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MADRAS RECORD OFFICE.

Government of Madras.

REVENUE

DEPARTMENT.

G.O. No.

1117

Press
Mis.

Dated

28

b.

1891

Not to be folded or roughly handled

Villages around Railway Stations. Proceedings
Board of Revenue relating to their condemnation,
with orders thereon.

*Proceedings of the Madras Government, Revenue Department,
28th June 1871.*

No. 304. Read the following Proceedings of the Board of Revenue, dated 27th September 1870 No. 5,879 :—

Read the following Proceedings of the Madras Government, dated 2nd April 1870, No. 11, Revenue Department.

ABSTRACT.—Forwarding to the Board of Revenue for report letter from the Consulting Engineer for Railways suggesting that no Government land situated within 500 yards of the confines of the compound of any railway station should be disposed of unless full power to enforce sanitary regulations can be retained.

In 1857 the Board submitted to Government a set of rules for the conservancy of villages springing up around railway stations. The rules were tried as an experiment at the Vellore Station, but their general introduction was not approved.

2. In 1859 the Board again, when submitting a form of deed to be used when land was purchased in the vicinity of railway stations, pressed Government to adopt certain rules for the conservancy of the villages; but Government, without alluding in any way to the rules, declared that the whole subject was disposed of in their Proceedings about the redemption of the land-tax and the creation of freeholds.

3. It now appears that at Pothanur thatched huts have been built in dangerous proximity to the railway station, and that the Sanitary Commissioner considers that, unless sanitary regulations can be enforced magisterially, no village should be allowed to spring up within 500 yards of the compound of any railway station.

4. The Board resolve once more to submit, for the consideration of Government, the advisability of adopting the rules appended to their letter of the 3rd June 1859, No. 2,016. These rules will sufficiently provide for the conservancy of station villages where the land is still public property, and the Board are of opinion that it should at once be ordered that no land within 500 yards of a station is to be granted to any private applicant, except on the terms embodied in the rules.

No. 305. ORDER THEREON, 28th June 1871, No. 1,117.

Miscellaneous.

THE Government are of opinion that, irrespective of other considerations, the time has past when the adoption of the rules proposed by the Board in 1859 would ensure the due regulation of the villages around railway stations; but they desire that the Board will consider and report whether it is desirable to obtain by legislation any additional powers for Magistrates than those they now possess for the suppression of nuisances in the localities in question and for promoting public convenience and the well-being of the general community in regard to them.

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Proceedings of the Madras Government, Revenue Department,
28th Jun 1871.

2. Meanwhile, as a step in this direction, the Government desire that the Board will instruct Collectors that under no circumstances are they to dispose of any Government land for private occupation of any kind within half a mile (880 yards) of the boundary of any railway station land without the previous sanction of the Board in each individual case, and that they are to enforce on their taluk subordinates that they are prohibited from permitting any such occupation without the special orders of the Collector, and that they will be held personally responsible for any unauthorized occupation whether by their act or neglect.

3. The Government desire that a complete set of plans may be furnished to them for each railway station and its neighbourhood, embracing all land within a radius of one mile from the station boundary, and on a uniform scale of eighteen inches to the mile. The plan will show what land is in the possession of private parties and what in the possession of Government.

4. In many cases Colonel Priestley will probably be able to supply these plans from the records of the Revenue Survey Office; but where his department has not worked, the Superintending Engineer of the districts will make the necessary arrangements for the preparation of the plans under orders which will be issued in the Department Public Works.

5. The series will be maintained as fresh stations are established, and the plans should be lithographed and copied, forwarded to Government as completed.

(True Extract.)

Signed)

D. F. CARMICHAEL,
Acting Secretary to Government.

To the Public Works Department,
.. the Board of Revenue.

✓

Rev. L. Department

✓

Proceedings of the Madras Government
Under date the 28th January 1871.

Read the following
Proc. of the Board of Rev.

