M.R.O. 1—77,006—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 1572 Press / Mis.

2 02-204.

Dated 30-7- 1875.

8/9

Not to be folded or roughly handled

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Local Funds—Tolls.

No. 203. Read the following Proceedings of the Board of Revenue, dated 28th June 1875, No. 1776 :—

Read the following letter from R. J. MELVILLE, Esq., President of the Local Fund Boards, and the Conjeveram Municipality, Chingleput District, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Saidapet, 4th June 1875, No. 76 :—

I HAVE the honor to report on G. O., Financial Department, dated 11th January last, No. 40, on the subject of "dividing proceeds of tolls between Municipalities and the Local Fund Boards of the Circles, which are charged with the construction and maintenance of the great lines of highway of the country."

2. The order in question, which was considered by the Local Fund Boards of this district and the Municipality of Conjeveram, is of importance to the Saidapet Local Fund Board.

3. It will be seen from the enclosed resolution that the Saidapet Board claim a share of the proceeds of tolls levied by the Municipality of Madras, as the traffic on which they are levied passes over the roads in this Circle. Hitherto the Municipality of Madras has contributed nothing towards the maintenance of the roads, over which passes the whole of the cart traffic which is tolled on entering Municipal limits. This traffic goes over on an average about three miles of Municipal road, while the average length of Saidapet Local Fund Road that it traverses is some 15 or 20 miles. The Board has about 67 miles of roads leading into Madras, the up-keep of which for 1873-74 was nearly half a lakh of Rupees as shown in the following statement :—

Name of Road.	Length.	Expenditure for Repairs in 1873-74.
		RS. A. P.
Road from Elphinstone's Bridge to its junction with the road from Mount near Mr. Maltby's gate, at Rupees 464 per mile	2½	1,082 0 9
Great Northern Road from Madras to the Bengal frontier, at Rupees 800 per mile	28⅓	20,417 12 4
Portion of the Great Southern Road from Madras to the Travancore frontier, at Rupees 1,147 per mile	14	15,917 2 3
Portion of the Western Road from Madras to Calicut, at Rupees 533 per mile ...	15	8,001 8 11
Road from Elphinstone's Bridge to Elliot's Beach, at Rupees 328 per mile	1	231 10 5
Road from Madras to Trivettore, at Rs. 330 per mile	1	330 15 2
Basin Road to Trivettore, at Rupees 175 per mile	2	289 3 3
Road from the boundary of Madras to the Paper Mills, at Rupees 350 per mile ...	1	355 3 6
Road from Elphinstone's Bridge towards Sadras, at Rupees 200 per mile	M. YDS. 2 140	304 0 7
Total...	67	46,929 9 2

4. I observe from the Municipal Budget for 1874-75 the following items among the receipts:—

	Rs.
A. Tolls	40,000
B. Tax on carriages and animals	46,000
C. Registration of carts	12,000
D. Government Contribution for roads	45,000

While the entry of expenditure for the same years on roads is Rupees 52,600, or very little more than the actual expenditure particularized in paragraph 3 by the Saidapet Board in 1873-74.

5. The Municipality thus appears to derive as much from wheel-tax and cart registration—which is in fact the Madras road-tax—as it expends on roads (unless the year is an exceptional one), and in addition to this it has a grant for roads from Government of nearly half a lakh of Rupees; it may therefore be said to be independent of the item of tolls for the up-keep of its roads.

6. The Board on the other hand has but a very trifling income from tolls (arising from a share of the receipts from this source in the Chingleput Circle), there being but one toll-bar in the Circle. The tolls levied at the Municipal limits are, if for the wear and tear of roads, for the wear and tear of roads in the Saidapet Circle, much more than for that of those within the limits of the town, and it would appear that the Board is entitled to a large share of the net receipts. The exact proportion it may not be so easy to determine, but calculating it roughly, two-thirds should perhaps belong to the Board and one-third to the Municipality.

7. The great wear and tear of the roads in the Saidapet Circle from the heavy traffic over them, into and out of the Presidency town, is evident from glance at the average cost per mile of up-keep, which was Rupees 409½ in 1871-72, while the average throughout the Presidency was only Rupees 122½.

8. It may be noted that there is hardly a meeting of the Board at which some scheme for extended or improved communication is not ordered to stand over simply from want of funds, and such must continue to be the case as long as the heavy traffic over the roads contributes nothing towards their maintenance. This contribution can be secured only in one of two ways, either from a share of the tolls taken at the Municipal gates, or by establishing new toll-bars. The latter plan is extremely objectionable, the former involves no extra hardship on traffic and is easily carried out.

