

1142
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GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

18th June 1881, No. 1142.

Municipal—Tolls.

Read the following paper :—

From C. BALAGI RAO, Vice-President of the Municipal Commission, Mannárgudi, to the President of the Municipal Commission, Mannárgudi, dated 4th May 1881, No. 197.

Adverting to paragraph 3 of your endorsement, No. 93, dated 31st ultimo, on G.O., No. 425, dated 12th idem, reviewing the Budget Estimate of this Municipality, I have the honor to submit that the grounds on which the Commissioners are opposed to, (1) the registration of carts and (2) to the levy of tolls at the maximum rates, seem to be very sound as will be seen from the following.

2. There are about 300 carts within the limits of this Municipality which carry grain and other articles of trade from Mannárgudi to Nídamangalam Railway Station and then come back either empty or loaded with other articles of merchandise from the Railway Station. These bandies take at least one trip for each day on the average and pay the regular tolls at the Mannárgudi gate. The number of foreign carts visiting Mannárgudi is indeed very few. Taking 3 annas to be the average toll money paid by each cartman per day, the total amount paid by him in the month is Rs. 5-10-0, and for 300 carts the amount levied is nearly Rs. 1,688. If each cartman is ordered to take a license under the Act, the total amount to be charged on each will only amount to Rs. 4 for the whole year, whereas he now pays so large a sum as Rs. 67-8-0. In point of fact, the toll money is in reality paid by the merchants concerned and the cartman is no sufferer in the bargain. It must be admitted that our toll-gate fees form the chief source of income to this poor Municipality, and the tolls sale this year has fetched so high a sum as Rs. 15,600. If the carts of Mannárgudi are licensed under the Act, our Municipality, as an institution, must necessarily fail. It must therefore be a suicidal policy if we attempt registering the carts of our small town.

3. As regards the levy of tolls at the maximum rates, it has already been demonstrated in the above paragraph that the sum paid by each cartman is a little upwards of Rs. 60 for the year, and to extract an additional sum of Rs. 20 is scarcely a desirable policy, inasmuch as there is already a good deal of murmuring amongst the merchant class as a whole as the burden of paying the toll falls upon them in particular.

4. I hope the explanation now given by me may be deemed satisfactory.

No. 154 [Current No. 1345].

Submitted to Government with reference to paragraph 5 of G.O., dated 12th March 1881, No. 425.

(Signed) F. WEBSTER,
President.

28th May 1881.

ORDER THEREON, 18th June 1881, No. 1142.

The Commissioners of the Mannárgudi Municipality will be informed that the position of things described is open to the objections urged by the Government of India against Tolls in Municipalities, inasmuch as the bulk of the Municipal income is

really derived from what is evidently a tax on goods traffic, while it is very questionable whether the law contemplated that the local resident cart property should be taxed in this form rather than by the Registration duty.

2. The expenditure on roads to which the income from Tolls should primarily be devoted is estimated at only Rs. 4,000 or little more than one-fourth of the income.

3. On the whole the Government consider that the cost of Municipal administration does not seem to be fairly distributed, and the Commissioners must be prepared in their next budgets to propose amendments.

(True Extract.)

C. G. MASTER,
Offg. Chief Secretary.

To the President of the Municipal Commission, Mannárgudi.

Exd. T. O'Connor.

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Govt. of (1881) Madras
FINANCIAL.

To
THE PRESIDENT OF THE
MUNICIPAL COMMISSION,
Mannargudi,
&c., &c., &c.

Dated June, 18th.

Issued

Road.

Busi.

G.O., 18th June 1881, No. 1142.

JUNE.

Municipal—Tolls.—Orders passed on the subject of the large income derived by the Mannargudi Municipality from Tolls, and the small proportion devoted from such income to expenditure on roads.



Mannargudi Municipal Office
Dated 4th May 1881.
Despatched 12th May 1881.

No. 197.

1142/3

CURRENT No. 1345

From

The Vice President
Municipal Commission
Mannargudi

To

The President
Municipal Commission
Mannargudi

Sir,

Adverting to para 3 of your endorsement No 93 dated 31st ultimo on Government Order No 425 dated 12th Idem reviewing the Budget Estimate of this Municipality, I have the honour to submit that the grounds on which the Commissioners are exposed to (1) the registration of carts and (2) to the levy of tolls at the maximum rates seem to be very sound as

will be seen from the following:-

2. There are about 300 carts within the limits of this Municipality which carry grain and other articles of trade from Mammargudi to Nedamungalam Railway Station and then come back either empty or loaded with other articles of merchandise from the Railway Station. These bandies take at least one trip for each day on the average and pay the regular tolls at the Mammargudi gate. The number of foreign carts visiting Mammargudi is indeed very few. Taking 3 annas to be the average toll money paid by each cartman per day, the total amount paid by him in the month is Rs 5-10- and for 300 carts the amount levied is nearly Rs 1688. If each cartman

is ordered to take a ^{14/24} license ^{2P} under the Act the total amount to be charged on each will only amount to Rs 4 for the whole year whereas he now pays so large a sum as Rs 6 7 1/2. In point of fact, the toll money is in reality paid by the merchants concerned and the Cartman is no sufferer in the bargain. It must be admitted that our toll gates' fees form the chief source of income to this poor Municipality and the tolls sale this year has fetched so high a sum as 15,000 Rs. If the carts of Mammargudi are licensed under the Act, our Municipality as an institution must necessarily fail. It must therefore be a suicidal policy if we attempt registering the carts of our small town.

