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MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 456. Press Mis.

117-118.

Dated 6 - 11 — 1872.

117 - 118

Not to be folded or roughly handled

Proceedings of the Madras Government, Financial Department,
6th April 1872.

No. 117. Read the following Proceedings of the Board of Revenue, dated 29th February 1872, No. 388:—

Read the following letter from A. McC. WEBSTER, Esq., Acting Collector of South Canara, to the Secretary to the Board of Revenue, dated Subramanya, 29th January 1872, No. 165:—

With reference to the endorsement of the Secretary to Government, in the Revenue Department, on the accompanying original letter from the Chief Commissioner of Mysore and Coorg, dated the 26th September last, No. 4,216, Public Works Department, I have the honour to state that, as the Madras Government have, in their Order in the Financial Department, dated the 2nd October 1871, No. 509, expressed an opinion that the tolls levied at the Sullia bridge should not be placed under the Local Funds Act (Act IV. of 1871), there will be no objection to the existing rates of toll being assimilated with those levied on the Irrity bridge in Malabar, provided that these latter rates are in accordance with the Act (XV. of 1864.)

2. On a reference to the Irrity rates, it appears that they are not levied in accordance with the Schedule of the Act, as in some cases, higher rates are charged.

3. I trust that if the rates levied at Sullia are revised, foot passengers may be exempted from payment. In Malabar, where the practice appears to obtain, the tolls are levied at bridges over rivers or backwaters which are impassable throughout the year, and where the bridges have in fact taken the place of ferries. The Sullia bridge crosses a stream which is passable for foot passengers for fully one-half of the year. The establishment of a toll gate there was, so to say accidental, and had nothing to do, I believe with the bridge, more than that the spot was considered a favourable site to catch the traffic passing along the road, on which it was determined to establish a toll. As I found that the toll was evaded by pack-bullocks which could easily during the season of heavy traffic cross the river by the ford, I moved the toll gate to a saddle a few hundred yards to the north of the bridge.

4. As the toll will not be established under Act IV. of 1871, I beg to enclose, a draft notification, under Act XV. of 1864, altering the rates so as to assimilate them, as far as possible, to those charged in Malabar, and providing for the levy of tolls on elephants and camels of which, though not apparently charged at the Irrity bridge, should not be allowed to pass free. The notification also provides for the exemption from toll of village cattle, sheep, goats and pigs, which do not at present pay toll.

5. With reference to the transfer to Coorg of a moiety of the net proceeds of the toll, it appears to me that even under the old Tolls Acts (Act VIII. of 1851, and Act XV. of 1864) a difficulty presents itself. Section 8 of the former Act provides that the net proceeds of all tolls shall be applied wholly to the construction, repair and maintenance of roads and bridges *within* the Presidency in which they are levied, and a transfer of a moiety of the net proceeds to Coorg seems therefore not to be possible.

6. With reference to this difficulty, and to the inadequacy of our Local Funds after the great reduction of the Government grant, to keep in thorough repair for heavy traffic, our numerous ghaut roads, I trust I may not be thought

importunate in requesting that the question of putting all our tolls under Act IV. of 1871, and requiring the Coorg authorities to establish a toll of their own, may again receive the consideration of the Board and Government.

Enclosure No. 1.—Draft Notification.

Enclosure No. 2.—Letter from Chief Commissioner, Mysore, Public Works Department, to Secretary to Government, Madras, Public Works Department, dated 26th September 1871, No. 4,216.

Submitted to Government. Reading the two Acts (VIII. of 1851 and XV. of 1864) together, it seems doubtful whether foot passengers can be specially exempted. The *rates* of toll (within a certain maximum) are to be regulated by the local Government, but it does not appear that persons or things entered in the Schedule can be declared not liable to pay toll at all.

2. The Collector of Malabar will be requested to explain how the Irrity rates are higher than those chargeable by law.

3. In regard to the question of the competency of assigning half the Sullia bridge tolls to the province of Coorg, the Board do not appreciate the difficulty started by the Acting Collector. The Sumpajee Ghaut, though lying wholly within Coorg territory, is a through trunk line between Canara and Mysore; and it is open to the Coorg Government to establish a toll on it. Thus travellers from Mangalore to the Mysore plateau would be taxed twice over, once at Sullia bridge and once on the Ghaut. By an arrangement between the two Governments, it is provided that in consideration of Coorg not setting up a toll gate in the Ghaut, half the tolls collected at Sullia shall be paid to Coorg. It is impossible to contend that this amounts to an evasion of the Act. Coorg is entitled to toll the traffic on the Ghaut, and for convenience sake is allowed to toll it at the Bridge.

(A true Copy and Extract.)

(Signed) J. GROSE,
Secretary.

No. 118. Order thereon, 6th April 1872, No. 456.

The Government approve and sanction the adoption of the revised Schedule of Tolls to be levied at the Sullia Bridge in Canara below the Sumpajee Ghaut for the benefit of the Coorg and Canara Road Funds, between which the net proceeds will be divided.

2. The Government have no doubt of their competency to exempt certain classes of traffic, or to distribute the proceeds in the manner already settled.

(True Extract.)

Officiating Chief Secretary.

To the Board of Revenue, with enclosures returned.
" Accountant-General.
" Revenue Department.

Ead. J. Wright.

Govt. of {1872} Madras.

FINANCIAL.

To

THE BOARD OF REVENUE.
&c., &c., &c.

Dated April, 6th.

Read.

G. O., 6th *April* 1872, No. 456.

APRIL.
Nos. 117-118.

Sanctioning the revised Schedule of tolls to be levied at the Sullia Bridge in Canara below the Sumpajee Ghaut for the benefit of the Coorg and Canara Road Funds.

Financial Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following ~~letter~~ Proceedings of the Board of Revenue, dated 29th February 1872 No. 388.

Order thereon 6th April 1872 No. 456.

The Government approve and sanction the adoption of the revised Schedule of Tolls to be levied at the Sullia Bridge in Canara below the Sumpajee Ghaut for the benefit of the Coorg and Canara road funds, between which the net proceeds will be divided.

2. The Government have no doubt of their competency to exempt certain classes of traffic, or to distribute the proceeds in the manner already settled.

To The Board of Revenue.
" Accountant General.
" Revenue Dept.

Govt. of {1872} Madras.

Financial

To

The Board of Revenue.

Dated Apl. 6
Recd. } 1872, No. 453.

Nos. 117-118.

Sanctioning the revised Schedule of tolls to be levied at the Lubbia bridge in Canara &c. below the Limpajee Channel for the benefit of the Coorg Hanara road funds.