7	12	10
Waste land	Free.	0·73	..		
Village site	200	0·10	20	0	0
Total ..	..	79·07	5,625	3	3
(4) Compensation for huts in Arcot station			1,000	0	0
(5) ,, for houses in Ranipet station			1,400	0	0
Add—15 per cent. on above for compulsory acquisition			1,203	12	0
(6) Cost of building walls for houses near line in Ranipet			100	0	0
Total ..			9,328	15	3
Add—5 per cent. for contingencies ..			466	0	0
Grand Total ..			9,794	15	3

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—11th July 1898, No. 904 Ry.

With reference to your letter No. 160 R.C., dated 4th February 1898, and reminder, dated 10th June 1898, I am directed to forward, herewith, for the formal sanction of the Government of India, a copy of a detailed estimate of the cost of the land to be acquired for the Arcot-Ranipet branch of the Madras Railway.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 6th August 1898, No. 11029/710.

I have the honour to forward, herewith, copy of a revised estimate of the cost of land required for the Arcot-Ranipet branch, and to request that you will be so good as to cancel the estimate forwarded with my letter, No. 8314/613, dated 4th July 1898.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway Company.
Dated—Madras, 15th August 1898, No. 2314.

With reference to your letter, No. 710, dated 6th instant, I have the honour to enquire how the figures for the revised Arcot-Ranipet land estimate have been arrived at and whether they have been verified by the Collector of the district.

I should also like to be informed as to how the rates for the original estimates were obtained, and by whom the estimate was prepared.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W.D., Ry. Branch.
Dated—Simla, 16th August 1898, No. 1201 R.C.

I am directed to acknowledge the receipt of your letter, No. 904 Ry., dated 11th July 1898, and in reply to convey the sanction of the Government of India to the detailed estimate, submitted therewith, amounting to Rs. 9,794-15-3, of the cost of the land to be acquired for the Arcot-Ranipet branch of the Madras Railway.

2. I am, however, to point out that the estimate should have been countersigned by the Civil authorities before being submitted for the orders of the Government of India.

3. This sanction is chargeable against the head "39. Guaranteed Companies—Land."

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 17th October 1898, No. 11029/988.

With reference to your letter, No. 2314 of the 15th August last, I have the honour to forward, herewith, a revised land estimate for the Arcot-Ranipet branch duly approved and signed by the Collector of the North Arcot district.

Enclosure.

MADRAS RAILWAY.

Arcot-Ranipet Branch.

Abstract Estimate.

Description.	Quantity.	Rate.	Per	Amount.
	ACS.	RS.		RS.
Class A, Permanent land	55·76	..	..	4,462
,, B, temporary ,, ...	19·15	..	..	1,657
,, D, ,, ,, for roads, etc.	1·22	..	..	28
Compensation for huts at Arcot	..	..	..	1,000
,, for houses at Ranipet	..	..	..	2,400
Bonus for compulsory acquisition	..	15	Cent.	1,432
Cost of walls for houses near line	..	..	..	100
,, of walls for wells near line	..	..	..	200
Compensation for trees	..	..	..	100
Salaries of Deputy Collector and staff	..	..	..	2,970
	..	..	..	14,349
Contingencies	..	5	Cent.	717
Total ..	..	..	..	15,066

Detail Estimate of Land.

Description.	Number of acres.	Rate per acre.			Amount.		
		Rs.	A.	P.	Rs.	A.	P.
Permanent land, in main line and stations—							
Wet land, rich	4·00	450	0	0	1,800	0	0
„ ordinary	1·00	300	0	0	300	0	0
Dry land charged with water-rate	1·00	200	0	0	200	0	0
„ „ under wells	6·01	100	0	0	601	0	0
„ „ ordinary	6·14	20	0	0	122	12	10
Government waste	30·42	Free.			*Nil.*		
Village site and private compounds	7·19	200	0	0	1,438	0	0
Total	55·76	....			4,461	12	10
Temporary land for pits and spoil—							
Wet land, rich	2·11	450	0	0	949	8	0
„ ordinary	0·60	300	0	0	180	0	0
Dry land charged with water-rate	0·32	200	0	0	64	0	0
„ under wells	4·00	100	0	0	400	0	0
„ ordinary	2·00	20	0	0	40	0	0
Government waste	10·00	Free.			*Nil.*		
Village site	0·12	200	0	0	24	0	0
Total	19·15	....			1,657	8	0
Temporary land, for roads and channels—							
Dry land, ordinary	0·39	20	0	0	7	12	10
Waste land, Government	0·73	Free.			*Nil.*		
Village site	0·10	200	0	0	20	0	0
Total	1·22	....			27	12	10
Compensation for huts in Arcot station					1,000	0	0
„ for houses in Ranipet					2,400	0	0
Valuation Total					9,547	1	8
Compensation for compulsory acquisition at 15 per cent					1,432	0	0
Cost of building walls for houses near line in Ranipet					100	0	0
„ „ for wells near line					200	0	0
Compensation for trees on private lands					100	0	0
Salary for Special Deputy Collector at Rs. 250 for 9 months					2,250	0	0
„ of two clerks for Special Deputy Collector at Rs. 30 each for 9 months					540	0	0
„ of daloyets and peons at Rs. 20 for 9 months					180	0	0
					14,349	1	8
					716	14	4
Total					15,066	0	0

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway Company.
Dated—Madras, 19th October 1898, No. 2884.

With reference to your letter, No. 11029/988, dated 17th October 1898, I have the honour to state that, though the revised estimate received therewith has been duly approved and signed by the Collector of North Arcot, the information asked for in my letter No. 2314, dated 15th August 1898, has not been furnished. I shall be glad if you will kindly reply to the points therein raised.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways.
Dated—Madras, 4th November 1898, No. 11029/1045.

With reference to your letter No. 2884 of the 19th ultimo, I have the honour to inform you that the original land estimate of the Arcot-Ranipet branch was prepared in the Chief Engineer's office and the rates were furnished by the Collector of North Arcot—*vide* his Dis. No. 3323/Ver., dated 25th September 1895.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway Company.
Dated—Madras, 15th November 1898, No. 3115.

With reference to your letter, No. 11029/988, dated 17th October 1898, forwarding a revised land estimate, amounting to Rs. 15,066, for the Arcot-Ranipet branch, I request that I may be informed of the causes which have resulted in so large an increase over the estimate of Rs. 9,794-15-3 forwarded with your No. 8314/613, dated 4th July 1898, and that you will furnish me with a comparative detailed statement showing the differences between the two estimates.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 30th November 1898, No. 11029/1140.

In compliance with the request contained in your letter No. 3115 of the 15th instant, I have the honour to enclose for your information copy of a comparative statement showing differences between original and revised land estimates for the Arcot-Ranipet branch, together with the Chief Engineer's letter, No. A.R. 7066/903 of the 28th instant, explaining the cause of the increase in the revised estimate.

ENCLOSURE No. 1.

From—The Chief Engineer, Madras Railway Company.
To—The Agent and Manager, Madras Railway Company.
Dated—Madras, 28th November 1898, No. A.R 7066/903.

Land Estimate, Arcot-Ranipet Branch.

In compliance with the request of the Consulting Engineer, conveyed in his No. 3115 of 15th instant, forwarded with your endorsement No. 11029 of 16th idem, I beg to send you herewith a comparative detailed statement showing the difference between the original and revised land estimates for the Arcot-Ranipet branch and to submit the following explanation of the cause of increase in the revised estimate.

2. The chief cause of the increase of nearly Rs. 5,300 in the second land estimate is due to the provision of over Rs. 3,000 (including contingencies) for the salaries of the special Deputy Collector and his staff which were not included in the first estimate.

3. An increase of another Rs. 1,000 is due to the provision of Rs. 2,400 instead of Rs. 1,400 for the compensation for the houses in Ranipet, as the Deputy Collector and Collector reported that this larger sum was required.

4. The remainder of the increase is mainly due to a larger proportion of the required land being found to be private, and other land valued at the higher rates, and also to the inclusion of separate compensation for wells and trees.

ENCLOSURE No. 2.

MADRAS RAILWAY.

ARCOT-RANIPET BRANCH.

COMPARATIVE Statement showing difference between original and revised land estimates.

Sub-heads.	Original estimate.			Revised estimate.			Decrease.	Increase.	Remarks.
	Number of acres.	Rate per acre.	Amount.	Number of acres.	Rate per acre.	Amount.			
		RS.	RS. A. P.		RS.	RS. A. P.	RS. A. P.	RS. A P.	
Permanent land in Main Line and Station.									
Wet land, rich	3·82	450	1,719 0 0	4·00	450	1,800 0 0	..	81 0 0	
,, ordinary	1·22	300	366 0 0	1·00	300	300 0 0	66 0 0	..	
Dry land charged with water-rate	..	..	..	1·00	200	200 0 0	..	200 0 0	
,, under wells	3·40	150	510 0 0	6·01	100	601 0 0	..	91 0 0	This land was included in the ordinary lands valued at only Rs. 20 per acre in the original estimate.
,, ordinary	14·82	20	296 6 5	6·14	20	122 12 10	173 9 7	..	
Waste land, private	3·00	10	30 0 0	..	..	..	30 0 0	..	
Government waste	24·46	Free.	..	30·42	Free.	*Nil.*	..	..	
Village site and private compounds	5·52	200	1,104 0 0	7·19	200	1,438 0 0	..	334 0 0	This increase is due to lands originally estimated as ordinary having been found by the Deputy Collector to be of a higher class.
Total ..	56·24	..	4,025 6 5	55·76	..	4,461 12 10	..	436 6 5	
Temporary land for Pits and Spoil.									
Wet land, rich	2·00	450	900 0 0	2·11	450	949 8 0	..	49 8 0	
,, ordinary	0·68	300	204 0 0	0·60	300	180 0 0	24 0 0	..	
Dry land charged with water-rate	..	..	..	0·32	200	64 0 0	..	64 0 0	
,, under wells	2·00	150	300 0 0	4·00	100	400 0 0	..	100 0 0	
,, ordinary	5·05	20	101 0 0	2·00	20	40 0 0	61 0 0	..	
Waste land, private	1·00	10	10 0 0	..	..	..	10 0 0	..	
Government waste	10·65	Free.	..	10·00	Free.	*Nil.*	..	..	
Village site	0·12	200	24 0 0	0·12	200	24 0 0	..	..	
Total ..	21·50	..	1,539 0 0	19·15	..	1,657 8 0	..	118 8 0	
Temporary land for Roads and Channels.									
Dry land, ordinary	0·39	20	7 12 10	0·39	20	7 12 10	..	..	
Wet land	0·11	300	33 0 0	..	..	..	33 0 0	..	
Waste land, Government	0·73	Free.	..	0·73	Free.	*Nil.*	..	..	
Village site	0·10	200	20 0 0	0·10	200	20 0 0	..	..	
Total ..	1·33	..	60 12 10	1·22	..	27 12 10	..	..	
Compensation for huts in Arcot station	..	..	1,000 0 0	..	..	1,000 0 0	..	..	
,, for houses in Ranipet	..	..	1,400 0 0	..	..	2,400 0 0	..	1,000 0 0	This increase was made as the Collector reported that the larger sum would be required.
Valuation Total ..	..	..	8,025 3 3	..	..	9,547 1 8	..	1,521 14 5	
Compensation for compulsory acquisition at 15 per cent.	..	..	1,203 12 0	..	..	1,432 0 0	..	228 4 0	
Total ..	..	..	9,228 15 3	..	..	10,979 1 8	..	1,750 2 5	
Cost of building walls for houses near line in Ranipet.	..	..	100 0 0	..	..	100 0 0	..	..	
,, ,, ,, for wells near line	..	..	..	..	..	200 0 0	..	200 0 0	
Compensation for trees on private lands	..	..	..	..	..	100 0 0	..	100 0 0	These items account for the bulk of the increase in the revised estimate having been omitted from the original one.
Salary of Special Deputy Collector at Rs. 250 for 9 months.	..	..	..	..	..	2,250 0 0	..	2,250 0 0	
Salary of two clerks for Special Deputy Collector at Rs. 30 each for 9 months.	..	..	..	..	..	540 0 0	..	540 0 0	
Salary of daloyets and peons at Rs. 20 for 9 months.	..	..	..	..	..	180 0 0	..	180 0 0	
	..	..	9,328 15 3	..	..	14,349 1 8	..	..	
Contingencies at 5 per cent. ..	..	..	466 0 0	..	..	716 14 4	..	250 14 4	
Total ..	..	..	9,794 15 3	..	..	15,066 0 0	..	5,271 0 9	

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department, Simla.
Dated—Madras, 6th December 1898, No. 1498 Ry.

I am directed to forward herewith, for the sanction of the Government of India, a revised estimate for land for the Arcot-Ranipet branch of the Madras Railway, amounting to Rs. 15,066, in supersession of the estimate of Rs. 9,794-15-3 sanctioned in your letter, No. 1201 R.C., dated 16th August 1898.

2. I am to enclose copy of letter, No. 11029/1140, dated 30th November 1898, from the Agent and Manager, Madras Railway, explaining the cause of the increase in the revised estimate.

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, 1st February 1899, No. 176 R.C.

I am directed to acknowledge the receipt of your letter, No. 1498 Ry., dated 6th December 1898, and in reply to convey the sanction of the Government of India to the revised estimate, submitted therewith, amounting to Rs. 15,066, of the cost of acquiring the land required for the Arcot-Ranipet branch of the Madras Railway.

2. I am, however, to observe that the revised estimate exceeds the estimate sanctioned by the Government of India in Public Works Department letter, No. 1201 R.C., dated 16th August 1898, by a sum of Rs. 5,271-0-9, or an excess of 53·82 per cent., and that the chief cause of this excess is due to the provision in the revised estimate for the salaries of the Special Deputy Collector and his staff, amounting to Rs. 3,118, including contingencies at 5 per cent. Further, it is observed that this establishment was employed for nine months acquiring land for 4 miles of railway and that the cost is about 20 per cent. of the total estimate.

3. The Government of India, I am to remark, consider that there was no apparent necessity for the appointment of a special officer to acquire 76·13 acres of land, and that the work might have been done by the ordinary establishment at the cost of the Civil Department.

4. Under the circumstances, I am to request that you will report for the information of the Government of India whether, in view of the abnormal charge for establishment, the procedure adopted has led to the early acquisition of the land in question and whether it is to be followed in future cases.

5. The sanction accorded in paragraph 1 above which is in supersession of the sanction accorded in Public Works Department letter, No. 1201 R.C., dated 16th August 1898, is chargeable against the head "39. Guaranteed Companies—Land" and has been registered as No. 3. Land (Arcot-Ranipet Railway) of 1898–99.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 14th February 1899, No. 512/513.

With reference to correspondence ending with your letter, No. 11029/1140, dated 30th November 1898, I have the honour to inform you that the Government of India has sanctioned the estimate, amounting to Rs. 15,066, of the cost of acquiring the land required for the Arcot-Ranipet branch of the Madras Railway.

Endt. by the Consulting Engr. for Railways, dated 14th February 1899.

Copy to the Examiner, Guaranteed Railway Accounts, for information.

Endt. by the Under Secretary, Ry. Branch, dated 16th February 1899, No. 73 R.M.

Forwarded to the Revenue Department for favour of remarks on the Government of India's comments and with a request that this department may be enabled to reply to the Government of India.

Proceedings of the Board of Revenue (Land Revenue), Mis. No. 1857, dated 12th June 1899.

From—The Collector and District Magistrate, North Arcot.
To—The Secretary to Government, Revenue Department.
(Through the Board of Revenue, Land Revenue).
Dated—Chittoor, 25th May 1899, Dis. No. 313/R.Ver.

With reference to G.O., Mis. No. 774, Revenue, dated 20th February 1899, and in continuation of my reference on C.V. No. 110/B. & G. of 1899, dated 24th instant, I have the honour to submit the explanation of Special Deputy Collector M.R.Ry. M. V. Narayanaswami Pillai Avargal, and to state that he does not seem to be at all to blame for the delay in the completion of the work of settling compensation. He appears to have done his utmost, all through, to get the work finished, but circumstances which could not be foreseen or prevented came in the way and delayed proceedings. The Railway department are responsible for the alteration in the original alignment and the delay caused thereby.

2. It is difficult for me at this stage to say whether a special officer's services were really required for taking up the lands in question, but judging from the time taken and the work done by the Special Deputy Collector, I am of opinion that the Divisional officer could not have undertaken the duty of the acquisition without serious detriment to his ordinary work.

ENCLOSURE.

From—The Special Deputy Collector, Arcot-Ranipet Railway.
To—The Collector of North Arcot.
Dated—Chittoor, 24th May 1899, Ref. Cur. No. 110/B. & G.

I have the honour with reference to your endorsement on G.O., Mis. No. 774, Revenue, dated 20th February 1899, to report as follows.

2. The Government of India in their Order, No. 176/R.C., dated 1st February 1899, embodied in the Government Order quoted above, ask (1) whether there was any necessity for the appointment of a special officer to acquire 76·13 acres of land, and (2) why it took nine months for the Special Deputy Collector appointed to do the work. As regards the first point I beg to submit that it is not within my province to report regarding it. However I can say a few words regarding it and I shall deal with it after I have done with the second. Regarding the second, I submit that the delay was due to special circumstances beyond my control as will be explained in detail below. If the special circumstances did not exist the work ought to have been finished in between 2½ and 3 months.

