

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

[L & M.]
150-30-6-97.

LOCAL AND MUNICIPAL DEPARTMENT.

Papers to be read in proceedings:—

Again G.O., No. dated 189 .

Again G.O., No. dated 189 .

Current No. 1880 L of 1897, dated 12th July 1897, from the Pdt. dt. Bd. Coimbatore.

" " " 189 , " , "

" " " 189 , " , "

Office

These verify throughout before issue

Rates at which the tolls are levied at the Mettupalaiyam toll gate have been increased & that consequently the

Min ORDER. No. 1617 L. mis. dt. 25.8.97

The ^{of budgeted} allotment for the maintenance of the Mettupalaiyam-Kallar road ^{& previous pass} in 1895-96 was Rs 440 a mile and ^{it} continues to be ^{exactly} the same now, notwithstanding the fact that the revenue derived ^{there} from the toll-gate at Mettupalaiyam has risen from Rs 3300 to ^{over} Rs 8000 or by about 150 per cent. It is true that in consequence of the recent representation ^{on the subject} the total allotment for the road is to be raised from Rs 2420 to Rs 4000 but this is an enhancement of only ^{or by about} 65 per cent. ^{as compared with the proposed increase of 150 per cent.} In these circumstances, the Government sees no justification ~~whatsoever~~ for further increase in the rate of tolls now levied, as proposed by the district Board.

(From Orders)

To the Pdt. dt. Bd. Coimbatore.

21/9/97

1. B.
23/9/97

24/8/97

Again G.O., dated

189 , No.

Current No. 1880 L of 1897, dated 12th July 1897 from the Pdt. D. Bd. Coimbatore.

Current No. of 189 , dated from the

SUBJECT.

Regarding the proposal to raise the rate of tolls levied at Mettupalaiyam from one-half to the maximum.

FOR ORDERS.

- On the abolition of the Municipality at Mettupalaiyam in 1877, the Coimbatore Local Fund Board was allowed to establish a toll-gate on the road to Kullhar and to levy tolls there at half the maximum rates — Vide G.O. No. 2108 F.B. dated 14th August 1877. For want of funds the proposal of the Coimbatore district Board to raise the rate of tolls levied there to the maximum was sanctioned in G.O. No. 267 L dated 10th February 1890. In G.O. No. 691 L dated 20th March 1890, however, the Government observed that the increase in rate was sanctioned by inadvertence and that the gate must be abolished. The President then requested a reconsideration of this Order and prayed that the gate may be allowed to remain, tolls being levied at half the maximum rates under the circumstances stated by him.

On this the Government agreed to retain the gate, but directed that from 1st April 1891, the rate should be reduced to one fourth the maximum - Vide G.O. No 1610 L dated 30th June 1890. In 1895, the President brought to the notice of Government that the portion of the Kullar road which passes through the town of Mettupalaiyam ^{was in a dangerous condition} by the existence of deep pits on both sides and suggested the erection of a parapet wall. For meeting this additional outlay the President requested that either the rate of tolls should be raised to half the maximum or a provincial grant should be given. In G.O. No 2191 L dated 19th November 1895 the Government sanctioned the increase of the rate pending the opening of the Nilgiri Railway when the matter will be reconsidered.

2. In G.O. No 827 L dated 4th May 1897, the attention of the district Board was drawn to the unsatisfactory state of the road between the Mettupalaiyam Railway Station and the Kullar with the remark that the revenue from tolls in the district affords ample means for keeping this road in good repair. In reply to this the President

now states that the income from tolls amounting to Rs 68500 cannot be spent upon this road, which though representing $\frac{1}{290}$ of the total mileage in the district receives $\frac{1}{63}$ of the total allotment, and requests that the rate may be raised to the maximum so as to provide for the repair of this road, for which the Saluk Board has resolved upon spending Rs 4000 this year. The President further states that the income from this toll gate amounting to Rs 8120 has to be spent upon other roads leading to this road, and that the raising of the rate is justifiable in his opinion to permit of the allotment for the road being further increased until the Nilgiri Railway is opened.

V.R.
6/8/97

M.M. In 1895/96 when the tolls at the Mettupalaiyam gate were collected at quarter rate, the income amounted to Rs 3300

At the end of 95/96 the rate was raised to half the maximum & the J.M. in his present letter reports the income to be over £8100, an enhancement of about 150 per cent.

The mileage allotⁿ in 95/96 was £440 a mile & it appears & the same still notwithstanding the enhanced revenue derived from the toll. In fact the ~~rate~~ allotⁿ has remained the same for many years (see budget p. 90/80). In consequence of the recent representation the total allotⁿ for the road is now raised from £2420 to £4000 or by £1580 that is an enhancement of 65 per cent only as against the enhancement of 150% in toll revenue. There appears therefore

* p. 29 of Budget 95/96 (Gr. 5172 5/17/3/98)
* p. 22 Budget 97/98 (Gr. 5692 24/3/7)

I quite agree -
Point all this
out

AS

14/8/97

like as justification whatever for any further increase in the toll rate.