9. As regards the Chingleput Circle and the Municipality of Conjeveram, I enclose extracts of resolutions passed by those Boards, from which it will be seen that, in consideration of the comparatively small revenue derived from tolls, the Local Fund Board is willing to abolish tolls altogether, provided the Municipality consents to do the same, which the latter is prepared to do in the event of Government undertaking to compensate in some way the loss of revenue resulting therefrom. I take this opportunity of replying to the Board's Miscellaneous Nos. 517 and 819, dated respectively 26th January and 6th February 1874, as the points therein raised are nearly the same as those now reported upon. In the former Proceedings, the point at issue is in what ratio the tolls levied at Damal should be distributed between the Chingleput Circle and the Municipality of Conjeveram. From inquiries made, it appears that of the entire Municipal revenue from tolls

(Rupees 6,200 during 1873-74) about one-fifth (Rupees 1,310) accrues from the cart traffic passing into the Municipality from the Damal side, which again is nearly 70 per cent. of the tolls collected at Damal, Local Fund toll-bar, from carts going east, or about one-third of the local collections at that bar. Of the one-fifth of the tolls levied by the Municipality on traffic from Damal, 90 per cent. are stated to appertain to town supply and traffic, and the remainder to the general trade of the country.

10. As to the alternative proposition contained in the second Proceedings of constructing a loop line round Conjeveram, to avoid the levy of double tolls, one at Damal and another at Conjeveram, the Executive Engineer roughly calculates the cost at about Rupees 15,000—Rupees 8,000 for metalling and gravelling the line (four miles), and the rest on account of compensation for lands that will have to be taken up for the proposed line.

Enclosures Nos. 1 to 3.—Extract from Proceedings of Local Fund Boards.

Submitted for the orders of Government, with reference to the Government Orders noted in the margin.

G. O., dated 4th Oct. 1872, No. 1,349, F. D.
,, ,, 16th Jan. 1874, ,, 56, ,,
,, ,, 11th Jan. 1875, ,, 40, ,,

2. The Local Fund Board of the Sydapet Circle submit a claim to share in the tolls levied by the Municipality of Madras; but the Board think that the case can be distinguished from the ordinary one, where the Municipal toll is merely a transit duty on general traffic of the country. What produce reaches Madras by road is chiefly for consumption in the town, and not for export by sea, and the Madras tolls are really an octroi. The traffic it is true cuts up the Local Fund Roads, but the provincial grants to the district were fixed at a high figure in consideration of the heavy charges for the maintenance of roads converging on the capital; and the benefit which the agriculturists of the district derive from the proximity of the Presidency market far outweighs the charge put upon them for the up-keep of the roads. The Board are of opinion that the claim of the Local Board should be disallowed.

3. As regards the Chingleput Local Board and the Municipality of Conjeveram, the question is complicated by the existence of a Local Fund toll at Damal, within seven miles of the town. The Chingleput Board propose to give up the toll altogether if the Municipality will give up theirs; but the Board observe that the Sydapet Board are also interested in the matter, and do not seem to have been consulted on this proposition. The Municipal Commissioners of Conjeveram seem to admit that four-fifths of their tolls ought to go to the Local Fund Boards, but ask what they are to do for money in that event. The Municipal tolls yield Rupees 6,200 per annum. The toll at Damal produces Rupees 5,500, and of this sum it is estimated that Rupees 1,310 are paid on carts going to Conjeveram.

4. The Board do not think that it is necessary or advisable to abolish both tolls as proposed. Arrangements might be made whereby toll-tickets granted at Conjeveram should clear the Damal toll-bar within twenty-four hours, and *vice versa*; and after the amounts represented by the Municipal tickets to be given up at Damal were credited to the Local Funds, and of the Local Fund tickets given up at Conje-

veram were credited to the Municipality, the latter might be required to contribute to Local Funds one-third of their net receipts. The Board think this would be a fair adjustment of the matter.

(A true Copy and Extract.)

(Signed) H. E. STOKES,
Acting Secretary.

No. 204. ORDER THEREON, 30th July 1875, No. 1572.

The Governor in Council agrees with the Board in disallowing the claim of the Local Fund Board of the Saidapet Circle to share in the tolls levied by the Municipal Commissioners for the Town of Madras. The principle on which it proceeds would apply equally to every district traversed by any road terminating in Madras.

2. He also agrees with the Board as regards the adjustment of the question of the division of tolls between the Chingleput Local Fund Board and the Conjeveram Municipality.

(True Extract.)

Officiating Chief Secretary.

To the Board of Revenue, with three enclosures returned.

Exd. T. O'Connor.

Govt. of Madras

FINANCIAL.

To

THE BOARD OF REVENUE.

Dated July, 30th.

Issued

Recd.

G.O., 30th July 1875, No. 1572.

JULY.

Nos. 203-204.

Local Funds, Tolls.—The claim of the Saidapet Board to share in the tolls levied by the Madras Municipality, disallowed, and the Revenue Board agreed with as regards the adjustment of the tolls between Chingleput Board and Conjeveram Municipality

No. 1,776.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 28th June 1875.

