1261

M.P. O. 1—77,606—9-6-37.

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1261 Press / Mis.

89-90.

Dated 5-6- 1862.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 5th June 1862.

No. 89. Read the following Proceedings of the Board of Revenue, dated 26th April 1862, No. 2,668:—

Read Order of Government in the Public Works Department, No. 242, dated 18th February 1862, directing the Deputy Chief Engineer of the Northern Circle and the Board of Revenue, in consultation with each other, to make a definite proposal for commencing the levy of tolls at the Pennair Anicut in the Nellore District.

(In Cons. 19th February 1862, No. 990.)

Read also the following letter and Memorandum from the Acting Deputy Chief Engineer, Northern Circle, dated 14th March and 7th April 1862, Nos. 193 and 217.

(In Cons. 17th March and 7th April 1862, Nos. 1,554 and 2,018.)

1. The Collector of Nellore in consultation with the District Engineer proposed to levy a toll on the Anicut across the Pennair river in order to defray the expenses of keeping the roadway over it in good order, and the Board and Chief Engineer having supported the proposition, the Government sanctioned it, but objected, as opposed to Section 4 of Act VIII of 1851, to the exemption of "pack cattle unladen and all village cattle, sheep, goats and pigs" which the Board suggested might be allowed to pass free at certain hours morning and evening; and directed the Deputy Chief Engineer of the Northern Circle and the Board of Revenue, in consultation with each other, to make a definite proposal for giving effect to the impost.

G. O. No. 1,698, September 11th, 1861.

G O No 242, February 18th, 1862.

2. The roadway appears to have been since metalled at a cost of Rupees 800, and will be available for traffic on the 9th proximo. The rates of toll proposed by the Board, the District Engineer and the Deputy Chief Engineer, Northern Circle, whose latest communications* on the subject are herewith forwarded, are as follows:—

* No 1,554, dated 14th March 1862.
„ 2,048, dated 7th April 1862.

	Tolls proposed by						
	The District Engineer.		The Board of Revenue.		The Deputy Chief Engineer.		
	AS.	P.	AS.	P.	AS.	P.	
A laden bandy with a pair of bullocks.	1	6	2	0	1	6	
An unladen do. do. ...	1	0	1	0	1	0	
A carriage with horses or bullocks ...	3	0	2	0	2	0	
A palankeen or mancheel with bearers	2	0	2	0	2	0	
A single horse...	1	0	1	0	1	0	
A laden pony, bullock or donkey ..	0	3	0	6	0	3	
A camel	2	0	2	0	2	0	To pass only between 5 and 6 A M, and P. M.
An elephant	4	0	4	0	4	0	
Unladen pack and village cattle ..	0	1	0	0	0	1	
Sheep, goats and pigs..	0	1	0	0	0	1	For ten heads.

3. It thus appears that the rates recommended by the Deputy Chief Engineer differ from those of the Board only in respect of two items, viz., "a laden bandy with a pair of bullocks" and "a laden pony, bullock or donkey," and that in both cases they are less than the Board's figures, and though the Board consider it would be preferable that the rates proposed by them, which are the same as those sanctioned for the toll at the mouth of the Cumbum vally in

Madura and the Irrity bridge in Malabar, should be adopted, they will make no objection to the altered tariff being sanctioned, as the toll will be in the hands of Government for the first few months so that any further modifications which experience might suggest can be easily adopted before the toll is rented out.

4. As regards the exemption proposed of "all pack cattle unladen and all village cattle, sheep, goats and pigs," it has already been sanctioned by Government in respect of the Andiputty Pass in Madura and the Irrity bridge in Malabar; and the Board were under the impression that Section 4 of Act VIII of 1851 (notwithstanding its concluding clause, which appears to have been added in order to bar any public or private claims to exemption other than those allowed in that section) merely fixed the objects on which the toll is leviable and the *maximum* rates, leaving it optional with the authorities to confine the impost to a few of the objects specified should the circumstances of any case render it desirable to do so. The Deputy Chief Engineer now proposes 1 pie per head in the case of unladen pack cattle, and 1 pie per ten heads of the sheep, goats and pigs, the latter rate appears to be recommended with reference to the District Engineer's remark that "even 1 pie would in most cases be prohibitory, and though they "obstruct traffic, I think we had better be content to allow them to pass free; so far as I know "their numbers will not be very large."