3. I was appointed Special Deputy Collector for the settlement of compensation in G.O., Mis. No. 461, Revenue, dated 28th January 1898, and I was ordered by Government to report myself forthwith to the Engineer in charge of the railway, and the Collector of Chingleput directed me to "join the acting appointment immediately on relief . . . ." I was relieved on 3rd February at Madurantakam and I reported myself to the Chief Engineer, Madras Railway, at Madras on 5th idem. He said that the Engineer appointed to construct the railway had not arrived and that he might arrive soon. I went to him again on the 7th idem and as the Engineer had not even then arrived he directed me to report myself to the Collector of North Arcot promising to let me know as soon as the new Engineer joined. I reported myself to the Collector who was then at Madras on the 9th and, under his orders, I went to Chittoor the same night to await his arrival there. I received no intimation from the Chief Engineer, but on intimation received from the station-master at the Arcot railway station, who wrote to me on a reference made to him by me, I took permission from the Collector on the 19th to go and report myself to the Engineer as ordered by Government. I arrived at the Arcot railway station just at the same time that the Assistant Engineer, Mr. Perry, arrived from Madras. I saw him the same day. It was a Saturday and he told me that he would begin work on Monday, the 22nd. He did so and finding that several pegs on the line were not to be found, the lock spitting had disappeared and the line itself could not be definitely marked out, he said that he had to resurvey the line and that he would in a few days give me the land plans and schedules required for my work. The land plans and schedules were not then ready. During this resurvey the Assistant Engineer found that some portion of the original survey was wrong and had to alter it. It is my

recollection that this resurvey was completed about the first week of March and land plan and schedule for one section of the line was ready on the 20th of that month. These were submitted on the same day to the Chief Engineer, Madras Railway. They had in the usual course to be approved by the Chief Engineer and the Consulting Engineer for Railways and then sent to me through the Collector of North Arcot. As there was already a delay of one month in the preparation of these and I apprehended some more delay in their passing through these officers, I arranged with the Assistant Engineer to give me copies of these with which I could begin work and save further delay in measurement; but even these copies I received only on the 20th March with the Assistant Engineer's letter, dated 19th idem. But as I was on the spot and knew every work that was being done and as there was some delay in the Engineer getting the *advance* copies ready and giving them to me I started the work of measurement on the 1st March, *i.e.*, 20 days before the copies were given to me, and finished the work before the copies were actually received. All that remained for me to do was to compare the plan with the lockspitting on the ground and to rectify any slight discrepancies. After I had finished the measurements, however, there was a proposal to alter the alignment of the line altogether. The new line was inspected by the Chief Engineer and the Consulting Engineer for Railways and it was approved. The copies of the land plan and schedule that were given to me on 20th March were cancelled on the 7th April. The proposal to change the alignment was made before the 20th March, but the Deputy Consulting Engineer did not inspect the new line until that date. I understood from Mr. Perry that the Deputy Consulting Engineer approved of the new line and I wrote to the Collector as follows on 21st March: "I must here bring to your notice that I understood from a conversation with Mr. Perry, the Assistant Engineer, that there is a proposal to abandon altogether the present surveyed line and to take a shorter cut across the foreshore of the Ammoor tank. If this proposal should be adopted the survey of the line has to be made and there will be *no work for me for some time at least.* No orders have yet been passed as regards this matter. The Deputy Consulting Engineer who was here yesterday appears to have approved of the proposal." The survey of the new line was undertaken and pushed on rapidly. The Assistant Engineer promised to give me work in the first week of April, but not having received any until the 7th, I wrote to him to say that it looked "as if there is no chance of my having work even in the next week" and asked him to let me know at what stage matters were at that time and when I should be given work. I pointed out in that letter that "it is nearly two months since I joined this appointment and I have had little or no work as yet. I have already reported to the Collector that I have no work, but it is necessary now to tell him how much longer I shall have none." The Assistant Engineer promised to have 2 miles of the line lockspitted by the 18th April. I wrote to the Collector on 9th April—"myself and my establishment will therefore have no work on the line till that date," *i.e.*, 18th April.

4. On 14th April the Assistant Engineer wrote to say that some portion of the first section of the line was lockspitted and I started work the next morning before even an advance copy of the land plan was received from the Engineer. The copies were received on 19th April and the original land plan and schedule were received through the Collector on 5th May. This plan had to be compared with the copy received and the measurements verified on the land. This was done and a draft declaration was submitted to the Collector on 16th May with the written consent of the owners of all lands except five persons who were not residents of the village and were living far away. The obtaining of the consent of owners is a mere formality in the case of lands required for a railway line which is settled on various considerations by professional Engineers. No line has, so far as I know, ever been altered on account of frivolous objections raised by owners of the lands required. As a special precaution, however, a notice was given in the village of measurements being taken and nobody objected to the lands being taken up. I submitted to the Collector therefore that the consent of the five persons need not be awaited. One of them was a Tahsildar in Trichinopoly district and he was written to. Another was a contractor in Tiruvallur and a third in Katpadi. Notices were given to them. Two others were said to have gone to Kolar and their addresses were not then known. The consent of these people was, however, obtained and submitted on 2nd June. I submitted a reminder to the Collector on 23rd June pointing out that the declaration had not been published. The declaration was published in the *Fort St. George Gazette*, dated 5th July, which was received by me on 7th. Notices were issued to all parties giving them not less than fifteen days' time as required by the Act and compensation was settled on 25th, 26th and 27th July 1898. The lands were made over to the Assistant Engineer on 28th July 1898.

5. So much in connection with the first section of the line, covered by land plan No. I. Much does not remain to be said about the other land plans received. The delay in their receipt was consequent on the delay in the receipt of plan No. I already explained. A statement showing the dates on which work was done in the other sections, those on which the plans were received, those on which declarations were submitted and published in the *Fort St. George Gazette* is enclosed for ready reference. It is necessary, however, to say a few words in regard to these sections. In regard to the second section covered by plan No. II, it will be seen that although the measurement was completed before the original land plan was received from the Consulting

Engineer (22nd June 1898), it was not commenced soon after the advance copy was received from the Assistant Engineer (on 10th May 1898). The work was commenced only on 11th June. The Assistant Engineer said that "there are no less than seven bridges to be built in the low valley below the Tandalam tank," and asked that the lands in Tandalam village (covered by land plan No. III) might be measured and given over to him before the lands in plan No. II. He also said that there were heavy embankments to be made in Tandalam village. So the plan No. II was laid aside and plan No. III taken up and disposed of first. The measurement of land plan No. IV was commenced on 30th June, but it was not completed until 20th July, because there was a mistake in the lockspitting and the Engineer had to inspect this in person and correctly lockspit the portion. This explains the apparent delay of fifteen days' that occurred between the receipt of the land plan No. IV from the Consulting Engineer and the date of submission of the draft declaration by me. Item 6 in the statement is a revised land plan No. IV. This only excludes certain lands which were included in original plan No. IV. When the declaration cancelling a portion of the previous declaration was submitted, I cannot say, not having the connected papers with me. It was published in the *Fort St. George Gazette*, dated 18th October 1898.

6. There were some delays and errors in lockspitting which delayed work for short periods; but there are no records of this. It is now nearly one year since all this occurred and it is not possible or safe for me to say anything in regard to them.

7. Thus it will be seen that there was no avoidable delay on my part until the publication of the last notification in the *Fort St. George Gazette* on 18th October 1898. All this was due to causes over which I had no control whatever. This delay was due to a change in the alignment of the line which was made by the Madras Railway Company. Even leaving out of account the last notification published (viz., that of 18th October 1898), the change in the alignment accounts for the delay up to 2nd August when declarations connected with land plans Nos. II and IV were published. This Gazette was received by me on 4th August. If compensation was settled as declarations were published, settlement of compensation for lands covered by plans Nos. II and IV would have commenced on the 20th August, and the work would have been finished about the first week of September and business would have been wound up and the office closed about the 10th of that month. I shall explain below why the settlement of compensation was not commenced in any cases except those covered by land plan No. I before the 12th October.

8. On 23rd June 1898, the Revenue Inspector reported that lands in Tondalam, Mantangal and Karai villages once formed part of the Ranipet cantonment and that he heard from the village officers that they were assigned to private parties on condition of their being given up without compensation when required by Government. The same day a reference was made to the Tahsildar of Wallaja to send me any records that there may be in the Taluk office on the subject of assignment of these lands. After searching his records and making enquiries the Tahsildar reported on 13th July that "from the enquiries made it appears that in Tondalam the limits of cantonment extended to Survey Nos.   . One Veerasami Pillai who was the Monegar of Tondalam from 1862 to 1877 says that survey Nos. 135 A/1, 135 B and 145 have been assigned conditionally on darkhast. In the village of Karai, the karnam, who is a man of 25 years' standing, says that survey No. 686 was assigned conditionally to Cooper Subroyen some 20 years ago and that survey No. 653 was assigned to Mr. Thorburn." He added that "there is no other information available on the subject as the old darkhast records have been destroyed." This was not sufficient information on which I could act. It was pointed out on 14th July that a conditional assignment of cantonment lands could not have been made on simple darkhast applications and that there ought to be correspondence on the subject between the Tahsildar, Head Assistant Collector, the Collector, the Military authorities, &c., and he was asked to send any such correspondence on the subject that might be found. Some other information was also asked for. On the same day a reference was made to the Collector and the Head Assistant Collector to send any records that may be found in their offices. The Tahsildar again reported on 1st August that he learnt that some of the lands were conditionally assigned and that he was not able to get any more information. The Head Assistant Collector said that all his records prior to 1882 were in the Collector's office. The Collector asked on 1st August for the probable date of the correspondence and directed me to consult Colonel Kelly, an old resident of Ranipet. I interviewed Colonel Kelly, made other enquiries and reported on 5th August to the Collector that the assignments were made about 1863 when Mr. Wilkinson was Head Assistant Collector there. I requested also that the plan of the cantonment to show its limits and the correspondence on the subject of the conditional assignment, may be asked for from the Quartermaster-General, Madras Forces, and the Executive Engineer, Vellore. I added that I understood that no conditions were inserted in the pattas held by ryots and promised to examine them and report again. On the 12th I reported that two pattas which were examined contained no conditions and said that whatever the original conditions might have been, permanent pattas having been issued, the conditions could not be binding. Some papers were received from the

records of the Collector's office on 14th August. They showed that certain lands which were under cultivation prior to 1860 had been assigned on the condition that they should be given up if required for military purposes. On the same day, viz., 14th August, I wrote: "I have already reported to you that on whatever conditions the original assignments were made, the ryots concerned now hold permanent pattas—at any rate their pattas do not contain any conditions at present. The change was probably made during the settlement of the villages concerned by the Revenue Settlement department. Whether this change was made under proper authority or by mistake it is not possible now to tell. Nobody knows anything of this here. Even if this should be due to an oversight, the question is whether the original conditions can be counted as still binding on the part of the pattadars. I should think not." I also submitted that if I and my revenue inspector should be of any use, either in making a further search for records or in discussing this question, we would go up to Chittoor for the purpose. In continuation of this letter on 17th August I wrote, among other things, as follows: "I have now been on special duty since the 5th February last, and if I am to continue until the last case of compensation is disposed of, I should have remained here too long. It is true that for a long time I was of necessity without work owing to a change made in the alignment of the line; but since the first plan was received from the Consulting Engineer, I have been here for over three months. If all the information required were now available, I should be able to finish my work in a fortnight, and I submit that I have no justification for continuing here now without work much longer than that period without Government being made aware of the facts. In the estimate submitted by the Assistant Engineer in charge of the Railway, he has made provision for a Deputy Collector only for seven months and this period expires by the 5th proximo." I was then ordered to go to Chittoor and did so. There I wrote my letter, dated 22nd August, which will be found in the file of correspondence herewith submitted. The facts stated and the questions raised therein are too many to be embodied here. I wrote therein—"As to how long it will take to dispose of all these cases (these relating to Ranipet cantonment), if I should continue, it is not possible for me to tell. This depends upon the time taken to get the information wanted. I request therefore that the orders of Government may be obtained."

9. On this last-quoted letter the Collector made a reference to the Board, dated 25th August, and the Board in its reference, dated 2nd September, called for report as to what was meant by "permanent pattas" and as to whether the fact of the conditional occupation was entered in the pattas or in the village accounts and, if so, when the entry ceased to be made. I was asked to report and the order was received by me on the 14th September. On that same day I replied to the reference. It was also ascertained from papers subsequently obtained from the Collector's office records that, after some correspondence with the Board, the details of which will be found in my letter, the Head Assistant Collector ordered the issue of ordinary ryotwari pattas for all lands in 1873 (fasli 1281). These facts were fully stated and the Collector was requested to address the Board in the Land Revenue Department. A reference was accordingly made to the Board which in its telegram, which was received by me on the evening of 5th October, directed the grant of compensation as for ordinary ryotwari patta lands. All this time the compensation cases were posted for hearing and adjourned for want of orders as will be apparent from my letters in the file.

10. After receipt of the Board's orders notice was given to all parties, and the work of settlement of compensation was commenced on 12th October and finished about the beginning of November. On a reference made by me I received orders from the Collector on 4th November to hand over all the records to the Head Assistant Collector. I despatched a special messenger to the Deputy Collector in charge who was then in camp and he directed his clerk to take charge of the papers. The work was wound up, lists of papers, etc., were drawn up and all records, etc., were handed over on 8th November when the special office was closed.

11. This, in brief, is what occurred during the nine months that I was in charge. I have here stated what is on record, and it will be apparent therefrom that I am not responsible for any part of the delay. It will be seen that I have from time to time reported whenever I had no work and was anxious that it should be closed as soon as possible. In fact if it was closed earlier than expected, I should have had credit for it. I saw the Collector, Mr. Batten, several times in connection with this work, represented to him the difficulties, and begged of him to help in finishing the work soon. If you think proper you may make a reference to him on the subject. I have done my work to the best of my ability and saved for Government Rs. 4,399 out of Rs. 14,766, or 29 per cent. sanctioned for land compensation. This figure does not take into account Rs. 1,851 which had to be received from the Railway Company. If this is taken into account, the percentage of saving will be very much higher.

12. As regards the first question raised by the Government of India, I beg to state that taking all the above facts into consideration it could not have been possible for the Divisional officer to do the work.

Number of land plans received. 1	Date of receipt of copy of land plan and schedule from the Railway Engineer. 2	Date of measurement of the land included in the land plan. 3	Date of receipt of the original land plan from the Consulting Engineer through the Collector. 4	Date of submission of the draft declaration statement. 5	Date of publication of the declaration in the *Fort St. George Gazette*. 6	Dates of settlement of compensation. 7
1. Land plan No. I	20th March 1898 ..	1st to 9th March 1898 ..	Cancelled by the Assistant Engineer on 7th April 1898.	Cancelled by the Assistant Engineer on 7th April 1898.		
2. Revised plan No. I	19th April ,, ..	15th to 21st April ,, ..	5th May 1898.	16th May 1898 ..	5th July 1898	25th to 27th July 1898.
3. Land plan No. II	10th May ,, ..	11th to 19th June ,, ..	22nd June ,,	27th June ,, ..	2nd August 1898 ..	2nd and 3rd September 1898 and 12th to 31st October 1898.
4. ,, ,, ,, III	18th ,, ,, ..	22nd May to 1st June 1898 ..	16th ,, ,,	24th June 1898 and 31st July 1898.	12th July 1898 and 16th August 1898.	12th to 31st October 1898.
5. ,, ,, ,, IV	25th June ,, ..	30th June to 3rd July 1898 and 20th July 1898.	8th July ,,	23rd July 1898 ..	2nd August 1898 ..	,, ,,
6. Revised plan No. IV (Excluding certain areas).	....	....	18th Sept. ,,	....	18th October 1898 (cancelling the notification relating to the excluded area).	

Resolution—Mis. No. 1857, dated 12th June 1899.

Adverting to G.O., Mis. No. 774, Revenue, dated 20th February 1899, the Board submits, in original, the report* called for from the Collector of North Arcot as to the conduct of work by the Deputy Collector who was employed in acquiring land for the Arcot-Ranipet Railway.

* With one enclosure.

2. The Board agrees with the Collector in considering that the Railway authorities were chiefly responsible for the delay inasmuch as they failed to furnish the Deputy Collector in time with land plans and schedules. But some delay was also caused by an investigation into the tenure on which land in the Ranipet cantonment was held and the reference which had to be made to the Board on the subject. It is clear that the Deputy Collector acted with marked energy and promptitude throughout the proceedings and that he is entitled to complete exoneration from blame for the delay which took place. The Head Assistant Collector's division constitutes so heavy a charge that the Board has no doubt that the services of a special officer were necessary.

Order—No. 938 Ry., dated 22nd August 1899.

The Government of India will be addressed.

[Here enter No. 939 Ry., dated 22nd August 1899.]

(True Extract.)

Francis J. E. Spring,
Secretary.

Exd. C. M. Thumbusawmy.

PUBLIC WORKS DEPARTMENT.

Railway.

Letter—from

Francis J. E. Spring, Esq., C.I.E.,
Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

To

The SECRETARY to the GOVERNMENT of INDIA,
Public Works Department.