Subj. for consideration
question as to advisability
of adopting rules appended to
Board's letter of 3rd June 1859, for
conservancy of villages around
Railway Stations.

(H.L. 27th September 1859)

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Superintending Engineer of the Districts will make the necessary arrangements for the preparation of the plans under orders which will be issued in the D.P. Works.

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L.R.

23 Copies to D.P. Works. Deerpur
14 - to the Secy of Revenue

55
3

Supd. P.W.

48
 Continuity of the
 paper around the
 my station.

6
 Memo for order in No. 3049
 Question. What steps are to be taken with a
 view to the conservancy & regular laying out
 of the towns springing up round railway
 stations.

This question was
 first mooted in 1850,
 & the marginally noted
 Proceedings of Govt Ex-
 hibit its progress towards
 solution in that year.

The Board proposed
 that Govt should become
 the purchaser of all
 land within a radius
 of half a mile from
 railway stations, and
 that

Q.O. of 28th Sep. 1853 to 1894.
 The Board's proposal
 of 1857 would I think
 have an increased value
 if then adopted. At
 the interval of 18 yrs
 which has since
 elapsed, has changed
 the state of affairs.
 The great object
 is to prevent the rail-
 way belt from be-
 coming a swamp.

that having acquired
proprietary right they
should impose such con-
ditions on parties pur-
chasing or renting land
for building purposes
as were consistent with
perfect cleanliness and
regularity in the streets
of the new townships.
The Govt disapproved
of this proposition
1st because of the outlay
which it would involve
2nd because it would
be difficult to attract a
population on the stringent
conditions proposed by

Mr. Anson. and I
do not see how this
can be done unless
the buyers of the land
impose their own
conditions on the occu-
pants. For this reason
I am inclined to be-
lieve that the
Govt. will not do
this. All we can do
is to reserve all
unoccupied
land for 1/2 a
mile round each
station make it
into small allot-
ments or blocks in
streets and impose
our own terms. We
have but little land
left I fear. But as
reports are that Govt. has
not of our hands the

H.O. of 20th Sep 1855. No 1094

can only put
the Criminal
Law into force.

I have been
tired of plans
here ordered to
be made of all the
plots. If I can
bring them I will
be made here.
I think the
plots are fine for
plots with 1/2
part of them here
plans of the
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plots.

by the Board. The policy
proposed by the Govt as a
means of gaining the same
end was a more liberal &
a less costly one - viz that
parties building on waste
land near Railway stations
should be bound by a few
general rules designed
to secure tolerable width
& regularity of the streets
and to guard against
over-crowding. While if
there was no unoccupied
Govt land at hand &
parties were therefore
obliged to settle on private
land, remission of the
taxes

I am assessment ^{should} be made a means of securing adherence to the same conditions. Lastly, the Govt. relied rather upon the influence of the collector and the example set by the Railway Company to promote a due regard to the aesthetic in the new townships than upon a Procrustean system of official dictation and surveillance.

2. The Board still continued to urge upon Govt. the advantage of there buying up all the land in the vicinity of Railway stations, which the owners were ignorant of

I agree with the sense of Mr. ... remarks. We cannot undo the private speculation in the vicinity of Railway Stations. The parties buying such lands are not inhibited by the force of law but are acting on which may hereafter be passed. With reference to land still lying to go near Station I would have a plan & report made of such lands in each case and what laying down any hands fast rule about distance or materials, providing that no land should

to be checked and no houses built within the special sanction of the collector or his collector granted a personal inspection. There may be places where buildings might be advantageously constructed within 500 or even 300 yds of the station & to exclude that might be a hardship on the poor.

It appears to me however that an act might be introduced granting special powers of

G.O. dated 14 Aug 1858
 No. 866 & 12 June 1857
 No. 583.
 an agent, inspector to the Revenue officers to the certain distances within which we might of stations. We might speak of it in Council

of the additional value which would acquire from its proximity to the line but Govt. declined to avail themselves of their superior knowledge in this respect, and indeed expressed their satisfaction that the present owners of the land would become gainers by the railway and would thereby acquire an interest in the railway itself.