9,330 Rs

3.

As regards the levy of tolls at the maximum rates, it has already been demonstrated in the above para, that the sum paid by each Cartman, is a little upwards of Rs 60 for the year and to extract an additional sum of Rs 20 is scarcely a desirable policy in as much as there is already a good deal of murmuring amongst the merchant class as a whole as the burden of paying the toll falls upon them in particular.

4. I hope the explanation now given by me, may be deemed satisfactory.

J.

I have &c

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(Signed) C. Balaji Rao
Vice President

no 154 (True Copy) 11/4/81

Submitted to Government with reference to para 5 of Government Order dated 12th March 1881 No 425.

For the Minister

28th May 1881

President

(1) Number of pages 3233 (2) Date of repair 24.4.87(3) Initials of the Referencer bay**TAMIL NADU ARCHIVES****GOVERNMENT OF TAMIL NADU***Finl* **DEPARTMENT**

G.O. No.	1114.	Press.
B.P. No.		Mis.
Dated	16. 6. 1881.	197.

12/18

*S.S.M*Not to be folded or roughly handled17 16.

Finl. (1881) Dept.
(Munl - Budgets)

From

The President
Municipal Commission
Munawandi

To

The Chief Secretary to
Government
Calcutta

Dated 15th 3rd Dec 1881.
Recd 13th 3rd Dec 1881.
No 134

So 11/12/1881

CURRENT No. 1345

Submitting copy of a
letter from the President
of the Munawandi Municipal
Commission reporting the cause why
the carts should not be
registered &c.

Finl. DEPARTMENT.

No.

From

President, Munawandi Tayre no 152
dated 28 May/81 forwarding
explanation from the President
Munawandi called for in
para 5 Gov. 12/3/81 no 425

11/12/81

FOR ORDERS.

I think it is to be pointed
out to the Council that
the position of things
described is open to
the objections urged
by the Govt of India. The
income is really derived
from the tax on goods traffic
as the bulk of the M.
income is really derived
from the tax on goods traffic

Tolls are being now levied
at 1/4th the rate - the
cautioned estimate
for 81/82 was Rs 9,330
The President in the
letter forwarded states
that they fetched the
large sum of Rs 15,600
or half the income of
the City.

The question now is
not of raising the
tolls, but rather (with
ward & west pass
budget 89/83) whether the
rates
should be lowered,
that is if the register
of carts is not to be
sanctioned.

On the other hand
Manganudi cannot be
every poor town if
the merchants (most
of whom we appear
from para. 2 to reside
there) are able to pay
Rs 15,000 in tolls, or
even three-fourths
of it. J.D.R.

Under the law contemplated
that the local residents
can't properly be taxed
in this form rather than
by the Legislature.
The expenditure on roads
&c. the income from the
M. primarily for the district
is estimated at only
Rs 4000. or little more
than $\frac{1}{10}$ of the income.

On the other I think
the former must be
true that the cost of
Municipal administration
does not seem to be
fairly distributed &
that they must be
prepared in this

next budget to propose
amendments.

J.D.R.
11/6/87.

1142/8

Num. tolls at
Mammargudi

FOR ORDERS.

Refer

10 + (Toll) 1142/81

Financial Department. 48

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following letter from

the President, Municipal Commission,
Mammargudi, 8th May 1881 No 154.

Order thereon 18th June 1881. No 1142/9

The Commissioners
of the ~~Sangam~~ ^{Mammargudi} Municipality
will be informed that
the position of things
described is open to
the objections urged
by the Government of
India against tolls
in Municipalities inas-
much as the bulk of
the Municipal income
is really derived from
what is evidently a
tax

21/10/87
R. B. S.

2. The expenditure on Roads to which the income from Tolls should primarily be devoted is estimated at only Rs 4000 or little more than one-fourth of the income

3. On the whole the
Government consider
that the cost of
Municipal

Municipal administration
now does not seem to
be fairly distributed
and the Commissioners
must be prepared in
their next budgets to
propose amendments.

I. The Pres^t. thought Counsel to ^{proposed} ~~propose~~ ^{disposal} ~~disposal~~.

Municipal Tolls at
Mamangudi.
Govt. of 1881 Madras.

To

Dated

1881, No.

Recd.

Nos.

1142
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Recd. 23/6.

Parthen
Govt. of 1881 Madras.

Final

DISPOSED OF

18 JUN 81

BY G.O. NO. 1142



Final - Tolls - Orders
passed on the subject of
the large income derived
from tolls by the business
gudi, kumey, and the
small proportion of
devoted from such in
come to repair the roads.