Sir,

I am directed to acknowledge the receipt of your letter, No. 176 R.C., dated the 1st February 1899, and, with reference to paragraph 3 thereof, I am to explain that the revenue and magisterial work of the local Divisional officer was considered too heavy to admit of the task of acquiring the land being imposed upon him.

2. The abnormal time taken in completing the acquisition and the consequent heavy cost of establishment were largely due to the fact that a realignment was found necessary and had to be carried out after considerable progress in land acquisition on the original alignment had been made.

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

Francis J. E. Spring,
Joint Secretary.

Ootacamund,
22nd August 1899.

Exd. C. M. Thumbuswamy

RAILWAY.

Government (1899) of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. *Spare copies*

Letter, No. 939 Ry., 22nd August 1899.

AUGUST.

Acquisition of the land required for the Arcot-Ranipet Branch of the Madras Railway

Offering an explanation for the abnormal time taken in completing the — and the consequent heavy cost of the establishment.

All communications should be addressed to the Secretary.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
9 FEB. 1898
MADRAS.

No. 160 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

2

To

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

Calcutta, the 4th February 1898.

Sir,

+ G.O. 175 R 1/2/98
SNo 1a

With reference to correspondence ending with Public Works Department telegram No.140 R.C., dated 28th January 1898 I am directed to request that the Government of India may be furnished for formal sanction with detailed estimates of the cost of the land to be acquired for the Arcot Ranipet branch of the Madras Railway.

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

C. H. Sykes.
Offg. Under Secretary.

Documents accompanying:-
Nil.

M.L.M.

SERIAL
No. 1

Public Works (1898) Department.

Railway

CURRENT No. 212

From

The Govt. of India

~~Order~~

No. 407 of 10–2–98

Copy forwarded to the Agent & Manager Madras Railway for favour of early compliance.

F.W.S. 10/2/98

No. 160 R.C.

Dated 4th February 1898

Received
Registered } 9. 2. 98

Enclosures

Spare copies

for E.R.

14/2 B +

Wire India. Your 160. R.C. fourth February In anticipation sanction have authorised land for single line only to be acquired for Arcot Ranipet branch. Please wire confirmation of approval.

F.W.S.
25/2

Despatched on 26/2/98

Desp'd 25/2/98

SUBJECT.

Land to be acquired for the Arcot - Ranipet Branch

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

20

Desp 2/3/98

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

P. W. Ry C No 725
Recd 15. 6. 98

No. $\frac{160}{1}$ R. C

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction.

To

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

Simla, the 10th June 1898.

Papers recd from Ooty 27/6

The undersigned is directed to invite attention to the letter noted below, and to request that the reply may be expedited.

E. G. Cuillo

Assistant ~~Under~~ Secretary.

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
15 JUN 1898

A.S.I. Salm

Flag C P. W. D. No. 160 R.C. dated 4th Feby 1898.
Requesting to be furnished, for formal sanction, with detailed estimates of the cost of land to be acquired for the Arcot Ranipet Branch of the Madras Railway.

1

G. C. Press Simla.—No. 1789 P. W. D.—20-3-96.—2000.

164

SERIAL
No. 2

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 24th February 1898

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
25 FEB. 1898
MADRAS.

From

The Agent and Manager.

M.R.C.

To

3

The Consulting Engineer for Railways.

Madras.

Sir,

ER
C.M. 25/2

I have the honour to forward herewith copy of letter No. C/263 of this date addressed to me by the Chief Engineer, on the subject of land to be taken up for the Arcot-Ranipet Branch line, and to request that you will be so good as to let me know if the suggestion made therein meets with your approval.

Telephone to Mr. [illegible]
"Your proposal about Arcot Ranipet land approved"
[illegible]
7/98

[illegible] 25/2/98

3 8

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

Ferris J.W.B.
Agent and Manager.

SERIAL No. 4

Public Works (1898) Department.

Railway

CURRENT No. 308

Print

R/r

7

From
The Govt. of India

Order No. 435. Ry. dated 21/3/98

Recorded.
F.V.S.
3/3/98

Telegram No. 283 RC.

Dated 1st March 1898.
Received
Registered 2-3-98
Enclosures
Spare copies

8

[illegible] should be sent an official copy of the telephone message sent in reply. That will suffice for the present.

F.V.S.
3/3/98

SUBJECT.

Land for the Arcot-Ranipet Branch of the M. Ry.

Approving of the acquisition of — for a single line only

Form No. 7.

Madras, 4th March 1898.

SERIAL No. 5

To

Agent, ~~S. I. R.~~ & Manager, M. Ry.

Print

9

No. 639 Reply No. , dated

Reminders.

Sir,

With reference to your letter No. 8314/164 of 24th February 1898, I have the honour to confirm my telephone message of 25th ultimo quoted below.

"Your proposal about Arcot Ranipet land approved."—

[illegible] 4/3/98

9

Subject.

SERIAL No. 10

Form No. 1

Railway Department.

Office of the Consulting Engineer for Railways,

Madras, 27 June 1898.

To

The Agent & Manager
Madras Railway

No. 1865 Reply No. , dated

10

Sir,

I have the honor to request you will be so good as to let me know when I may expect a reply to my ~~letter~~ Endt. No. 407 dated 10° February 1898

2. A reminder on the subject has been received from the Government of India

Reminders.

Subject.

Requesting to be furnished for formal sanction, with detailed estimates of the cost of land to be acquired for the Arcot–Ranipet Branch.

10 Quote

Despatched on 27. 6. 98

27/6/98

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

SERIAL
No. 12

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
5 - JUL 1898
MADRAS.

No. 8314

613

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 4th July 1898

3146
5-7-98

From

The Agent and Manager,
Madras Railway Company,

11

To

The Consulting Engineer for Railways.
Madras.

SIR,

8 No 10

Attached

In compliance with the request contained in your letter No. 1865 of the 27th ultimo, I have the honor to forward herewith copy of a detail estimate of the cost of the land required for the Arcot-Ranipet Branch.

I have the honor to be,
Sir,
Your most obedt. Servt.,
Louis S. M
Agent and Manager.

Endo: one

11 O

Madras Railway
Chief Engineers Office
Madras 1st July 1898.

Sd/. Louis S. Moss.
Agent and Manager.

Sd/. Henry C. West
Chief Engr.

12 B

Madras Railway

Arcot-Ranipet Branch

II Estimate of land Required for Arcot-Ranipet Branch

Description of Land.	Rate per Acre	Number of Acres	Amount		
(1) Permanent Land in Main line and Sections:-					
Wet line Rich	450	3·82	1,719	"	"
Do Ordinary	300	1·22	366	"	"
Dry land under wells	150	3·40	570	"	"
Do Ordinary	20	14·82	296	6	5
Wet Land Private	10	3·00	30	"	"
Do. Govt. (Tank bed, Roads &c)	Free	24·46	"	"	"
Village site and private compounds	200	5·52	1104	"	"
(2) Temporary Land for pits and spoil					
Wet Land - Rich	450	2·00	900	"	"
Do Ordinary	300	0·68	204	"	"
Dry Land under wells	150	2·00	300	"	"
Do Ordinary	20	5·05	101	"	"
Waste Land Private	10	1·00	10	"	"
Do Govt. (Tank bed - Roads &c)	Free	10·65	"	"	"
Village site	200	0.12	24	"	"
(3) Land required for Road and Channel diversion					
Wet land	300	0·11	33	"	
Dry land	20	0·39	7	12	
Waste land	Free	0·73	"	"	
Village site	200	0·10	20	"	
	Total	79·07	5,625	3	3
(4) Compensation for huts in Arcot Station			1,000	"	"
(5) Do for houses in Ranipet Station			1,400	"	"
Add 15% on above for compulsory acquisition			1,203	12	"
(6) Cost of building walls for houses near line in Ranipet			100	"	"
Total Rupees			9,328	15	3
Add 5% for contingencies			466	"	"
Grand Total.			9,794	15	3

(True Copy)

Madras Railway
Chief Engineers Office
Madras 1st July 1878.

Sd. Louis. S. Moss.
Agent and Manager.

Sd. Henry. C. West
Chief Engrs

12 B

R. Form No. 14.

No. 904 Ry

SERIAL
No. 13

Government of Madras,

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secy: to the Govt. of India

P. W. Deptt

11th July 1898.

Sir,

With reference to your letter No. 160 R.C. of 4th February 1898 and reminder dated 10th June 1898, I am directed to forward herewith, for the formal sanction of the Government of India, a copy of a detailed estimate of the cost of the land to be acquired for the Arcot Ranipet branch of the Madras Railway.

No. 1

Despatched on 13/7/98
41

138

DR

14

(No. I.)

5000-15-3-88.

SERIAL
No. 15

No. 11029
710

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 6th August 1898.

3674
8.8.98

From

The Agent and Manager,
Madras Railway Company,

To

The Consulting Engineer for Railways,
Madras.

SIR,

I have the honour to forward herewith copy of a revised estimate of the cost of land required for the Arcot-Ranipet Branch and to request that you will be so good as to cancel the estimate forwarded with my letter No. $\frac{8314}{613}$ dated 4th July 1898.

S No 12

I have the honour to be,
Sir
Your most obedt. Servant,

Pr. Agent & Manager.

Encl/1.

14 P

Revised Estimate of Land required for Arcot Ranipet Branch.

Description of Land	Rate per Acre	No. of Acres	Amount Rs	a	p
(1) Permanent land in main line and stations.					
Wet land ——— rich ———	450 . .	3·82	1719	.	.
——— do ——— ordinary ———	300 . .	1·22	366	.	.
Dry land ——— under wells	150 . .	3·40	510	.	.
——— do ——— ordinary ———	20 . .	14·82	296	6	5
Waste land ——— Private ———	10 . .	3·00	30	.	.
——— do ——— Govt (Tank beds roads &c)	Free	24·46	Nil		
Village site & private compounds	200 . .	5·52	1104	.	.
(2) Temporary land for pits and spoil.					
Wet land ——— rich ———	450 . .	2·00	900	.	.
——— do ——— ordinary ———	300 . .	0·68	204	.	.
Dry land ——— under wells	150 . .	2·00	300	.	.
——— do ——— ordinary ———	20 . .	5·05	101	.	.
Waste land ——— private ———	10 . .	1·00	10	.	.
——— do ——— Government	Free	10·65	Nil		
Village site ———	200 . .	0·12	24	.	.
(3) Land required for Road and channel diversions					
Wet land ———	300 . .	0·11	33	.	.
Dry — do ———	20 . .	0·39	7	12	10
Waste — do ———	Free	0·73	Nil		
Village site ———	200 .	0·10	20	.	.
Carried Over	Total	79·07	5,625	3	3

Description of Land	Amount		
Brought Forward	5625	3	3
(4) Compensation for huts in Arcot Station	1000	.	.
(5) do houses in Ranipet Station	1400	.	.
Valuation Total	8025	3	3
(6) Add 15 per cent for compulsory acquisition	1203	12	.
Total Estimated cost of land and buildings	9228	15	3
(7) Cost of building walls for houses near line in Ranipet	100	.	.
(8) do wells near line	200	.	.
(9) Compensation for trees on private lands	200	.	.
(10) Salary of special Dy: Collector at Rs 250 for 7 months	1750	.	.
(11) do two clerks at Rs 30 each. Rs 60 for do	420	.	.
(12) do delayets & peons at Rs 20 for 7 months	140	.	.
Total Rupees	12,038	15	3
Add 5% for contingencies	601	.	9
Grand Total Rupees	12,640	.	.

Madras Railway
Chief Engineer's Office
Madras 4th August 1898

sd/ J. M. Ewing.
for Chief Engineer.

(True Copy)

for Agent & Manager.
6th Aug 1898

Form No. 29.

Letter from

No.

Dated

To E. R.

The following table shews clearly, the causes of the increase of the Arcot Ranipet Land Estimate

Description			Acres			Rupees		
			Original Est	Revised Est	Latest Est	Original Est	Revised Est	Latest Est
Main Line & Station	Permanent	Wet	7.70	5.04	5.04	1232	2085	2085
		Dry	23.47	18.22	18.22	305	806	806
		Waste	28.69	27.46	27.46	602	30	30
		Compound	5.52	5.52	5.52	266	1104	1104
	Temporary	Wet	5.06	2.68	2.68	810	1104	1104
		Dry	9.17	7.05	7.05	119	401	401
		Waste	nil	11.65	11.65	nil	10	10
		Village	nil	0.12	0.12	nil	24	24
Road Diversion			1.15	1.33	1.33	41	61	61 =
						3375	5625	
Compensation for Huts at Arcot						1000	1000	1000
" " " Ranipet						nil	1400	1400
15% for Compulsary Acquisition						nil	1204	1204
Building necessary Occupation Works						nil	nil	2310
Salary of Deputy Collector & Staff						nil	100	500
Contingencies.						218	466	601
Totals.			80.76	79.07	79.07	4593	9795	12640
				Acres			Rupees.	

Please see Cir XI Rly of 1895, para 7; perhaps

The Rates for Wet land have increased from 160 Rs per Acre to 413
" Dry " " " 19 " " " " 47

If you think any action necessary, India should be so informed

After issue of the Revised Est to India - I will take up this matter —

~~of the~~

A W. 9/8 98.

D.

See Indian Circular No. XI R. of 18[illegible]

Have the Estimates been prepared, in compliance with the orders contained in this circular, by the Civil Authorities. If not, they ought to be. There is nothing before me to show how rates have been arrived at. An estimate for land prepared by the Engineer is worth little more than the paper it is written on. I take it that the Agent can get his Engineer's estimate verified by the Collector and he should do so.

A

FWs
11/8/98

E.R.

I think this Estimate should be submitted to India in supercession of that forwarded with our $\frac{904R}{11 July}$. I am in correspondence with AM regarding the preparation of the Estimates, & if necessary will communicate with the Civil Dept.

CMW $\frac{15}{8}$

D. Please see order marked A above. I see no reference to the circular in your letter to the Agent. Please correct the omission and obtain an estimate in the manner laid down by the Govt. of India.

FWs
18/8/98

Await reply from AM
CMW $\frac{20}{8}$

SERIAL No. 16

Form No. 24.

No. 2314

Madras, 15 August 1898.

From

THE SENIOR GOVERNMENT INSPECTOR OF RAILWAYS,
MADRAS,

To

THE AGENT AND MANAGER, M. RY.
,, ,, ~~S. I. RY.~~
,, ,, ~~H. H. THE N. G. S. RY.~~
,, ,, ~~AND CHIEF ENGR. N. RY.~~
,, ,, ~~S. M. RY.~~
,, ~~ENGR.-IN-CHIEF, B. M. RY.~~
,, ~~MANAGER, E. C. RY.~~
,, ~~SECRETARY TO THE GOVT.~~ OF INDIA.

Reminders.

No. 2314
1 28-9-98
2nd 3/10 3.10.98
7 3/10-98

Reply No.
dated

8No15

SIR,

With ref to your letter No 710 dated 6th inst I h.t.h. to enquire how the figures for the Revised Arcot Ranipet Land Est have been ~~obtained~~ arrived at, & whether they have been verified by the Collector of the District.

I should also like to be informed as to how the ~~figures~~ rates for the original estimates were obtained — and by whom the Est was prepared

CMW $\frac{15}{8}$

Despatched on 15/8/98

15 8

48

All communications should be addressed to the Secretary.

Print

18

No. 1201 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

To

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

Simla, the 16th August 1898.

SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
22 AUG. 1898

Sir,

8 July 8 No 13

I am directed to acknowledge the receipt of your letter No. 904 Railway dated 11th July 1898, and in reply to convey the sanction of the Government of India to the detailed estimate, submitted therewith, amounting to Rs. 9,794-15-3, of the cost of the land to be acquired for the Arcot Ranipet branch of the Madras Railway.

2. I am however to point out that the estimate should have been countersigned by the Civil Authorities before being submitted for the orders of the Government of India.

3. This sanction is chargeable against the head "39 - Guaranteed Companies - Land".

8

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

C.H. Sykes.

Under Secretary.

16 P

Documents accompanying.
Nil.

K.P.G.

SERIAL No. 18

Public Works (1898) Department.

Railway

CURRENT No. 1009

From

The Govt. of India

Order

DR on

The Sanctioned Est. to be cancelled & superseded by a new one when the 2nd Revised Est. now under correspondence with AM is sanctioned

CAW

Only this paper need go to both

Sec. Don't communicate this part to Madras Ry. but send extract

C.R.

FM
23/8/98

CAW 23/8

D1

No. 1201 R.C.

Dated 16th August 1898

Received
Registered } 23. 8. 98

Enclosures

Spare copies

SUBJECT.

Land to be acquired for the Arcot. Ranipet Branch of the M. Ry.

Sanctioning with remarks the detailed estimate, amounting to Rs 9794-15-3 of the cost of the

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

(A. & M. 1.)

No 11029

988

SERIAL No. 21

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 17th October 1898

CONSULTING ENGINEER FOR RAILWAYS MADRAS. RECEIVED 18 OCT. 1898

4880
18.10.98

From

The Agent and Manager.
M. R. Co.

To

The Consulting Engineer for Railways.
Madras.