3. The action taken towards inducing a good style of building in the vicinity of railway stations appears to have been confined to the districts of Chingleput North Arcot and Coimbatore.

Attention

Attention was directed to
the two first districts be-
cause the railway was
opened there at an early
period, and latterly the
Collector of Coimbatore
submitted his proposals.
The Collectors in accord-
ance with the line of
policy indicated by
Government confined
themselves to ascertaining
the ownership of the land
in the vicinity of
Railway stations, to framing
the rates of quit rent to be
charged

G.O. dated 12 June 1857,
No. 583

charged on buildings on front
land, and to arranging
the form of the streets and
the space to be allotted to
each house in the future
towns. Rules for the formation
of the Villore pottah were
actually sanctioned, but as
the requisite forms of pottah
and Muchilka were not
supplied, they never came
into operation. It was intended
that all the proceeds
gained by premiums on
entry and quit rent should
be devoted to municipal
purposes and not credited
to Government.
It is to be observed
that such of the proposed
measures

measures and every precaution
any against overcrowding
were founded on the belief
that immediately the Railway
stations were established there
would be a brisk competition
for land in their neighbour-
hood. In reality such competition
never took place.

5. Owing, it may
be presumed to this fact,
a uniform and special
system for disposing of
land near Railway stations
was never decided upon, and
when the resolution of Govt.
which created building sites
freehold property on payment

G.O. dated 5 Aug 1859,
No 1058

dated 5 Aug 1859, No 1053

G.O. dated 15 Aug 1859,
No 1092

25
of twenty times the amount of
the yearly land tax or quit rent
was paid; it was not thought
worthwhile to make special
arrangements for the vicinity
of Railway stations. All the
previous instructions on this
subject were therefore abrogated.
6. Soon after the issue
of this Resolution, the Board
submitted the Rules which
are the subject of their present
reference which were to be
appended to a deed, of
conveyance designed to supply
the deficiency alluded to
above in para 3. These
rules received no consideration,

in the ground that the
order of Govt referred to above
in para 5 had specifically
abrogated the policy on which
they were based.

The question of a
distinct course of action in
regard to land in the neigh-
bourhood of Railway
stations was then allowed
to sleep until it was
revived in 1869 (solely
with reference to the
Pothanore Railway station)
by a letter from the Collector
of Coimbatore pointing out

that

G. O. dated 16 June 1869,
No 874 Pub. Dep.

that a village of thatched
houses was springing up to
the east of the timber yard
attached to the Pothanore
railway station and that
this village was likely to
prove a nuisance to the
station. He therefore requested
that orders passed on the
principle of allowing com-
pensation to the owners of
the land might be issued
for the removal of the
village. The owner of the
land offered to accept Rs.
1052 as compensation for
the huts and their site, and
to engage not to build on
the rest of his property.

but

but it was considered
doubtful whether the latter
part of his engagement
would be binding on future
purchasers of the property.

The Govt called for a
detailed report as to the
area round the railway
Station which required to be
kept free from public build-
ings, and the expenditure
which would be involved in
securing that area.

The Consulting Engineer's
opinion on these points is
embodied in the marginally
noted Proceedings. He
reported that in his opinion
it would be sufficient if
Govt took up under Class
A (Railway rules) the land
occupied

G.O. dated 16th June
1869, No. 814. Pub Dep.

G.O. dated 6th January
1870 No. 19 Pub Dep.