The enhancement of the allotⁿ to £4000 will no doubt maintain the road in thorough repair, as the J.M. seems to think that even with the old mileage allowance the road was fairly well maint^d, the unsatisfactory condition to which attention was drawn in our reference being apparently reported by him as accidental

S.P.
13/8/97

Local & Munl. (1897) Department. ^{A/18.}

CURRENT No. 1880 L

Order.

From
The President,
District Board,
Coimbatore.

Refer on Current No. $\frac{464}{2.13}$ of 97.

Dated 12th July 97.

Received 16 JUL. 1897

Registered

Enclosures ^{one.}

Spare copies

SUBJECT.

^{the traffic on}
Stating that the road from Mettupalaiyam to the Kallakur
river is very heavy and that the road, therefore, requires
constant repairs, and enclosing a copy of the resolution
of the Coimbatore Taluk Board, proposing to
increase the allotment & suggesting that the tolls
now levied at the Mettupalaiyam toll-gate
should be raised to the full rates sanctioned
by the Act.

A-1/9/97
21/7/97

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Extract from the Proceedings of the
Taluk Board Coimbatore dated 28th June 1897.

Present.

- J. G. Wood Esq., President
Mr. R. P. N. C. Sreenivasachariyer avargal
Tahsildar of Salyamangalam.
" J. K. Venkata Rao avl. Sub Assistant
Inspector of Schools.
" D. S. Amirtaswami Pillai avl.
Assistant Surgeon.
" C. V. Narasayya avl. Barrister at Law.
" B. Venkatachela Mudr avl., High Court
Vakil.
" J. Venkataswamy avl.
" Morusakali Chettyar avl.
" A. Krishna Aiyangar avargal.
" Karuthirumagondar avargal.
" Periya Pongali Gondar avargal.
" Kajah Muhammed Sahib. -

Read:-

Letter No. 83 dated 9th June 1897 from
the Local Fund Engineer forwarding

1860/97

special estimates for the following to be met from the allotment of Rs. 6250 provided in the budget for special repairs of roads under this Taluk Board.

(1) Road from Mettupalayam to Kallar. Increased allotment. Rs. 1580 -

Resolution No 3 of 1897.

(1) Sanctioned. The President will be requested to address Government for permission to levy tolls at full rates at Mettupalayam to provide sufficient funds for keeping this road in proper repair.

(Sd/-) J. G. Wood
President.

(True Copy)

for President

Apr 12/97

Coimbatore,

District Board's Office,

12 July 1897.

Depd 14/7/97

Refcon Current No 464 of 97.
D.B.

FROM,

Herbert Bradley Esquire,
PRESIDENT, DISTRICT BOARD,

Coimbatore.

CURRENT NO. 1880

TO,

THE CHIEF SECRETARY TO GOVERNMENT,

LOCAL AND MUNICIPAL DEPARTMENT,

Madras.

SIR,

With reference to G.O. No. 827 dated May 4th 1897, I have the honor to state that the allotment for the upkeep of the road from Mettupalayam to the Kallar river has hitherto been Rupees 2420 or Rs. 440 per mile. This is Rs. 140 per mile more than the allotment for any other road in the district.

2. The traffic on the road is very heavy indeed, and constant repairs are being executed, so that its condition varies from time to time considerably. I can only suppose that the occasion on which the attention of Government was drawn to it

was

was an unfortunate one when immediate repairs were needed, as I have not myself found it in bad order, when I have passed over lately.

3. It compares unfavourably with the P.W.D. road higher up the ghaut, but this is due I think to a great extent to the fact that water is always available along the ghaut road for consolidating its surface. But I submit that when tongas can go over it at the rate at which they frequently travel, the road cannot really be in bad order.

4. It is a fact that the revenue from the tolls in the district is Rs. 68800 but it is impossible to spend the whole of this upon the Kallar road. This road only represents 290 of the total mileage in the district, and it receives $\frac{1}{63}$ of the total allotments.

5. I enclose a copy of a resolution of the Taluk Board which has determined to increase the allotment for this year for this road to Rs. 4000. The Taluk Board suggests that the tolls now levied at the Mottupalayam toll gate should be raised to the full rates sanctioned by the Act in

order

order to provide for the repair of this road. At present only half rates are collected and the income from the toll gate is Rs. 8120. But this gate tolls a larger number of other roads and is the only gate in the Coimbatore Taluk excluding those in the Coimbatore Municipality. There is no reason as far as I know why full rates should not be collected at this gate, and if that be done the allotment on this portion of the road can be still further increased until the Nilgiri Railway is opened.

I have the honour to be,

Sir,

Your most obed^t servant

Compd
12/7

for President

When given for copying _____
When copied _____
When examined _____
When signed 11/9/97 } 189

READ AGAIN G.O., No. _____
189 DATED _____

CURRENT No. _____

ENCLOSURES TO C. No. _____

ORDER OF GOVERNMENT A A A A A A A

LETTER OF GOVERNMENT

STATEMENT WITH DITTO

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL.

N.B.—
A = Copy in full.
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