SIR,

8No16

With reference to your letter No 2314 of the 15th August last, I have the honor to forward herewith a revised land estimate for the Arcot Ranipet Branch duly approved and signed by the Collector of the North Arcot District.

I have the honor to be,
Sir,
Your Most Obedt. Servt.

Agent and Manager

178

Encl

Madras Railway
Arcot Ranipet Branch
Abstract Estimate

20

Description	Quantity	Rate	Per	Amoun
Class A Permanent Land Acres	acres 55·76	Rs		Rs 4,462
" B Temporary do "	19·15			1,657
" D D° do for roads &c	1·22			28
Compensation for Huts at Arcot	76.13			1,000
do for Houses at Ranipet				2,400
Bonus for Compulsory acquisition		15	Cent	1,432
Cost of walls for Houses near line				100
do walls for wells do				200
Compensation for trees				100
Salaries of Dy Collector & Staff				2,97
				14,34
Contingencies		5	Cent	71
Total				15,06

6 5 5 6

32

(Sd) H Horbery
Asst Engineer

Arcot
d/ 2/10/98

Approved

(Sd) W Mate
Ag Collector

(Sd) E. W. Stoney
Chf Engr

18 Pr

Madras Railway
Arcot - Ranipet Branch.
Detail Estimate of Land.

Description	No of Acres	Rate per acre			Amount		
Permanent Land, in Main Line and stations:							
Wet land, Rich	4·00	450	„	0	1,800	„	0
— do — ordinary	1·00	300	„	0	300	„	0
Dry Land charged with water rate	1·00	200	„	-	200	„	0
— Do — Do — under wells	6·01	100	„	0	601	„	0
— Do — Do — ordinary	6·14	20	„	-	122	12	10
Government waste	30·42	Free			Nil		
Village site and Private compounds	7·19	200	„	0	1,438	„	0
Total	55·76	-	-	-	4461	12	10
Temporary Land for Pits and spoil:							
Wet Land, Rich	2·11	450	„	0	949	8	0
— do — do — ordinary	0·60	300	„	0	180	„	0
Dry Land charged with water rate	0·32	200	„	0	64	„	0
— Do — under wells	4·00	100	„	0	400	„	0
— Do — ordinary	2·00	20	„	0	40	„	0
Government waste	10·00	Free			Nil		
Village site	0·12	200	„	0	24	„	0
Total	19·15	-	-	-	1,657	8	0
Temporary Land for Roads and Channels:							
Dry Land, ordinary	0·39	20	„	-	7	12	10
Waste — do — Government	0·73	Free			Nil		
Village site	0·10	200	„	0	20	„	0
Total	1·22	-	-	-	27	12	10
Compensation for Huts in Arcot station					1,000	„	0
— do — for Houses in Ranipet					2400	„	0
Valuation Total					9,547	1	8
Compensation for compulsory acquisition at 15 per cent					1,432	„	0
Total carried over					10,979	1	8

Madras Railway
Arcot Ranipet Branch
Detail Estimate (Continued)

Description	Amount		
Total Brought forward	10,979	1	8
Cost of building walls for houses near line in Ranipet	100	.	.
do do for wells near line	200	.	.
Compensation for trees on private lands	100	.	.
Salary for Special Dy Collector at Rs 250 for 9 Months	2,250	.	.
do of two Clerks for Do. at Rs 30 each for 9 Months	540	.	.
do of Deloyets and peons at Rs 20 for 9 Months	180	.	.
	14,349	1	8
	716	14	4
Total	15,066	..	..

Arcot
d/ 2/10/78

Sd H W [illegible]
Asst Engr

20 Pr

Enclosure No 1 to E.R.C. No 4880
Letter No 988 d/ 17/10/98 from A.M.

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

No. 2884

SERIAL
No. 22

23

Print

Madras, 19' Octr 1898.

From

THE CONSULTING ENGINEER FOR RAILWAYS,
MADRAS,

Reminders.

To

THE AGENT AND MANAGER, M. RY.

Reply No. 11029 ~~1045~~
dated 4/11/98

SIR,

With reference to your letter No 11029/988 of 17th October 1898, I have the honour to state that, though the revised estimate received therewith has been duly approved and signed by the Collector of North Arcot, the information asked for in my letter No 2314 of 15th August 1898 has not been ~~fully~~ furnished ~~complied with~~. I shall be glad if ~~therefore request that~~ you will kindly reply to the points therein raised.

J.H.A.
19.10.98.

S No 16

Despatched 19.10.98

218

Enclosure No 1 to ERC No 4880
Letter No 988 d/ 17/10/98 from A.M.

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

23

Print

No. 22

Madras, 19' Octr 1898.

From

THE CONSULTING ENGINEER FOR RAILWAYS,
MADRAS,

Reminders.

To

THE AGENT AND MANAGER, M. RY.

Reply No. 11029 ~~1045~~
dated ~~4/11/~~

SNo16

SIR,

With reference to your letter No. $\frac{11029}{988}$ of 17th October 1898, I have the honour to state that, though the revised estimate received therewith has been duly approved and signed by the Collector of North Arcot, the information asked for in my letter No. 2314 of 15th August 1898 has not been ~~fully~~ furnished ~~complied with~~. I ~~therefore request that~~ shall be glad if you will kindly reply to the points therein raised.

J.H.A.
19.10.98.

Despatched on 19.10.98

210

UL 19/10/98

(No. I.)

No. 11029
1045

SERIAL No. 25

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 4th November 1898

5173
5-11-98

From

The Agent and Manager.
M. R. Co

To

The Consulting Engineer for Railways.
Madras.

Sir,

S No 22 With reference to your letter No 2884 of the 19th ultimo I have the honor to inform you that the original land estimate of Arcot Ranipet Branch was prepa in the Chief Engineer's Office a the rates were furnished by the Collector of North Arcot vide his Dis 3323/Ver of '95 dated 25th Septr

I have the honor to
Sir
Your Most Obedt Servt

Agent and Manag

C.S.C.

22 P

Form No. 1/A.

No. 3115 W

26

Print

Madras, 15th November 1898.

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

Reminders.

To

THE AGE AND MANAGER, M. RY.

SIR,

SN: 21

With reference to your letter No. 11029/988 of 17º Oct 1898, forwarding ~~the~~ a revised land estimate amounting to R. 15066 for the Arcot Rampet branch, I request that I may be informed of the causes which have resulted in so large an increase over the estimate of R. 9794-15-3 forwarded with your No. 8314/613 of 4º July 1898 and that you will furnish me with a comparative detailed statement showing the differences between the two estimates.

14.11.98

Reply No. 11029/1140

dated 30/11/98

S. No 12

Despatched on 15/11/98

238

(No. I.)

5000-15-3-88.

SERIAL No. 27

No. 11029

1140

Vo

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 30th November 1898.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
1 - DEC. 1898
MADRAS.

C. No 5647
Recd. 1-12-98

From

The Agent and Manager,
Madras Railway Company,

To

The Consulting Engineer for Railways,
Madras.

SIR,

5226

In compliance with the request contained in your letter No. 3115 of the 15th instant, I have the honour to enclose for your information copy of a Comparative Statement showing differences between original and revised land estimates for the Arcot Ranipet Branch together with the Chief Engineer's letter No. A.R./$\frac{7066}{903}$ of the 28th inst explaining the cause of the increase in the revised estimate.

I have the honour to be,
Sir,
Your most Obedt. Servant,

N 4 2

[illegible]
Pr. Agent & Manager.

Enc/2.

No. A.R. 7066/903

Madras Railway Compy
Chief Engineers Office
Madras 28th November 98

The Agent and Manager.

Dear Sir,

Land Estimate Arcot Ranipet Branch

In compliance with the request of the Consulting Engineer conveyed in his No 3115 of 15th instant forwarded with your endorsement No 11029 of 16th idem, I beg to send you herewith a comparative detailed statement shewing the difference between the original and revised land estimates for the Arcot - Ranipet Branch and to submit the following explanation of the cause of increase in the revised estimate.

2. The chief cause of the increase of nearly Rs 5,300/- in the second land estimate is due to the provision of over Rs 3,000/- (including contingencies) for the salaries of the Special Deputy Collector and his staff which were not included in the first estimate.

3 An increase of another Rs 1,000/- is due to the provision of Rs 2,400/- instead of Rs 1,400/- for the compensation for the houses in Ranipet, as the Deputy Collector and Collector reported that this larger sum was required. 2558

4. The

MADRAS RAILWAY.

From The Agent and Manager

To The Consulting Engineer for Railways

No.

Dated

Recd.

---

4. The remainder of the increase is mainly due to a larger proportion of the required land being found to be private, and other land valued at the higher rates, and also to the inclusion of separate compensation for wells and trees.

Yours faithfully

(sd) James M. Ewing

for Chief Engineer

True Copy

for Agent and Manager.

C/c

26 Sp

(A. & M. I)

No

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, ____________________ 18

From

Agent and Manager.

To

Consulting Engineer for Railways.

SIR,

5647
1140
30-11-98

Madras Railway

Arcot - Ranipet Branch

mparative Statement showing difference between Original and Revised Land Estimates

Sub Heads	Original Estimate No. of acres	Rate per acre	Amount			Revised Estimate No. of acres	Rate per acre	Amount			Decrease			Increase			Remarks
ment Land in main line and Station																	
Land Rich	3·82	450	1719	"	"	4·00	450	1800	"	"				81	"	"	
—Do— ordinary	1·22	300	366	"	"	1·00	300	300	"	"	66	"	"				
Land charged with water rate						1·00	200	200	"	"				200	"	"	This land was included in the Ordinary lands valued at only Rs 20/- per acre in the Original Estimate
—Do— under wells	3·40	150	510	"	"	6·01	100	601	"	"				91	"	"	
—Do— Ordinary	14·82	20	296	6	5	6·14	20	122	12	10	173	9	7				
—Do— Private	3·00	10	30	"	"						30	"	"				
nment waste	24·46	Free				30·42	Free	Nil									
Site and Private Compounds	5·52	200	1104	"	"	7·19	200	1438	"	"				334	"	"	This increase is due to lands originally estimated as ordinary having been found by the Deputy Collector to be of a higher class
Total	56·24		4025	6	5	55·76		4461	12	10	–	–	–	436	6	5	
ry Land for Rly and Spoil																	
Land Rich	2·00	450	900	"	"	2·11	450	949	8	"				49	8	"	
—Do— Ordinary	0·68	300	204	"	"	0·60	300	180	"	"	24	"	"				
d charged with water rate						0·32	200	64	"	"				64	"	"	
Do— under wells	2·00	150	300	"	"	4·00	100	400	"	"				100	"	"	
—Do— Ordinary	5·05	20	101	"	"	2·00	20	40	"	"	61	"	"				
—Do— Private	1·00	10	10	"	"						10	"	"				
nament waste	10·65	Free				10·00	Free	Nil									
Site	0·12	200	24	"	"	0·12	200	24	"	"	"	"	"				
Total	21·50		1539	"	"	19·15		1657	8	"				118	8	"	
[illegible]																	
Land Ordinary	0·39	20	7	12	10	0·39	20	7	12	10	–	–	–	–	–	–	
Land	0·11	300	33	"	"						33	"	"				
te Do Government	0·73	Free				0·73	Free	Nil									
lage Site	0·10	200	20	"	"	0·10	200	20	"	"							
Total	1·33		60	12	10	1·22		27	12	10							
pensation for Huts in Arcot Station			1000	"	"			1000	"	"							
Do— for Houses in Ranipet			1400	"	"			2400	"	"				1000	"	"	This increase was made as the Collector reported that the larger sum would be required
Valuation Total			8025	3	3			9547	1	8				1521	14	5	
pensation for Compulsory acquisition at 15 per cent			1203	12	"			1432	"	"				228	4	"	
Total			9228	15	3			10979	1	8				1750	2	5	
of building walls for houses near line in Ranipet			100	"	"			100	"	"							
—Do— Do for wells near line								200	"	"				200	"	"	These items account for the bulk of the increase in the Revised Estimate having been omitted from the original one.
pensation for trees on private land								100	"	"				100	"	"	
ary of Special Dy: Collector at Rs 250 for 9 months								2250	"	"				2250	"	"	
of two clerks for do at Rs 30 each for 9 months								540	"	"				540	"	"	
of Delayets and peons at Rs 20 for 9 months								180	"	"				180	"	"	
			9328	15	3			14349	1	8							
Contingencies at 5 percent			466	"	"			716	14	4				250	14	4	
Total			9794	15	3			15066	0	0				5271	"	9	

Assistant Engineer's Office
Arcot - Ranipet Branch
Arcot 23rd November 1898

(Sd) H. W. Perry
Assistant Engineer

(True Copy)

for Chief Engineer
23-11-98

71

R. Form No. 12.

No. 1498. Ry.

Government of Madras,

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

28

To

The Secy. to the Govt. of India,

P. W. Department

Simla

~~Madras~~ the 6th Decr. 1898.

Sir,

I am directed to forward herewith, for the sanction of the Govt of India, a revised estimate for Land for the Arch Rampet Line of the Madras Railway amounting to Rs 15,066 in supersession of the estimate of Rs 9,794-15-3 sanctioned ~~by the Govt of India~~ in ~~the~~ letter No 1201 R C of 16th Augt/98.

2. I am to enclose copy of letter No $\frac{11029}{1140}$ of 30th Nov 1898 from the Agent & Manager M.R. explaining the cause of the increase in the revised estimate

flag X

flag A

flag M

6/12/1898

Estimate
Annexure
Chief's letter
5 A

28 P

Documents accomp:

Copy of letter from Agent
No $\frac{11029}{1140}$ of 30/11/98 & estimate & Comm. statt ~~with~~ referred to

FJS

R

1/12/98

1/12/98

whether,

PLEASE REPLY
SIMLA.

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

All communications should be addressed to the Secretary.

No. 176 **R.C.**

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

To

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

Simla, the 1st February 1899.

Sir,

I am directed to acknowledge the receipt of your letter No.1498 Railway, dated 6th December 1898, and in reply to convey the sanction of the Government of India to the revised estimate, submitted therewith, amounting to Rs.15,066-0-0, of the cost of acquiring the land required for the Arcot-Ranipet branch of the Madras railway. S 28

2. I am, however, to observe that the revised estimate exceeds the estimate sanctioned by the Government of India in Public Works Department letter No.1201 R.C., dated 16th August 1898 by a sum of Rs.5,271-0-9 or an excess of 53.82 per cent, and that the chief cause of this excess is due to the provision in the revised estimate for the salaries of the Special Deputy Collector and his staff amounting to Rs.3,118-0-0 including contingencies at 5 per cent. Further it is observed that this establishment was employed for nine months acquiring land for 4 miles of railway and that the cost is about 20 per cent of the total estimate. S/8

3. The Government of India, I am to remark, consider that that there was no apparent necessity for the appointment of a special officer to acquire 76.13 acres of land, and that the work might have been done by the ordinary establishment at the cost of the Civil Department. 298

4. Under the circumstances, I am to request that you will report for the information of the Government of India

whether, in view of the abnormal charge for establishment, the procedure adopted has led to the early acquisition of the land in question and whether it is to be followed in future cases.

5. The sanction accorded in paragraph 1 above which is in supersession of the sanction accorded in Public Works Department letter No.1201 R.C., dated 16th August 1898, is chargeable against the head "39 - Guaranteed Companies - Land" and has been registered as No.3 Land (Arcot Ranipet Railway) of 1898-1899. S 18

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

C.T.W.
Offg. Under Secretary.

Documents accompanying.
Nil.

ARET.

Public Works (1899) Department.

Railway
CURRENT No. 956

From The Govt of India

Order

Reminder **No.** 176 R-C / 1

Dated 18th July 1899
Received 24th do
Registered do
Enclosures
Spare copies

SUBJECT.

Land - Arcot - Ranipet Ry

Requesting an early reply to letter no 176 R.C. d/1/2/99 conveying sanction to the estimate of Rs 15,066 for — & enquiring in view of the abnormal charge for Establt whether the procedure adopted has led to early acquisition.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

JOINT SECRETARY TO GOVT. OF MADRAS
24 JUL. 1899

No. 176/1 R.C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Construction

To

THE Joint Secy to the Govt. of Madras, P.W.D., Ry. Br.

Simla, the 18th ~~June~~ July 1899.

Govt. Press

The undersigned is directed to invite attention to the letter noted below, and to request that the reply may be expedited.

E. C. Anthony

~~Under~~ Asst. Secretary.

P. W. D. No. 176 R.C. dated 1st Feby. 1899.

Arcot Ranipet Ry.

Land

Conveys sanction to the estimate amounting to Rs. 15,066/- for land acquired for the railway & enquires in view of the abnormal charge for establishment, whether the procedure adopted has led to early acquisition & if it is to be followed in future

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

No. $\frac{572}{573}$. 33

No. 30

Print

Madras, 14th February 1899.

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

Reminders.

To

THE AGENT, ~~S. I. R.~~ and Manager
Madras Railway

Reply No. ....

dated ....

SIR,

With reference to correspondence ending with your letter No. $\frac{11029}{1140}$ dated 30th November 1898 I have the honour to inform you that the Government of India has sanctioned the Estimate amounting to Rs. 15,066/ of the cost of acquiring the land required for the Arcot-Ranipet branch of the Madras Railway

---

Copy to C.E. for information

30 P

Despatched on 14/2/99

P T O

14.2.99

14.2.99

Public Works (1899) Department.