G.O. dated 21st March
1870 No. 340 Pub Dep.

occupied by the village
referred to by the Collector,
extending the station ground
in that direction and pay-
ing the stipulated compensation,
and that Sec 48 of Act
XXIV of 1859 would afford
the means of enforcing
Sanitary regulations on the
rest of the contiguous land.
Orders in accordance with
this recommendation were
issued by Govt but in a
subsequent letter the Consult-
ing Engineer modified his
opinion: for he adopted that
of Dr. Rankin who held
that unless full power to
enforce Sanitary regulations
could be retained, no Govt

land

land situated within 500
yards of the confines of
the Compound of any rail-
way station should be dis-
posed of.

8. His letter was referred
to the Board of Revenue for
report, and the Board re-
plied by re-enunciating the Rules
hereto appended and recom-
mending their adoption.

9. These rules merely bind
the purchasers of lots to
certain restrictions, and
do not define the sizes,
the price and the mode
of selling the lots. On
reference however to G.O.
dated 12th June 1857 N^o.
583 it will be seen
that the Collector was to
be

Board's Proceedings dated
27th September 1870 N^o 5879

... ..
... ..

be entrusted with the task
of laying out the pottah,
that the size of the lots
was to be uniform, but in
accordance with the general
wish of intending purchasers
that each lot should be
put up to auction singly
but ^{that} no restriction was
to be placed on the number
of lots to be bought by
any one individual. The
price of the lots being thus
determined by competition,
the rate of quit rent was
to be fixed on each lot
according to eligibility
of situation, but no scale
of rates was definitely
sanctioned by Govt.

For the rest the rules
explain themselves.

9. The operation of these
rules was intended to be
confined to fort land, and
they did not in any way
touch private property.

Moreover they hardly bear
upon the question at issue
which, owing to the clearly
demonstrated impossibility
of forcing into existence large
Railway towns with regular
streets, terraced houses &c.
has assumed a much
narrower scope. The question
now is rather how a few
wretched squatters some of
whom hold their land by
a right distinct from that
of fort may be prevented
from

14
from becoming a nuisance
to the Railway employees
than how best a town can
be modelled.

10. It is submitted that
there is no occasion for the
Govt to incur any expense
in purchasing private
land in order that the
first named object may
be secured, unless such
land is required by the
Railway Company for
some useful purpose.
If squatters on private
land infringe sanitary
laws they can in any
case be prosecuted under
the Penal Code for Nuisance
and if their community con-
stitutes a town they
are

are besides liable to
prosecution under Sec. 10
Act XXIV of 1859.

11. With respect, however
to Govt land a few simple
restrictions on squatting
may, it is submitted
be imposed with advantage
for instance, Collectors
might be instructed not
to dispose of land within
a radius of say 50 yards
of a Railway station
except to purchasers
who were possessed of
sufficient means to
build a respectable house
& who entered into an
agreement to do so
within a stated period
And the same officers
might

I am disposed to think
that Govt. land within
200 yards of a Railway
station should be disposed
of to private parties -
under any circumstances
without the special sanction
of Govt. and that the
building should be allowed
within 500 yards.

I think so too.

A. P.

15
might be instructed not
to sell building sites
"promiscuously" that is
to say, not to dispose
of a site except with
an eye to the formation
of a street. Any stringent
rules will, it is submitted,
defeat their own end
by rendering the vicinity
of Railway stations an
unpopular place of
residence, and so driving
away respectable settlers.

W. H.

L. B.

W. H.

Ms 304-305

Memorandum
Adoption of Sept.
for Conservation of
Stomach & Liver
and Kidney
Dietary.

Oct 1/90

Cure

Council

20th Oct 70

1st & 2nd Succession
of land in the
1/2 mile of R. Station

20-2-14
28-8-18
3-11-26

Obt. of 1871 *St Andrews*.

To REVENUE.

THE PUBLIC WORKS DEPARTMENT,

Acc, Ac, &c.

Dated June 28th

Recd.

End.

G. O. 28th June, 1871 No. 1

JUNE.

Nos. 304305.

*Villages around Railway Stations.—Pro-
ceedings Board of Revenue relating to their con-
servancy, with orders thereon.*