Read the following letter from R. J. MELVILLE, Esq., President of the Local Fund Boards, and the Conjeveram Municipality, Chingleput District, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Saidapet, 4th June 1875, No. 76 :—

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2. The order in question, which was considered by the Local Fund Boards of this district and the Municipality of Conjeveram, is of importance to the Saidapet Local Fund Board.

3. It will be seen from the enclosed resolution that the Saidapet Board claim a share of the proceeds of tolls levied by the Municipality of Madras, as the traffic on which they are levied passes over the roads in this Circle. Hitherto the Municipality of Madras has contributed nothing towards the maintenance of the roads, over which passes the whole of the cart traffic which is tolled on entering Municipal limits. This traffic goes over on an average about three miles of Municipal road, while the average length of Saidapet Local Fund Road that it traverses is some 15 or 20 miles. The Board has about 67 miles of roads leading into Madras, the up-keep of which for 1873-74 was nearly half a lakh of Rupees as shown in the following statement :—

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10. As to the alternative proposition contained in the second Proceedings of constructing a loop line round Conjeveram, to avoid the levy of double tolls, one at Damal and another at Conjeveram, the Executive Engineer roughly calculates the cost at about Rupees 15,000—Rupees 8,000 for metalling and gravelling the line (four miles), and the rest on account of compensation for lands that will have to be taken up for the proposed line.

ENCLOSURES Nos. 1 to 3.—Extract from Proceedings of Local Fund Boards.

SUBMITTED for the orders of Government, with reference to the Government Orders noted in the margin.

G. O., dated 4th Oct. 1872, No. 1,349, F. D.
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were credited to the Local Funds, and of the Local Fund tickets given up at Conjeveram were credited to the Municipality, the latter might be required to contribute to Local Funds one-third of their net receipts. The Board think this would be a fair adjustment of the matter.

(A true Copy and Extract.)

H. R. Reynolds
Acting Secretary.

To the Officiating Chief Secretary to Government, Financial Department,
with three enclosures, to be returned.
,, the President of the Local Fund Boards, Chingleput District.

Rxd. T. O'Connor.

Transmitted for information
Board of Revenue Proc. No. 1572

1875.

Board of Revenue,

MADRAS.

PROCEEDINGS, 28TH JUNE 1875, No. 1,776.

JUNE.

No. 1,776.

Tolls.—Letter from President of Chingleput Local Fund Boards reporting on the subject of dividing the proceeds of — between Municipalities and Local Boards, submitted for orders of Government with remarks.

Fort St. George, 24th June 1875.

Received 30th June 1875.

Dept. Daily Proc. Encl. 3
24 June 1875
No. 1624

Fort St. George Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following ~~letter~~ Proc.

Board of Revenue dt 28th June 1875, No. 1776.

Order thereon. dt 30 July 1875 No 1572

The Governor in Council agrees with the Board of the Local Fund Board of the Sydapet Circle to share in the tolls levied by the Municipal Commissioners for the town of Conjeveram

The principle on which it is proposed to apply the funds [illegible] by any road [illegible] in Chingleput [illegible] 2 He also agrees with the Board as regarding the adjustment of the question of the division of tolls between the Chingleput Local Fund Board and the Conjeveram Municipality

Sent 30/7

To the Board of Revenue with 3 enclosures
I think that this papers

paper so far as it affects the claim of the Chingleput Local Fund Board against the Madras Municipality should go to the Commissioner for observation. Discussion will do good although perhaps the Govt: may not be prepared to disturb existing arrangements at present.

The claim of the Local Fund Board is the [illegible] equitable under the circumstances which [illegible] a fair [illegible] consumption of the cost of maintaining the roads which they use — of course it can be met by their telling the Local Fund Board to toll their roads as they like — and I cannot admit the right of the Madras Municipality to throw [illegible] on the Provincial funds — in other words a general taxation for exceptionally heavy maintenance charges for roads leading into Madras. As regards the principle involved there is no difference between the actions of the Madras & Municipalities or any other port of import- and centre of consumption.

I quite agree to the proposed arrangements in respect to the Conjeveram & Daniel Toll gates. The levy of Rs 11700 within 7 miles of Road is excessive. But new Tolls should be abandoned. Tolls are the right means of maintaining roads under the existing circumstances of this Country, and the President's letter (Para 8) shows the mischief of filtering away our Capital income from Landless & Poor Bank [illegible] maintenance or working Expenses [illegible] subjected to traffic & popular use.

I would consult to an Equal division of the Corporation Municipal toll to take effect in 1876/77. It is not altogether the Equitable proportionate distribution but it will do for the present.

23/7 [illegible]

3/8/83 V
7/5/94
14-7-14 B II
10-8-23 III V

Govt. of {1875} Madras.

Financial

To

Dated 30 July
Recd. 4 1875. No. 57

Nos. 203-4

Local Funds. Tolls

The claim of the Ly
: dapett Board to share
in the tolls levied
by the headmen himself
: capality, disallowed,
and the Revenue Board
agreed with the Collector
the adjustment of
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Chingleput Board
and Conjeeveram