Railway

CURRENT No. 199

From

The Govt. of India

Order

The Consulting Engineer will inform the Agent Madras Ry. that the Estimate for Land has been sanctioned. The Examiner G.R. Accts will also be informed.

Then the File will go to the Secy. Rev. Dept. for favour of remarks on the Govt. of India's comments with a request that this Dept may be enabled to reply to the Govt. of India.

F.E.S.
13/2/99

To. Secretary Revenue Dept.

No. 176 R.C.

Dated 1st February 1899

Received
Registered } 9.2.99

Enclosures

Spare copies

SUBJECT.

Land required for the Arcot-Ranipet Branch.

Sanctioning with remarks, the revised Estimate of the cost of acquiring the —. of the M.Ry

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

31

Public Works (1899) Department.

Railway
CURRENT No. 199

Print

~~Order~~ Endst No. 73 RM dated 16th Feb. 1899.

Forwarded to the Revenue Department for favor of remarks on the Govt of India's Comments and with a request that this Deptt may be enabled to reply to the Government of India.

Sd/ J C Lyle.
Under Secretary

Rem 73 RM
d 26.4.99. 28/4/99

Despatched on 16/7/99

To.

The Revenue Deptt.

A J Bewley
31 P

From The Govt of India

No. 176 RC

Dated 1st February 1899

Received
Registered } 9-2-99

Enclosures

Spare copies

SUBJECT.

Land required for the Arcot Ranipet Branch

Sanctioning with remarks the revised Estimate amounting to Rs 15066 of the cost of acquiring the — of the Madras Railway.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

Revenue (1899) Department.

CURRENT No. 3830

Order

From

The Board of Revenue,
Land Revenue, Madras.

No. 1857 Misc.

Dated 12th June 1899
Received 15 June
Registered 15 June
Enclosures 3
Spare copies

SUBJECT.

Submitting a report on the conduct of work by the Special Dy. Collector employed in acquiring land - for the Arcot-Ranipet Railway.

[illegible]

HC/15/6

Recd by HC 20/6/99

BACK PAPERS.

G.O.	No.	Department.	Date.
20	774	—	20.2 99

FURTHER PAPERS.

G.O.	No.	Department.	Date.

58

2,000
22-2-99.

Proceedings of the Board of Revenue

(Land Revenue).

No.1857 Misc.Dated 12th June 1899

Read letter from R.H.Campbell Esq.,I.C.S.,Ag.Collector of North Arcot to the Secretary to Government, R.D. through the Secretary to the Commissioners of Land Revenue,Madras,Dis.No.313-R.Ver.of 99,dated 25th May 1899.

Resolution

C

Adverting to G.O.No.774 Mis.Rev.,dated 20th February 1899,the Board submits in original the report x with one enclosure called for from the Collector of North Arcot as to the conduct of work by the Deputy Collector who was employed in acquiring land for the Arcot-Ranipet Railway.

2. The Board agrees with the Collector in considering that the railway authorities were chiefly responsible for the delay inasmuch as they failed to furnish the Deputy Collector in time with land-plans and schedules.But some delay was also caused by an investigation into the tenure on which land in the Ranipet Cantonment was held and the reference which had to be made to the Board on the subject.It is clear that the Deputy Collector acted with ~~the~~ marked energy and promptitude throughout the proceedings and that he is entitled to complete exoneration from blame for the delay which took place.The Head Assistant Collector's decision constitutes so heavy a charge that the Board has no doubt that the services of a special officer were necessary.

478

/True Extract/

Lionel Davidson

Ag.Secretary.

82 To the Secretary to Govt.,R.D.,with a letter & enclo.in original.
Q.B.

189 .

Board of Revenue

(Land Revenue),

MADRAS.

To

Subject.

$\frac{D}{4}$ 1,920—14-3-99.

REVENUE DEPARTMENT

C No. 3830

From the Board of Revenue (Land Rev:)
No 1857 Misc

Dated 12th June 1899.

FOR ORDERS.

To Secy

A Letter No 176 RC
dt 1.2.99
in P.O. 774 Rev
20.2.99

In February last the Govt of India in commenting on the time taken up for, and the heavy cost incurred in, the acquisition of the land required for the Arcot-Ranipet Railway, enquired "whether the procedure "adopted has led to the early "acquisition of the land in "question and whether it is "to be followed in future cases" The P.W.D sent the letter to the R.D. for remarks, with a request that it might be enabled to reply to the Govt of India. The Collector of North Arcot was then asked in the

B Endt. 73 RM
dt 16.2.99
in P.O. 774 Rev
20.2.99

C P.O. 774 Rev
20.2.99

R.D.

alteration

R.D., to make a strict enquiry as to the proceedings of the Depy. Collector employed on the work and to submit a report thro' the Board of Rev:

2 This report with an exhaustive explanation from MRR M.V. Narayanaswami Pillai, the Dy Collector concerned, the Board of Revenue now submits. In doing so the Board ~~also~~ points out that the Railway authorities were mainly responsible for the delay, that the Dy Collr. had throughout acted "with energy and promptitude" and "is entitled "to complete exoneration from "blame" and that the H.a.c's (wherein the land was situated) charge was so heavy that the services of a special officer were necessary. The explanation offered so far as the R.D. is concerned appears to be complete.

28.vi.99

To P.W.D. Ry. u.o. No. 398/29.6.99

29.6.99

FOR ORDERS.

D

E

NORTH ARCOT, COLLECTOR'S OFFICE,

Chittoor, 25th May 1899

Dis No. 313/R.&G. of 1899.

DESPATCHED

26 MAY 1899

FROM

R. H. Campbell Esqr. I.C.S.,

Ag. COLLECTOR AND DISTRICT MAGISTRATE,

North Arcot,

TO

THE Secretary to Government

Revenue Department.

thro: the Board of Revenue (Land Revenu

SIR,

With reference to G. O. No. 774 mis dated 20th February 1899 (Revenue) and in continua tion of my reference in C. & No. 110/B+G of 99 dated 24th instant, I have the honour to submi the explanation of Special Deputy Collector, M. R. Ry. M. V. Narayanaswami Pillai Avergal and to state that he does not seem to be at all to blame for the delay in the completion of the work of settling compensation. He appears to have done his utmost, all throug to get the work finished, but circumstances which could not be foreseen or prevented came in the way and delayed proceedings. The Railway department are responsible for the

330

alteration

lleration to the

delay caused thereby.

2. It is difficult for me at this stage to say whether a Special Officer's Services were really required for taking up the lands in question, but judging from the time taken and the work done by the Special Deputy Collector I am of opinion that the Divisional Officer could not have undertaken the duty of the acquisition without serious detriment to his ordinary work.

I have the honour to be
Sir
Your most obedient Servant

For Ag. Collector

N.T.
KO
Au
26.5

NORTH ARCOT, COLLECTOR'S OFFICE,
Chittoor 24th May 1899.

No. ... of 189 ...

FROM
M.R.Ry. M.V. Narayanaswami Pillai Avergal
Spl. Dy. Collector Arcot-Ranipet Ry.
and now Dy. Collector
~~COLLECTOR AND DISTRICT MAGISTRATE,~~
Cuddapah
~~North Arcot,~~

Ref CURRENT No. 110 B & E of 99
DATED 25.5.99

TO
THE Collector of North Arcot

SIR,

I have the honor with reference to your endorsement on G.O. No. 774 Misc. dated 20th February 1899 to report as follows:—

flg. O

2. The Government of India in their order No. $\frac{176}{R.C}$ dated 1st February 1899 embodied in the Government order quoted above ask (1) whether there was any necessity for the appointment of a Special Officer to acquire 76.13 acres of land & (2) why it took 9 months for the Special Dy. Collector appointed to do the work. As regards the first point I beg to submit that it is not within my province to report regarding it. However I can say a few words regarding it ~~at~~ and I shall deal with it after I have done with the second. Regarding the second, I submit

Dr flg. O

345 p

at the delay was due to special circumstances beyond my control as will be explained in detail below. If the special circumstances did not exist the work ought to have been finished in between 2½ and 3 months.

3. I was appointed special Deputy Collector for the settlement of compensation in G.O. No: 461 Mis: dated 28th January 1898 Revenue. and I was ordered by Government to report myself forthwith to the Engineer in charge of the Railway and the Collector of Chingleput directed me "to join the acting appointment immediately on relief...." I was relieved on 3rd February at Madurantakam and I reported myself to the Chief Engineer Madras Railway, at Madras on 5th Idem He said that the Engineer appointed to construct the Railway had not arrived and that he might arrive soon. I went to him again on the 7th Idem and as the Engineer had not even then arrived he directed me to report myself to the Collector of North Arcot promising to let me know as soon as the new Engineer joined. I reported myself to the Collector who was then at Madras on the 9th and under his orders I went to Chittoor the same night to await his arrival there. I received no intimation ~~for~~ from the Chief Engineer: but on intimation received from the station master at the Arcot Railway station, who wrote to me on a reference made to him by me, I took permission from the Collector on the 19th to go and report myself to the Engineer as ordered by Government. I arrived at the Arcot Railway station just at the same time that the Assistant Engineer Mr. Perry, arrived from Madras. I saw him the same day. It was a Saturday and he told me that he would begin work on Monday the 22nd. He did so and finding that several pegs on the line were not to be found, the trek-spitting had disappeared and the line itself could not be definitely marked out, he said that he had to resurvey the line and that he would in a few days give me ~~work~~ the land plans and schedules required for my work. The land plans and schedules were not then ready. During this resurvey the Assistant Engineer found that some

14 days

35 St

me portion of the original survey as wrong and had to alter it. It is y recollection that this resurvey was ompleted about the first week of March nd land plan and schedule for one ection of the line was ready on the 20th of that month. ~~Instant~~. These were submitted on the same day to the Chief Engineer, Madras Railway. They had in the usual course to be approved by the Chief Engineer and the Consulting Engineer for Railways and then sent to me through the Collector of North Arcot. As there was already a delay of one month in the preparation of these and I apprehended some more delay in their passing through these offices, I arranged with the Assistant Engineer to give me copies of these with which I could begin work and save further delay in measurement, but even these copies I ~~got~~ received only on the 20th March with the Assistant Engineer's letter dated 19th Idem. But as I was on the spot and knew every work that was being done and as there was some delay in the Engineer getting the advance copies ready and in giving them to me

I started the work of measurement on the 1st March (ie), 20 days before the copies were given to me, and finished the work before the copies were actually received. All that remained for me to do was to compare the plan with the lockspitting on the ground and to rectify any slight discrepancies. After I had finished the measurements, however, there was a proposal to alter the alignment of the line altogether. The new line was inspected by the Chief Engineer and the Consulting Engineer for Railways and it was approved. The copies of the land plan and schedule that were given to me on 20th ~~O~~ March were cancelled on the 7th April. The proposal to change the alignment was made before the 20th March but the Deputy Consulting Engineer did not inspect the new line until that date. I understood from Mr. Perry that the Deputy Consulting Engineer

36 SP

approved of the new line and I wrote to the Collector ~~as~~ follows on 20th March. "I must here bring to your notice that I understood from a conversation with Mr. Perry, the Assistant Engineer [illegible] together the present surveyed line and take a shorter cut across the foreshore the Ammoor tank. If this proposal would be adopted the survey of the line has to be made and there will be no work for me for some time at least. No orders have yet been passed as regards this matter. The Deputy Consulting Engineer who was here yesterday appears to have approved of the proposal". The survey of the new line was undertaken and pushed on rapidly. The Assistant Engineer promised to give me work in the first week of April, but not having received any till the 7th I wrote to him to say that it looked "as if there is no chance of my having work even in the next week" and asked him to let me know at what stage matters were at that time and when I should be given work. I pointed out in that letter that it is nearly two months since I joined this appointment and I have had little or no work as yet. I have already reported to the Collector that I have no work but it is necessary now to tell him how much longer I shall have none". The Assistant Engineer promised to have 2 miles of the line lockspitted by the 18th April. I wrote to the Collector on 9th April:— "Myself and my establishment will therefore have no work on the line till that date" i.e. 18th April.

4 On 14th April the Assistant Engineer wrote to say that some portion of the first section of the line was lockspitted and I started work the next morning before even an advance copy of the land plan was received from the Engineer. The copies were received on 19th April and the original land plan and schedule were received through the Collector on 5th May. This plan had to be compared with the copy received and the measurements verified on the land. This was done and a draft declaration was submitted to the Collector on 16th May with the written consent of the owners of all lands except 5 persons who were not residents of the village and were living far away. The obtaining of the consent of

37 SP owners is a mere formality in the case of lands required for a Railway line which is settled on various

[illegible] was a proposal to [illegible]
considerations by professional Engineers. The line has, so far as I know, not been altered on account of frivolous objections raised by the owners of lands required. As a special precaution, however, a notice was given in the village of measurements being taken and nobody objected to the lands being taken up. I submitted to the Collector therefore that the consent of the 5 persons need not be awaited. One of them was a Tahsildar in Trichinopoly District and he was written to. Another was a contractor in Tiruvallur and a third in Katpadi. Notices were given to them. Two others were said to have gone to Kolar and their addresses were not then known. The consent of these people was, however, obtained and submitted on 3rd June. I submitted a reminder to the Collector on 23rd June pointing out that the declaration had not been published. The declaration was published in the Fort Saint George Gazette dated 5th July which was received by me on 7th. Notices were issued to all parties giving them not less than 15 days time as required by the Act and compensation was settled

on 25th, 26th and 27th July 1898. The land was [illegible] is made over to the Assistant Engineer on 28th July 1898.

As regards work in connection with the first section of the line, covered by Land plan No: I, much does not remain to be said about the other plans received. The delay in their receipt was consequent on the delays in the receipt of plan No: I already explained. A statement showing the dates on which work was done in the other sections, those on which the plans were received, those on which declarations were submitted and published in the Fort St. George Gazette, is enclosed for ready reference. It is necessary, however, to say a few words in regard to these sections. In regard to the second section covered by Plan No: II, it will be seen that although the measurement was completed before the original Land Plan was received from the Consulting Engineer (22-6-98) it was not commenced soon after the advance copy was received from the Assistant Engineer (on 10-5-98). The work was commenced only on 11th June. The consulting engineer said that there are no less than 7 bridges to be built in the low valley below the Sandalam Tank" and asked that the lands in Sandalam village (covered by Land Plan No. III) might be measured and given over to him before the lands in plan No. II. He also said that there were heavy embankments to be made in Sandalam village. So the Plan No. II was laid aside and Plan No. III taken up and disposed of first. The measurement of Land plan No. IV was commenced on 30th June but it was not completed until 20th July because there was a mistake in the peckspitting and the Engineer had to ~~go~~ inspect this in person and correctly peckspit the portion. This explains the apparent delay of 15 days that occurred between the receipt of the Land plan No. IV from the Consulting Engineer and the date of submission of the draft declaration by me. Item 6 in the statement is a revised Land Plan No. IV. This only excludes certain lands which were included in original plan No. IV. When the declaration

cancelling

cancelling a portion of the previous declaration was submitted I cannot say, not having the connected papers with me. It was published in the Fort Saint George Gazette dated 18-10-98.

6. There were some delays and errors in peckspitting which delayed work for short periods, but there are no records of this. It is now nearly one year since all this occurred and it is not possible or safe for me to say anything in regard to them.

7. Thus it will be seen that there was no avoidable delay on my part until the publication of the last notification in the Ft. Saint George Gazette on 18-10-98. All this was due to causes over which I had no control whatever. This delay was due to a change in the alignment of the line which was made by the Madras Railway Company. Even leaving out of account the last notification published (viz that of 18th October 1898) the change in the alignment accounts for the delay up to 2nd August when declarations connected with land plans Nos. II and IV were published. This gazette was received by me on 4th August. If compensation

was

ed as declarations were published, ettlement of compensation for lands covered by plans Nos: II and IV would have commenced on the 20th August and the work would have been finished about the first week of September and business would have been wound up and the office closed about the 10th of that month. I shall explain below why the settlement of compensation was not commenced in any cases except those covered by Land Plan No: I before the 12th October.

8. On 23rd June 1898 the Revenue Inspector reported that lands in Tandalam, Mantangal and Karai villages ~~and~~ once formed part of the Ranipet Canton-ment and that he heard from the village officers that they were assigned to private parties on condition of their being given up without compensation when required by Government. The same day a reference was made to the Tahsildar of Wallaja to send me any records that there may be in the Taluk office on the subject of assignment of these lands. After searching
his

his records and making enquiries the Tahsildar reported on 13th July that "from the enquiries made it appears that in Tandalam the limits of cantonment extended to survey Nos: ---------- One Veerasami Pillai who was the Monegar of Tandalam from 1862 to 1877 says that S. Nos: 135 A, 135 B and 145 have been assigned conditionally on durkhast. In the village of Karai the Karnam who is a man of 25 years standing says that S. No: 686 was assigned conditionally to Cooper Subroyen some 20 years ago and that S. No: 653 was assigned to Mr. Thorburn". He added that "there is no other information available on the subject as the old darkhast records have been destroyed." This was not sufficient information on which I could act. It was pointed out on 14th July that a conditional assignment of cantonment lands could not have been made on simple darkhast applications and that there ought to be correspondence on the subject between the Tahsildars

1.40 sp

K.P.G.

Head Assistant Collector, the Collector,
the Military authorities &c and he
was asked to send any such corres-
pondence on the subject that might
be found. Some other information
was also asked for. On the same day
a reference was made to the Collector
and the Head Assistant Collector to
send any records that may be
found in their offices. The Tahsil-
-dar again reported on 1st August that he
learnt that some of the lands were
conditionally assigned and that he
was not able to get any more information
The Hd. assistant Collector said that
all his records prior to 1862 were in
the Collector's office. The Collector
asked on 1st August for the probable
date of the correspondence and
directed me to consult Col. Kelly
an old resident of Rampet. I
interviewed Col. Kelly, made other
enquiries and reported on 5th August
to the Collector that the assignments
were made about 1863 when Mr. Wilkinson
was Head Assistant Collector there.
I requested also that the plan of the

cantonment to show its limits a
the correspondence on the subject
the conditional assignment, may
asked for from the Quarter Master
General, Madras Forces and the
Executive Engineer, Vellore. I adde
that I understood that no conditions
were inserted in the pattas held by
ryots and promised to examine the
and report again. On the 12th I repor
that two pattas which were examined
contained no conditions and said
that whatever the original conditions
might have been, permanent pattas
having been issued, the conditions
could not be binding. Some papers
were received from the records of the
Collector's office on 14th August. They
showed that certain lands which
were under cultivation prior to 1860
had been assigned on the condition
that they should be given up if required
for military purposes. On the same day
viz 14th August, I wrote "I have
already reported to you that on
whatever conditions the original
assignment

41 sp

the agreements on it made the ryots concerned now hold permanent pattas — at any rate their pattas do not contain any conditions at present. The change was probably made during the settlement of the villages concerned by the Revenue Settlement Department. Whether this change was made under proper authority or by mistake it is not possible now to tell. No body knows anything of this here. Even if this should be due to an oversight the question is whether the original conditions can be counted as still binding on the part of the pattadars. I should think not." I also submitted that if I and my Revenue Inspector should be of any use either in making a further search for records or in discussing this question, we would go up to Chittoor for the purpose. In continuation of this letter on 17th August I wrote among other things as follows:— "I have now been on Special Duty since the 5th February last and if I am to continue until the [illegible] case of compensation is disposed of I should have remained here too long. It is true that for a long time I was of necessity without work owing to a change made in the alignment of the line; but since the first plan was received from the Consulting Engineer, I have been here for over 3 months. If all the information required were now available I should be able to finish my work in a fortnight and I submit that I have no justification for continuing here now without work much longer than that period without Government being made aware of the facts. In the estimate submitted by the Assistant Engineer in charge of the Railway, he has made provision for a Deputy Collector only for 7 months and this period expires by the 5th Proximo". I was then ordered to go to Chittoor and did so. There I wrote my letter dated 22nd August which [illegible] in the file of correspondence herewith submitted. The facts stated and the questions raised therein are too many to be embodied here. I wrote therein — "as to how long it will take to dispose of all these cases (those relating to Rampet cantonment), if I should continue, it is not possible for me to tell. This depends upon the time taken to get the information wanted. I request therefore that the orders of Government may be obtained"

P.T.O.

Lettr. Dept
D

9. On this last quoted letter the conservator made a reference to the Board dated 25th August and the Board in its reference dated 2nd September called for report as to what was meant by 'permanent puttahs' and as to whether the fact of the conditional occupation was entered in the puttas or in the village accounts and, if so, when the entry ceased to be made. I was asked to report and the order was received by me on the 14th September. On that same day I replied to the reference. It was also ascertained from papers subsequently obtained from the Collec office of records that after some correspondence with the Board, the details of which will be found in ~~the~~ my letter, the Head Assistant Collector ordered the issue of ordinari ryotwari puttas for all lands in 1873,

435p

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facts were fully stated and the Collector was requested to address the Board in the Land Revenue Department. A reference was accordingly made to the Board which in its telegram which was received by me on the evening of ~~6th~~ 5th October ~~and its subsequent order dated received by me~~ directed the grant of compensation as for ordinary ryotwari patta lands. All this time the compensation cases were posted for hearing and adjourned for want of orders as will be apparent from my letters in the file.

10. After receipt of the Board's orders ~~work's~~ notice was given to all parties, & the work of ~~settling~~ settlement of compensation was commenced on 12th October, and finished about the beginning of November. On a reference made by I received orders from the Collector on 4th November to hand over all the records to the Head Assistant Collector. I despatched a special messenger to the Deputy Collector in charge who was then in camp and he directed his clerk to take charge of the papers. The work was wound up, lists of papers &c were drawn up and all records &c were handed over on 8th November when the special office was closed.

11. This in brief is what occurred during the nine months that I was in charge. I have here stated what is ~~a~~ on record and it will be apparent therefrom that I am not responsible for any part of the delay. It will be seen that I have from time to time reported whenever I had no wor

This refce reached the Board (LR) on the 5th & the telegram was sent out within a few hours
T. 6 .8

[illegible]

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x

and was anxious that it should be closed as soon as possible. In fact it was closed earlier than expected. I should have had credit for it. I saw the Collector Mr Batten several times in connection with this work, represented to him the difficulties, and begged of him to help in finishing the work soon. If you think proper you may make a reference to him on the subject. I have done my work to the best of my ability and saved for Government Rs 4399 out of Rs 14766 or 29 p.c. sanctioned for land compensation. This figure does not take into account Rs ~~1840~~ 1851 which had to be received from the Railway Company. If this is taken into account, the percentage of saving will be very much higher.

12. As regards the first question raised by the Government of India I beg to state that taking all the above facts into consideration it could not have been possible for the Divisional Officer to do the work.

I have the honour to be
Sir
Your most obedient Servant

Deputy Collector
25/5/99.

From

Mr. Rby. M. V. Narayanaswami Pillai Avl.
Dy. Collector
Cuddapah

To

The Collector of
North Arcot

Letter dated 24th May 1899

Submitting the explanation regarding the delay in the settlement of compensation for lands required for the Arcot-Ranipet Branch Railway.

Advani

No. of Land Plans received	Date of receipt of copy of Land Plan and schedule from the Railway Engineer	Date of measurement of the lands included in the Land Plan.	Date of receipt of the original Land Plan from the Consulting Engineer through the Collector	Date of Submission of the draft declaration Statement	Date of publication of the declaration in the Fort St George Gazette.	Dates of Settlement of Compensation	
[illegible] took charge	5. 2. 98	There was delay in appointing the Ry. Engineer.					
1. Land Plan No I	20. 3. 98	1st to 9th March 1898	cancelled by the Assistant Engineer on 7th April 1898.				
2. Revised Plan No I	19. 4. 98	15th to 21st April 1898	5. 5. 98	16. 5. 98	5. 7. 98	25th to 27th July 1898	The interval from 16.5.98 to 5.7.98 was lost in obtaining the consent of owners.
3 Land Plan No II	10. 5. 98	11th to 19th June 1898	22. 6. 1898	27. 6. 1898	2. 8. 98	2nd & 3rd September 1898 and 12th to 31st October 1898	During May & July [illegible] attended to Land plan No III
4 Land Plan No III	18. 5. 98	22nd May to 1st June 1898	16. 6. 98	24. 6. 98 & 31. 7. 98	12 - 7 - 98 and 16 - 8 - 98	12th to 31st October 1898	
5 Land Plan No IV	25-6-98	30th June to 3rd July 1898 and 20th July 1898	8. 7. 98	23. 7. 98	2. 8. 98	Do.	Delay [illegible]
6. Revised Plan No IV (Excluding certain areas)			18. 9. 98		18. 10. 98. (Cancelling the notification relating to the excluded area)		[illegible] the [illegible]

M. V. Narayanaswami
Collector

1899
REVENUE DEPT.
[illegible] No. [illegible]
[illegible] No. 3838

Form No. 10.

PUBLIC WORKS DEPARTMENT.
RAILWAY BRANCH.

C. No. 199
9.2.99

HIS EXCELLENCY THE GOVERNOR.
~~THE HON'BLE MR. ARUNDEL~~ C.S.I.
~~THE HON'BLE MR. H. M. WINTERBOTHAM, I.C.S.~~

SUBJECT.

Cost of the land acquired for the Arcot-Ranipet branch of the Madras Railway.

FOR ORDERS.

Rev Dept for C.1.y

draft letter

FKS

Circulate
J.H.
15.7.99

I think the draft letter to the Govt of India [illegible]
amended in pencil by Mr. Tremenheere

A.A. 18.8.99

P.T.

The Govt. of India's P.W. Dept. finding itself involved in paying a higher price for the land of the Arcot Ranipet branch of the Madras Ry. than it was led to expect wrote to this Govt. a letter No. 178 R.C. dated the 1st Feb. 99. of which I invite a perusal.

This Govt. is responsible for the efficiency of land acquisition proceedings, and will not, I imagine, feel inclined to allow itself to be found fault with in the way the Govt. of India has found fault with it, without showing by the tone of its reply that it is not disposed to go into detailed explanation, but expects the Govt. of India to accept its assurance that all ordinary care has been taken.

Instead therefore of reporting to the Govt. of India all the information collected by the Rev Dept. I propose merely to reply that H.E. in Council has satisfied himself &c. &c. as per draft put up for approval.

FKS
10/7/99

H E [illegible] 2017 [illegible] 18 [illegible] 10/8/99

Rev Deptt

Secy

With ref. to the wording of the draft letter, it is submd. that:– "This Govt's Rev Dept" is not a different entity from "H.E. the Gov in C." if it is the Sect. that is referred to. If the subordinate Rev. authorities are referred to, it is submitted this may be made clear. But as it is the Govt. that must examine ultimately & give its decision the alteration suggested in pencil seems advisable

AWe
13/7/99

Dft
FHS

The Govt. of India complains that the chief cause of the excess was that an establishment costing over Rs 3000 took nine months to acquire 76 acres of land –

On the face of it this does appear to be a positive scandal, & I must say that the proposed answer appears to me to be not at all to the point. If this irrelevant answer is considered diplomatic I have nothing more to say; but it appears to me that Govt. exposes itself to a rebuff –

I think it would be better to answer to the point & say that the abnormal cost of establishment and delay were due to the fact that a re-alignment was decided on and carried out after considerable progress in land-acquisition on the original trace had been made

H.S. –
8–8–99 –

Form No. 10.

PUBLIC WORKS DEPARTMENT.
RAILWAY BRANCH.

C. No. 199
9.2.99

SUBJECT.
Cost of the land acquired for the Arcot–Ranipet branch of the Madras Railway.

3 HIS EXCELLENCY THE GOVERNOR.
2 THE HON'BLE MR. ARUNDEL C.S.I
1 THE HON'BLE MR. H. M. WINTERBOTHAM, I.C.S.

FOR ORDERS.

I venture to recommend to H.E. & H.M. the substitution of the new draft –

The case is in truth a very bad one of inordinate delay and cost in acquisition – The Railway administration seem to have applied for a land-acquiring officer before they were ready for him –

H.S. –
14–8–99 –

Agree
AA 15.8.99.

19.8.99

again thus HM
12/8/99

Rd 19/8/99
5.35 pm

As the result of further consultation with the Hon. Mr. Winterbotham I put up a fresh draft which I believe will meet his wishes.

FHS
12/8

First to the Hon. Mr. Winterbotham

I venture to recommend G.A.G. & A.A. the substitution of the new draft —
The case is in truth a very bad one of unwarranted delay and cost in acquisition. — The Railway Administration seem to have applied for a [illegible]

[illegible]

B/ Form No. 1/A

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

Papers to be read in Proceedings:—

Read

Letter to the Govt. of India No. 1498 R dated 6.12.88
" " " 176 R.C. d/ 1.2.89
" from " to A.M. No. 572 d/ 14.2.89
" Order No. 73 R.M. d/ 16.2.89
Proceedings of the Board of Revenue No. 1857 Misc, d/ 12.6.89

ORDER. No. 938 Ry dated 22/8/89

The Govt. of India will be addressed.

FWS
R
12.8.89

48 P

Form No $\frac{10.}{A.}$

No. 939 Ry

Government of Madras,

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secretary to the Government of India,

Public Works Department,

Ootacamund, the 22d Aug 99

Sir,

I am directed to acknowledge the receipt of your letter No. 176 R. C., dated the 1st February 1899, and , with reference to para 3 thereof, I am to explain that the revenue and magisterial work of the local Divisional Officer was considered too heavy to admit of the task of acquiring the land being imposed upon him.

2. The abnormal time taken in completing the acquisition, and the consequent heavy cost of establishment were largely due to the fact that a realignment was found necessary and had to be carried out after considerable progress in land acquisition on the original alignment had been made.

498

15.8.99

14-8-99

19.8.99

R.

12/8

Despatched on 22/8/9

R. Form No. $\frac{10}{A}$.

3

43

No.

Government of Madras,

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

The Secy. to the Govt. of India,
P. W. Department,

Draft fair

__________________189 .

Sir,

AA 8899.

1

Dr. P.
Typewrite a clean draft & [illegible] attention [illegible] of AM.
[illegible]
10/8

I am directed to acknowledge the receipt of your letter No. 176 R.C., dated the 1st February 1899 the reply to which has been greatly delayed owing to the necessity for reference through the regular channel to the officers actually concerned in the acquisition of the Arcot-Ranipet branch land.

2. The first estimate of the cost of the land amounting to Rs. 9,795, which reached this Government with Agent's Madras Railway letter No. 8314/613, dated 4th July 1898, was signed only by the Chief Engineer and by the Agent, but as it was presumed that they had got their information from reliable authority, it was submitted for sanction, and was sanctioned in your letter No. 1201 R.C., dated 15th August 1898. On giving effect however to the instructions contained in your letter that the estimate should have been countersigned by the Civil Authorities, it became evident that nearly Rs. 200 per acre ought to have been

It could not have been foreseen that the Spl. Establishment would take [illegible] months & cost Rs [illegible] allowed on 76 acres, instead of Rs. 124 per acre on 79 acres. So much of this extra cost as is due to abnormal expenditure on ~~[illegible]~~ establishment, and the delay, is ascribable to the fact that realignment was decided on and carried out after considerable progress in land acquisition on the original trace had been made.

3. The Government of India's ~~expression of opinion~~ suggestion that there was no necessity for the appointment of a special officer to acquire the land and that the work might have been done by the ordinary establishment at the cost of the Civil Department having been carefully considered ~~in this Government's Revenue Department~~ &, I am instructed to intimate that His Excellency the Governor in Council ~~has now~~ is satisfied ~~himself~~ that the employment of a special officer was necessary ~~[illegible] under which the acquisition was effected were good arrangements~~ and that the cost of the land has not been excessive. It is to be regretted that the original estimate misled the Government of India, but care shall in future be taken to make the local Civil Authorities responsible for the sufficiency of such estimates.

Suggestion [illegible]

A.S.H.

omit & Govt is one
A.T.

employment of a Special officer was necessary.
A.T.

A.S.H.

Surely the G. in C. satisfied himself before a spl. officer was appointed?
Better say, was and is satisfied that &c. H.P.

F.R.S.

R.

11/7/99

Rev. Dep. for favour of C. I. of secretary
F.R.S.
11/7

A.T.
14 7 99 (please see suggestions)

Please answer the [illegible]

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

AR Scrap Annual
9/8/01

Press.

Please strike off 50 copies and send to this office. A.
3/9/00

Recd. }
Regd. } 1899.

Enclosures

Spare copies

Letter, No. 939 Ry., 22nd August 1899.

AUGUST.

Acquisition of land for the Arcot-Ranipet Branch of the M. Ry.

Offering an explanation for the abnormal time taken in, the consequent heavy cost of the establishment for completing the

Please return the copy

No. 939 Ry., 22nd August 1899.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

FRANCIS J. E. SPRING, ESQ., C.I.E.,
Joint Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

Correct

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

I am directed to acknowledge the receipt of your letter, No. 176 R.C., dated the 1st February 1899, and, with reference to paragraph 3 thereof, I am to explain that the revenue and magisterial work of the local Divisional officer was considered too heavy to admit of the task of acquiring the land being imposed upon him.

2. The abnormal time taken in completing the acquisition and the consequent heavy cost of establishment were largely due to the fact that a realignment was found necessary and had to be carried out after considerable progress in land acquisition on the original alignment had been made.

I have the honour to be,
Sir,
Your most obedient servant,
FRANCIS J. E. SPRING,
Joint Secretary.

OOTACAMUND,
22nd August 1899.

Exd. C. M. Thumbuswamy.

RAILWAY.

Government (1899) of Madras.

PUBLIC WORKS.

Recd.	1900.	Enclosures
Regd.		Spare copies

G.O., No. 938 Ry., 22nd August 1899.

AUGUST.

Acquisition of the Land ~~acquired~~ required for the Arcot-Ranipet Branch of the Madras Railway

Ordered that the explanation for the abnormal time taken in completing the acquisition and the consequent heavy cost of the establishment in regard to the —, be forwarded to the Government of India.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

G.O., No. 175 R., dated 1st February 1898.

Abstract.—Communicating to the Agent and Manager, Madras Railway, the Government of India telegram stating that expenditure on the Arcot-Ranipet branch of the Madras Railway may be incurred up to Rs. 14,000 during the current financial year, and that an allotment of funds will be made in connection with the revised estimate of the Madras Railway.

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, 4th February 1898, No. 160 R.C.

With reference to correspondence ending with Public Works Department telegram No. 140 R.C., dated 28th January 1898, I am directed to request that the Government of India may be furnished for formal sanction with detailed estimates of the cost of the land to be acquired for the Arcot-Ranipet branch of the Madras Railway.

Endt. by the Consulting Engineer for Railways, dated 10th February 1898, No. 407.

Copy forwarded to the Agent and Manager, Madras Railway, for favour of early compliance.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 24th February 1898, No. 8314/164.

I have the honour to forward, herewith, copy of letter No. C./263 of this date, addressed to me by the Chief Engineer, on the subject of land to be taken up for the Arcot-Ranipet branch line, and to request that you will be so good as to let me know if the suggestion made therein meets with your approval.

Enclosure.

From—The Chief Engineer, Madras Railway.
To—The Agent and Manager, Madras Railway Company.
Dated—Madras, 24th February 1898, No. C./263.

In paragraph 10 of the rules relating to land embodied in the rules for the preparation of Railway projects, it is prescribed that "land is everywhere (except under the special sanction of Government of India previously obtained) to be provided of a width sufficient to allow of the line being doubled. For this purpose the minimum width required for the permanent land . . . is as follows :—

Embankment	70 feet + 2 slopes.
Cutting	76 " + 2 "

2. As there is not much probability of the Arcot-Ranipet branch ever being doubled, and considerable saving can be effected in the area of land to be taken up by treating the short branch as a single line, it is recommended that the width of the permanent land be reduced by a strip 14 feet in width throughout. The minimum width to be acquired would then be for :—

Embankment	56 feet + 2 slopes.
Cutting	62 " + 2 "

I have to add that, as the public road runs close alongside the line, the usual service road can be dispensed with.

3. If you approve of this suggestion I shall be glad if you will kindly obtain the provisional sanction of the Consulting Engineer to this modification pending any reference that may be necessary to the Government of India. The favour of a very early reply is requested as the demarcation of the land is now in progress.

Telephone—From the Consulting Engineer for Railways.
To—The Agent and Manager, Madras Railway Company.
Dated—25th February 1898.

Your proposal about Arcot-Ranipet land approved.

Order—No. $\frac{331}{A}$ Ry., dated 25th February 1898.

The following telegram will be despatched to the Government of India :—

14 B. Your 160 R.C., 4th February. In anticipation sanction have authorized land for single line only to be acquired for Arcot-Ranipet branch. Please wire confirmation if approved.

Telegram—From the Secretary to the Govt. of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Railway Branch.
Dated—Calcutta, 1st March 1898, No. 283 R.C.

Your telegram numbered and dated as follows: 14 B., 25th instant. Your action in authorizing acquisition of land for single line only for Arcot-Ranipet Railway approved.

Order—No. 435 Ry., dated 21st March 1898.

Recorded.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway Company.
Dated—Madras, 4th March 1898, No. 639.

With reference to your letter No. 8314/164, dated 24th February 1898, I have the honour to confirm my telephone message of 25th ultimo quoted below :—

Your proposal about Arcot-Ranipet land approved.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway Company.
Dated—Madras, 27th June 1898, No. 1865.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 4th July 1898, No. 8314/613.

In compliance with the request contained in your letter No. 1865 of the 27th ultimo, I have the honour to forward, herewith, copy of a detail estimate of the cost of the land required for the Arcot-Ranipet branch.

Enclosure.

MADRAS RAILWAY.

Arcot-Ranipet Branch.

II.—Estimate of land required for Arcot-Ranipet Branch.

Description of land.	Rate per acre.	Number of acres.	Amount. RS.	A.	P.
(1) Permanent land in main line and sections—					
Wet land, rich	450	3·82	1,719	0	0
,, ordinary	300	1·22	366	0	0
Dry land, under wells	150	3·40	510	0	0
,, ordinary	20	14·82	296	6	5
Wet land, private	10	3·00	30	0	0
,, Government (tank bed, roads, etc.)	Free.	24·46	..		
Village site and private compounds	200	5·52	1,104	0	0
(2) Temporary land for pits and spoil—					
Wet land, rich	450	2·00	900	0	0
,, ordinary	300	0·68	204	0	0
Dry land, under wells	150	2·00	300	0	0
,, ordinary	20	5·05	101	0	0
Waste land, private	10	1·00	10	0	0
,, Government (tank bed, roads, etc.)	Free.	10·65	..		
Village site	200	0·12	24	0	0
(3) Land required for road and channel diversion—					
Wet land	300	0·11	33	0	0
Dry land	20	0·39	7	12	10
Waste land	Free.	0·73	..		
Village site	200	0·10	20	0	0
Total ..	..	79·07	5,625	3	3
(4) Compensation for huts in Arcot station			1,000	0	0
(5) ,, for houses in Ranipet station			1,400	0	0
Add—15 per cent. on above for compulsory acquisition			1,203	12	0
(6) Cost of building walls for houses near line in Ranipet			100	0	0
Total ..			9,328	15	3
Add—5 per cent. for contingencies ..			466	0	0
Grand Total ..			9,794	15	3

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—11th July 1898, No. 904 Ry.

With reference to your letter No. 160 R.C., dated 4th February 1898, and reminder, dated 10th June 1898, I am directed to forward, herewith, for the formal sanction of the Government of India, a copy of a detailed estimate of the cost of the land to be acquired for the Arcot-Ranipet branch of the Madras Railway.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 6th August 1898, No. 11029/710.

I have the honour to forward, herewith, copy of a revised estimate of the cost of land required for the Arcot-Ranipet branch, and to request that you will be so good as to cancel the estimate forwarded with my letter, No. 8314/613, dated 4th July 1898.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway Company.
Dated—Madras, 15th August 1898, No. 2314.

With reference to your letter, No. 710, dated 6th instant, I have the honour to enquire how the figures for the revised Arcot-Ranipet land estimate have been arrived at and whether they have been verified by the Collector of the district.

I should also like to be informed as to how the rates for the original estimates were obtained, and by whom the estimate was prepared.

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W.D., Ry. Branch.
Dated—Simla, 16th August 1898, No. 1201 R.C.

I am directed to acknowledge the receipt of your letter, No. 904 Ry., dated 11th July 1898, and in reply to convey the sanction of the Government of India to the detailed estimate, submitted therewith, amounting to Rs. 9,794-15-3, of the cost of the land to be acquired for the Arcot-Ranipet branch of the Madras Railway.

2. I am, however, to point out that the estimate should have been countersigned by the Civil authorities before being submitted for the orders of the Government of India.

3. This sanction is chargeable against the head "39. Guaranteed Companies—Land."

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 17th October 1898, No. 11029/988.

With reference to your letter, No. 2314 of the 15th August last, I have the honour to forward, herewith, a revised land estimate for the Arcot-Ranipet branch duly approved and signed by the Collector of the North Arcot district.

Enclosure.

MADRAS RAILWAY.

ARCOT-RANIPET BRANCH.

Abstract Estimate.

Description.	Quantity.	Rate.	Per	Amount.
	ACS.	RS.		RS.
Class A, Permanent land	55·76	..	..	4,462
,, B, temporary ,, ...	19·15	..	..	1,657
,, D, ,, ,, for roads, etc.	1·22	..	..	28
Compensation for huts at Arcot	..	..	..	1,000
,, for houses at Ranipet	..	..	..	2,400
Bonus for compulsory acquisition	..	15	Cent.	1,432
Cost of walls for houses near line	..	..	..	100
,, of walls for wells near line	..	..	..	200
Compensation for trees	..	..	..	100
Salaries of Deputy Collector and staff	..	..	..	2,970
	..	..	..	14,349
Contingencies	..	5	Cent.	717
Total ..	..	..	..	15,066

Enclosure No. 2.

MADRAS RAILWAY.

Arcot-Ranipet Branch.

Comparative Statement showing difference between original and revised land estimates.

Sub-heads.	Original estimate.			Revised estimate.			Decrease.	Increase.	Remarks.
	Number of acres.	Rate per acre.	Amount.	Number of acres.	Rate per acre.	Amount.			
		RS.	RS. A. P.		RS.	RS. A. P.	RS. A. P.	RS. A. P.	
Permanent land in Main Line and Station.									
Wet land, rich	3·82	450	1,719 0 0	4·00	450	1,800 0 0	..	81 0 0	
,, ordinary	1·22	300	366 0 0	1·00	300	300 0 0	66 0 0	..	
Dry land charged with water-rate	..	..	..	1·00	200	200 0 0	..	200 0 0	This land was included in the ordinary lands valued at only Rs. 20 per acre in the original estimate.
,, under wells	3·40	150	510 0 0	6·01	100	601 0 0	..	91 0 0	
,, ordinary	14·82	20	296 6 5	6·14	20	122 12 10	173 9 7	..	
Waste land, private	3·00	10	30 0 0	..	..	..	30 0 0	..	
Government waste	24·46	Free.		30·42	Free.	*Nil.*	..	..	
Village site and private compounds	5·52	200	1,104 0 0	7·19	200	1,438 0 0	..	334 0 0	This increase is due to lands originally estimated as ordinary having been found by the Deputy Collector to be of a higher class.
Total ..	56·24	..	4,025 6 5	55·76	..	4,461 12 10	..	436 6 5	
Temporary land for Pits and Spoil.									
Wet land, rich	2·00	450	900 0 0	2·11	450	949 8 0	..	49 8 0	
,, ordinary	0·68	300	204 0 0	0·60	300	180 0 0	24 0 0	..	
Dry land charged with water-rate	..	..	..	0·32	200	64 0 0	..	64 0 0	
,, under wells	2·00	150	300 0 0	4·00	100	400 0 0	..	100 0 0	
,, ordinary	5·05	20	101 0 0	2·00	20	40 0 0	61 0 0	..	
Waste land, private	1·00	10	10 0 0	..	..	..	10 0 0	..	
Government waste	10·65	Free.	..	10·00	Free.	*Nil.*	..	..	
Village site	0·12	200	24 0 0	0·12	200	24 0 0	..	..	
Total ..	21·50	..	1,539 0 0	19·15	..	1,657 8 0	..	118 8 0	
Temporary land for Roads and Channels.									
Dry land, ordinary	0·39	20	7 12 10	0·39	20	7 12 10	..	..	
Wet land	0·11	300	33 0 0	..	..	..	33 0 0	..	
Waste land, Government	0·73	Free.	..	0·73	Free.	*Nil.*	..	..	
Village site	0·10	200	20 0 0	0·10	200	20 0 0	..	..	
Total ..	1·33	..	60 12 10	1·22	..	27 12 10	..	..	
Compensation for huts in Arcot station	..	..	1,000 0 0	..	..	1,000 0 0	..	..	
,, for houses in Ranipet	..	..	1,400 0 0	..	..	2,400 0 0	..	1,000 0 0	This increase was made as the Collector reported that the larger sum would be required.
Valuation Total ..	..	..	8,025 3 3	..	..	9,547 1 8	..	1,521 14 5	
Compensation for compulsory acquisition at 15 per cent.	..	..	1,203 12 0	..	..	1,432 0 0	..	228 4 0	
Total ..	..	..	9,228 15 3	..	..	10,979 1 8	..	1,750 2 5	
Cost of building walls for houses near line in Ranipet.	..	..	100 0 0	..	..	100 0 0	..	..	These items account for the bulk of the increase in the revised estimate having been omitted from the original one.
,, ,, ,, for wells near line	..	..	..	..	..	200 0 0	..	200 0 0	
Compensation for trees on private lands	..	..	..	..	..	100 0 0	..	100 0 0	
Salary of Special Deputy Collector at Rs. 250 for 9 months.	..	..	..	..	..	2,250 0 0	..	2,250 0 0	
Salary of two clerks for Special Deputy Collector at Rs. 30 each for 9 months.	..	..	..	..	..	540 0 0	..	540 0 0	
Salary of daloyets and peons at Rs. 20 for 9 months.	..	..	..	..	..	180 0 0	..	180 0 0	
	..	..	9,328 15 3	..	..	14,349 1 8	..	..	
Contingencies at 5 per cent. ..	..	..	466 0 0	..	..	716 14 4	..	250 14 4	
Total ..	..	..	9,794 15 3	..	..	15,066 0 0	..	5,271 0 9	

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department, Simla.
Dated—Madras, 6th December 1898, No. 1498 Ry.

I am directed to forward herewith, for the sanction of the Government of India, a revised estimate for land for the Arcot-Ranipet branch of the Madras Railway, amounting to Rs. 15,066, in supersession of the estimate of Rs. 9,794-15-3 sanctioned in your letter, No. 1201 R.C., dated 16th August 1898.

2. I am to enclose copy of letter, No. 11029/1140, dated 30th November 1898, from the Agent and Manager, Madras Railway, explaining the cause of the increase in the revised estimate.

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, 1st February 1899, No. 176 R.C.

I am directed to acknowledge the receipt of your letter, No. 1498 Ry., dated 6th December 1898, and in reply to convey the sanction of the Government of India to the revised estimate, submitted therewith, amounting to Rs. 15,066, of the cost of acquiring the land required for the Arcot-Ranipet branch of the Madras Railway.

2. I am, however, to observe that the revised estimate exceeds the estimate sanctioned by the Government of India in Public Works Department letter, No. 1201 R.C., dated 16th August 1898, by a sum of Rs. 5,271-0-9, or an excess of 53·82 per cent., and that the chief cause of this excess is due to the provision in the revised estimate for the salaries of the Special Deputy Collector and his staff, amounting to Rs. 3,118, including contingencies at 5 per cent. Further, it is observed that this establishment was employed for nine months acquiring land for 4 miles of railway and that the cost is about 20 per cent. of the total estimate.

3. The Government of India, I am to remark, consider that there was no apparent necessity for the appointment of a special officer to acquire 76·13 acres of land, and that the work might have been done by the ordinary establishment at the cost of the Civil Department.

4. Under the circumstances, I am to request that you will report for the information of the Government of India whether, in view of the abnormal charge for establishment, the procedure adopted has led to the early acquisition of the land in question and whether it is to be followed in future cases.

5. The sanction accorded in paragraph 1 above which is in supersession of the sanction accorded in Public Works Department letter, No. 1201 R.C., dated 16th August 1898, is chargeable against the head "39. Guaranteed Companies—Land" and has been registered as No. 3. Land (Arcot-Ranipet Railway) of 1898-99.

From—The Consulting Engineer for Railways, Madras.
To—The Agent and Manager, Madras Railway.
Dated—Madras, 14th February 1899, No. 512/513.

With reference to correspondence ending with your letter, No. 11029/1140, dated 30th November 1898, I have the honour to inform you that the Government of India has sanctioned the estimate, amounting to Rs. 15,066, of the cost of acquiring the land required for the Arcot-Ranipet branch of the Madras Railway.

Endt. by the Consulting Engr. for Railways, dated 14th February 1899.

Copy to the Examiner, Guaranteed Railway Accounts, for information.

Endt. by the Under Secretary, Ry. Branch, dated 16th February 1899, No. 73 R.M.

Forwarded to the Revenue Department for favour of remarks on the Government of India's comments and with a request that this department may be enabled to reply to the Government of India.

Proceedings of the Board of Revenue (Land Revenue), Mis. No. 1857, dated 12th June 1899.

From—The Collector and District Magistrate, North Arcot.
To—The Secretary to Government, Revenue Department.
(Through the Board of Revenue, Land Revenue).
Dated—Chittoor, 25th May 1899, Dis. No. 313/R.Ver.

With reference to G.O., Mis. No. 774, Revenue, dated 20th February 1899, and in continuation of my reference on C.V. No. 110/B. & G. of 1899, dated 24th instant, I have the honour to submit the explanation of Special Deputy Collector M.R.Ry. M. V. Narayanaswami Pillai Avargal, and to state that he does not seem to be at all to blame for the delay in the completion of the work of settling compensation. He appears to have done his utmost, all through, to get the work finished, but circumstances which could not be foreseen or prevented came in the way and delayed proceedings. The Railway department are responsible for the alteration in the original alignment and the delay caused thereby.

2. It is difficult for me at this stage to say whether a special officer's services were really required for taking up the lands in question, but judging from the time taken and the work done by the Special Deputy Collector, I am of opinion that the Divisional officer could not have undertaken the duty of the acquisition without serious detriment to his ordinary work.

Enclosure.

From—The Special Deputy Collector, Arcot-Ranipet Railway.
To—The Collector of North Arcot.
Dated—Chittoor, 24th May 1899, Ref. Cur. No. 110/B. & G.

I have the honour with reference to your endorsement on G.O., Mis. No. 774, Revenue, dated 20th February 1899, to report as follows.

2. The Government of India in their Order, No. 176/R.C., dated 1st February 1899, embodied in the Government Order quoted above, ask (1) whether there was any necessity for the appointment of a special officer to acquire 76·13 acres of land, and (2) why it took nine months for the Special Deputy Collector appointed to do the work. As regards the first point I beg to submit that it is not within my province to report regarding it. However I can say a few words regarding it and I shall deal with it after I have done with the second. Regarding the second, I submit that the delay was due to special circumstances beyond my control as will be explained in detail below. If the special circumstances did not exist the work ought to have been finished in between 2½ and 3 months.

3. I was appointed Special Deputy Collector for the settlement of compensation in G.O., Mis. No. 461, Revenue, dated 28th January 1898, and I was ordered by Government to report myself forthwith to the Engineer in charge of the railway, and the Collector of Chingleput directed me to "join the acting appointment immediately on relief . . . ." I was relieved on 3rd February at Madurantakam and I reported myself to the Chief Engineer, Madras Railway, at Madras on 5th idem. He said that the Engineer appointed to construct the railway had not arrived and that he might arrive soon. I went to him again on the 7th idem and as the Engineer had not even then arrived he directed me to report myself to the Collector of North Arcot promising to let me know as soon as the new Engineer joined. I reported myself to the Collector who was then at Madras on the 9th and, under his orders, I went to Chittoor the same night to await his arrival there. I received no intimation from the Chief Engineer, but on intimation received from the station-master at the Arcot railway station, who wrote to me on a reference made to him by me, I took permission from the Collector on the 19th to go and report myself to the Engineer as ordered by Government. I arrived at the Arcot railway station just at the same time that the Assistant-Engineer, Mr. Perry, arrived from Madras. I saw him the same day. It was a Saturday and he told me that he would begin work on Monday, the 22nd. He did so and finding that several pegs on the line were not to be found, the lock spitting had disappeared and the line itself could not be definitely marked out, he said that he had to resurvey the line and that he would in a few days give me the land plans and schedules required for my work. The land plans and schedules were not then ready. During this resurvey the Assistant Engineer found that some portion of the original survey was wrong and had to alter it. It is my

recollection that this resurvey was completed about the first week of March and land plan and schedule for one section of the line was ready on the 20th of that month. These were submitted on the same day to the Chief Engineer, Madras Railway. They had in the usual course to be approved by the Chief Engineer and the Consulting Engineer for Railways and then sent to me through the Collector of North Arcot. As there was already a delay of one month in the preparation of these and I apprehended some more delay in their passing through these officers, I arranged with the Assistant Engineer to give me copies of these with which I could begin work and save further delay in measurement; but even these copies I received only on the 20th March with the Assistant Engineer's letter, dated 19th idem. But as I was on the spot and knew every work that was being done and as there was some delay in the Engineer getting the *advance* copies ready and giving them to me I started the work of measurement on the 1st March, *i.e.*, 20 days before the copies were given to me, and finished the work before the copies were actually received. All that remained for me to do was to compare the plan with the lockspitting on the ground and to rectify any slight discrepancies. After I had finished the measurements, however, there was a proposal to alter the alignment of the line altogether. The new line was inspected by the Chief Engineer and the Consulting Engineer for Railways and it was approved. The copies of the land plan and schedule that were given to me on 20th March were cancelled on the 7th April. The proposal to change the alignment was made before the 20th March, but the Deputy Consulting Engineer did not inspect the new line until that date. I understood from Mr. Perry that the Deputy Consulting Engineer approved of the new line and I wrote to the Collector as follows on 21st March: "I must here bring to your notice that I understood from a conversation with Mr. Perry, the Assistant Engineer, that there is a proposal to abandon altogether the present surveyed line and to take a shorter cut across the foreshore of the Ammoor tank. If this proposal should be adopted the survey of the line has to be made and there will be *no work for me for some time at least*. No orders have yet been passed as regards this matter. The Deputy Consulting Engineer who was here yesterday appears to have approved of the proposal." The survey of the new line was undertaken and pushed on rapidly. The Assistant Engineer promised to give me work in the first week of April, but not having received any until the 7th, I wrote to him to say that it looked "as if there is no chance of my having work even in the next week" and asked him to let me know at what stage matters were at that time and when I should be given work. I pointed out in that letter that "it is nearly two months since I joined this appointment and I have had little or no work as yet. I have already reported to the Collector that I have no work, but it is necessary now to tell him how much longer I shall have none." The Assistant Engineer promised to have 2 miles of the line lockspitted by the 18th April. I wrote to the Collector on 9th April—"myself and my establishment will therefore have no work on the line till that date," *i.e.*, 18th April.

4. On 14th April the Assistant Engineer wrote to say that some portion of the first section of the line was lockspitted and I started work the next morning before even an advance copy of the land plan was received from the Engineer. The copies were received on 19th April and the original land plan and schedule were received through the Collector on 5th May. This plan had to be compared with the copy received and the measurements verified on the land. This was done and a draft declaration was submitted to the Collector on 16th May with the written consent of the owners of all lands except five persons who were not residents of the village and were living far away. The obtaining of the consent of owners is a mere formality in the case of lands required for a railway line which is settled on various considerations by professional Engineers. No line has, so far as I know, ever been altered on account of frivolous objections raised by owners of the lands required. As a special precaution, however, a notice was given in the village of measurements being taken and nobody objected to the lands being taken up. I submitted to the Collector therefore that the consent of the five persons need not be awaited. One of them was a Tahsildar in Trichinopoly district and he was written to. Another was a contractor in Tiruvallur and a third in Katpadi. Notices were given to them. Two others were said to have gone to Kolar and their addresses were not then known. The consent of these people was, however, obtained and submitted on 2nd June. I submitted a reminder to the Collector on 23rd June pointing out that the declaration had not been published. The declaration was published in the *Fort St. George Gazette*, dated 5th July, which was received by me on 7th. Notices were issued to all parties giving them not less than fifteen days' time as required by the Act and compensation was settled on 25th, 26th and 27th July 1898. The lands were made over to the Assistant Engineer on 28th July 1898.

5. So much in connection with the first section of the line, covered by land plan No. I. Much does not remain to be said about the other land plans received. The delay in their receipt was consequent on the delay in the receipt of plan No. I already explained. A statement showing the dates on which work was done in the other sections, those on which the plans were received, those on which declarations were submitted and published in the *Fort St. George Gazette* is enclosed for ready reference. It is necessary, however, to say a few words in regard to these sections. In regard to the second section covered by plan No. II, it will be seen that although the measurement was completed before the original land plan was received from the Consulting

Engineer (22nd June 1898), it was not commenced soon after the advance copy was received from the Assistant Engineer (on 10th May 1898). The work was commenced only on 11th June. The Assistant Engineer said that "there are no less than seven bridges to be built in the low valley below the Tandalam tank," and asked that the lands in Tandalam village (covered by land plan No. III) might be measured and given over to him before the lands in plan No. II. He also said that there were heavy embankments to be made in Tandalam village. So the plan No. II was laid aside and plan No. III taken up and disposed of first. The measurement of land plan No. IV was commenced on 30th June, but it was not completed until 20th July, because there was a mistake in the lockspitting and the Engineer had to inspect this in person and correctly lockspit the portion. This explains the apparent delay of fifteen days' that occurred between the receipt of the land plan No. IV from the Consulting Engineer and the date of submission of the draft declaration by me. Item 6 in the statement is a revised land plan No. IV. This only excludes certain lands which were included in original plan No. IV. When the declaration cancelling a portion of the previous declaration was submitted, I cannot say, not having the connected papers with me. It was published in the *Fort St. George Gazette*, dated 18th October 1898.

6. There were some delays and errors in lockspitting which delayed work for short periods; but there are no records of this. It is now nearly one year since all this occurred and it is not possible or safe for me to say anything in regard to them.

7. Thus it will be seen that there was no avoidable delay on my part until the publication of the last notification in the *Fort St. George Gazette* on 18th October 1898. All this was due to causes over which I had no control whatever. This delay was due to a change in the alignment of the line which was made by the Madras Railway Company. Even leaving out of account the last notification published (viz., that of 18th October 1898), the change in the alignment accounts for the delay up to 2nd August when declarations connected with land plans Nos. II and IV were published. This Gazette was received by me on 4th August. If compensation was settled as declarations were published, settlement of compensation for lands covered by plans Nos. II and IV would have commenced on the 20th August, and the work would have been finished about the first week of September and business would have been wound up and the office closed about the 10th of that month. I shall explain below why the settlement of compensation was not commenced in any cases except those covered by land plan No. I before the 12th October.

8. On 23rd June 1898, the Revenue Inspector reported that lands in Tondalam, Mantangal and Karai villages once formed part of the Ranipet cantonment and that he heard from the village officers that they were assigned to private parties on condition of their being given up without compensation when required by Government. The same day a reference was made to the Tahsildar of Wallaja to send me any records that there may be in the Taluk office on the subject of assignment of these lands. After searching his records and making enquiries the Tahsildar reported on 13th July that "from the enquiries made it appears that in Tondalam the limits of cantonment extended to Survey Nos.   . One Veerasami Pillai who was the Monegar of Tondalam from 1862 to 1877 says that survey Nos. 135 A/1, 135 B and 145 have been assigned conditionally on darkhast. In the village of Karai, the karnam, who is a man of 25 years' standing, says that survey No. 686 was assigned conditionally to Cooper Subroyen some 20 years ago and that survey No. 653 was assigned to Mr. Thorburn." He added that "there is no other information available on the subject as the old darkhast records have been destroyed." This was not sufficient information on which I could act. It was pointed out on 14th July that a conditional assignment of cantonment lands could not have been made on simple darkhast applications and that there ought to be correspondence on the subject between the Tahsildar, Head Assistant Collector, the Collector, the Military authorities, &c., and he was asked to send any such correspondence on the subject that might be found. Some other information was also asked for. On the same day a reference was made to the Collector and the Head Assistant Collector to send any records that may be found in their offices. The Tahsildar again reported on 1st August that he learnt that some of the lands were conditionally assigned and that he was not able to get any more information. The Head Assistant Collector said that all his records prior to 1882 were in the Collector's office. The Collector asked on 1st August for the probable date of the correspondence and directed me to consult Colonel Kelly, an old resident of Ranipet. I interviewed Colonel Kelly, made other enquiries and reported on 5th August to the Collector that the assignments were made about 1863 when Mr. Wilkinson was Head Assistant Collector there. I requested also that the plan of the cantonment to show its limits and the correspondence on the subject of the conditional assignment, may be asked for from the Quartermaster-General, Madras Forces, and the Executive Engineer, Vellore. I added that I understood that no conditions were inserted in the pattas held by ryots and promised to examine them and report again. On the 12th I reported that two pattas which were examined contained no conditions and said that whatever the original conditions might have been, permanent pattas having been issued, the conditions could not be binding. Some papers were received from the

records of the Collector's office on 14th August. They showed that certain lands which were under cultivation prior to 1860 had been assigned on the condition that they should be given up if required for military purposes. On the same day, viz., 14th August, I wrote: "I have already reported to you that on whatever conditions the original assignments were made, the ryots concerned now hold permanent pattas—at any rate their pattas do not contain any conditions at present. The change was probably made during the settlement of the villages concerned by the Revenue Settlement department. Whether this change was made under proper authority or by mistake it is not possible now to tell. Nobody knows anything of this here. Even if this should be due to an oversight, the question is whether the original conditions can be counted as still binding on the part of the pattadars. I should think not." I also submitted that if I and my revenue inspector should be of any use, either in making a further search for records or in discussing this question, we would go up to Chittoor for the purpose. In continuation of this letter on 17th August I wrote, among other things, as follows: "I have now been on special duty since the 5th February last, and if I am to continue until the last case of compensation is disposed of, I should have remained here too long. It is true that for a long time I was of necessity without work owing to a change made in the alignment of the line; but since the first plan was received from the Consulting Engineer, I have been here for over three months. If all the information required were now available, I should be able to finish my work in a fortnight, and I submit that I have no justification for continuing here now without work much longer than that period without Government being made aware of the facts. In the estimate submitted by the Assistant Engineer in charge of the Railway, he has made provision for a Deputy Collector only for seven months and this period expires by the 5th proximo." I was then ordered to go to Chittoor and did so. There I wrote my letter, dated 22nd August, which will be found in the file of correspondence herewith submitted. The facts stated and the questions raised therein are too many to be embodied here. I wrote therein—"As to how long it will take to dispose of all these cases (these relating to Ranipet cantonment), if I should continue, it is not possible for me to tell. This depends upon the time taken to get the information wanted. I request therefore that the orders of Government may be obtained."

9. On this last-quoted letter the Collector made a reference to the Board, dated 25th August, and the Board in its reference, dated 2nd September, called for report as to what was meant by "permanent pattas" and as to whether the fact of the conditional occupation was entered in the pattas or in the village accounts and, if so, when the entry ceased to be made. I was asked to report and the order was received by me on the 14th September. On that same day I replied to the reference. It was also ascertained from papers subsequently obtained from the Collector's office records that, after some correspondence with the Board, the details of which will be found in my letter, the Head Assistant Collector ordered the issue of ordinary ryotwari pattas for all lands in 1873 (fasli 1284). These facts were fully stated and the Collector was requested to address the Board in the Land Revenue Department. A reference was accordingly made to the Board which in its telegram, which was received by me on the evening of 5th October, directed the grant of compensation as for ordinary ryotwari patta lands. All this time the compensation cases were posted for hearing and adjourned for want of orders as will be apparent from my letters in the file.

10. After receipt of the Board's orders notice was given to all parties, and the work of settlement of compensation was commenced on 12th October and finished about the beginning of November. On a reference made by me I received orders from the Collector on 4th November to hand over all the records to the Head Assistant Collector. I despatched a special messenger to the Deputy Collector in charge who was then in camp and he directed his clerk to take charge of the papers. The work was wound up, lists of papers, etc., were drawn up and all records, etc., were handed over on 8th November when the special office was closed.

11. This, in brief, is what occurred during the nine months that I was in charge. I have here stated what is on record, and it will be apparent therefrom that I am not responsible for any part of the delay. It will be seen that I have from time to time reported whenever I had no work and was anxious that it should be closed as soon as possible. In fact if it was closed earlier than expected, I should have had credit for it. I saw the Collector, Mr. Batten, several times in connection with this work, represented to him the difficulties, and begged of him to help in finishing the work soon. If you think proper you may make a reference to him on the subject. I have done my work to the best of my ability and saved for Government Rs. 4,399 out of Rs. 14,766, or 29 per cent. sanctioned for land compensation. This figure does not take into account Rs. 1,851 which had to be received from the Railway Company. If this is taken into account, the percentage of saving will be very much higher.

12. As regards the first question raised by the Government of India, I beg to state that taking all the above facts into consideration it could not have been possible for the Divisional officer to do the work.

Number of land plans received. 1	Date of receipt of copy of land plan and schedule from the Railway Engineer. 2	Date of measurement of the land included in the land plan. 3	Date of receipt of the original land plan from the Consulting Engineer through the Collector. 4
1. Land plan No. I	20th March 1898 ..	1st to 9th March 1898 ..	Cancelled by the Assistant Engineer on 7th April 1898.
2. Revised plan No. I	19th April ,, ..	15th to 21st April ,, ..	5th May 1898.
3. Land plan No. II	10th May ,, ..	11th to 19th June ,, ..	22nd June ,,
4. ,, ,, ,, III	18th ,, ,, ..	22nd May to 1st June 1898 ..	16th ,, ,,
5. ,, ,, ,, IV	25th June ,, ..	30th June to 3rd July 1898 and 20th July 1898.	8th July ,,
6. Revised plan No. IV (Excluding certain areas).	....	....	18th Sept. ,,

Number of land plans received.	Date of submission of the draft declaration statement. 5	Date of publication of the declaration in the *Fort St. George Gazette*. 6	Dates of settlement of compensation. 7
1. Land plan No. I	Cancelled by the Assistant Engineer on 7th April 1898.		
2. Revised plan No. I	16th May 1898 ..	5th July 1898	25th to 27th July 1898.
3. Land plan No. II	27th June ,, ..	2nd August 1898 ..	2nd and 3rd September 1898 and 12th to 31st October 1898.
4. ,, ,, ,, III	24th June 1898 and 31st July 1898.	12th July 1898 and 16th August 1898.	12th to 31st October 1898.
5. ,, ,, ,, IV	23rd July 1898 ..	2nd August 1898 ..	,, ,,
6. Revised plan No. IV (Excluding certain areas).	....	18th October 1898 (cancelling the notification relating to the excluded area).	

Resolution—Mis. No. 1857, dated 12th June 1899.

Adverting to G.O., Mis. No. 774, Revenue, dated 20th February 1899, the Board submits, in original, the report* called for from the Collector of North Arcot as to the conduct of work by the Deputy Collector who was employed in acquiring land for the Arcot-Ranipet Railway.

2. The Board agrees with the Collector in considering that the Railway authorities were chiefly responsible for the delay inasmuch as they failed to furnish the Deputy Collector in time with land plans and schedules. But some delay was also caused by an investigation into the tenure on which land in the Ranipet cantonment was held and the reference which had to be made to the Board on the subject. It is clear that the Deputy Collector acted with marked energy and promptitude throughout the proceedings and that he is entitled to complete exoneration from blame for the delay which took place. The Head Assistant Collector's division constitutes so heavy a charge that the Board has no doubt that the services of a special officer were necessary.

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* With one enclosure.

Order—No. 938 Ry., dated 22nd August 1899.

The Government of India will be addressed.

[Here enter No. 939 Ry., dated 22nd August 1899.]

(True Extract.)

Francis J. E. Spring,
Secretary.

Exd C. M. Thumbusawmy.