5. The annual expenditure as stated in paragraph 10 above is estimated at Rupees 1,130, as shown below:—

	RS.
For maintaining the road	800
Establishment.	
1 Toll keeper at 10 Rupees per mensem...	120
2 Lascars at 4 Rupees each...	96
1 Cheque box Lascar 5 Rupees...	60
Ticket paper, printing, &c....	54
	330
Total...	1,130

6. The Board are of opinion that this establishment is unnecessarily large, and that the salary of the Toll keeper is not sufficient to ensure the services of a trustworthy person being obtained; they would therefore propose the entertainment of the same* establishment as that sanctioned for the toll bar in the Madura District as shown in the margin, and as the management of the toll would be in the Collector's hands any special charge for Sádirwárid appears to be unnecessary.

* A Toll taker Rupees 15 per mensem.
One Peon „ 7 „

7. Resolved that the letters recorded above be submitted with these Proceedings to Government, and their early orders on the subject be solicited as the Anicut will be available for traffic on the 9th proximo, as stated in paragraph 2 above.

(A true Extract.)

(Signed) R. A. DALYELL, *Sub-Secretary.*

No. 90. ORDER THEREON, 5th June 1862, No. 1,261.

1. In compliance with paragraph 3 of the Proceedings of Government dated 18th February 1862, No. 242, the Board of Revenue, in consultation with the Acting Deputy Chief Engineer of the Northern Circle, report definitely on the rate of tolls to be levied on the road-way over the Pennair Anicut in Nellore, which has just been completed, and was to have been opened to traffic on the 9th of this month. As the Board seem to limit the objections taken by Government to the exemption from toll of only "pack cattle unladen, and village cattle, sheep, goats,

and pigs," a complete statement is appended in this place including the Collector's rates, and adding the maximum rates laid down by the Act, as well as the subjects of taxation.

Subjects of tolls.	Rates as proposed by the Collector.	Rates as proposed by the District Engineer.	Rates as proposed by the Board of Revenue.	Rates as proposed by the Deputy Chief Engineer.	Maximum rates laid down in Schedule attached to Act VIII of 1851.
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
A four-wheeled carriage on springs.	.....	.....	.....	.....	2 0 0
A four-wheeled bandy with two horses - - - -	0 3 0	.....	.....	.....	.....
A four-wheeled bandy with single horse - - - -	0 2 6	.....	.. ..	.....	.....
A four-wheeled bandy with pair of bullocks - - -	0 3 0	.. ..	.....	.....	.....
A carriage with horses or bullocks.	.....	0 3 0	0 1 0	0 1 0	.. ..
A two-wheeled carriage on springs (except native hackeries) - -	.....	.....	.....	.....	1 0 0
A two-wheeled bandy with two horses - - - -	0 2 0	.....	.....	.....	.. ..
A two-wheeled bandy and horse -	0 1 6	.....	.....	....	....
A two-wheeled bandy and pair of of bullocks - - -	0 2 0	.....	.....	.....	.....
A native hackery on spings - -	.....	.....	.....	....	0 2 0
A four-wheeled carriage without springs - - - -	....	.....	.....	.....	0 6 0
A two-wheeled do. do. -	.....	.....	.....	....	0 4 0
A cart or hackery not on springs with wheels less than 3 feet 6 inches in diameter, and tyres less than 3 inches in breadth -	.....	.....	.....	.....	0 8 0
A do. do. with wheels and tyres not less than the above dimensions - - -	.....	.....	.....	.....	0 2 0
A laden bandy with pair of bullocks	.....	0 1 6	0 2 0	0 1 6	.....
An unladen do. with do. do.	.....	0 1 0	0 1 0	0 1 0	.....
Buffaloes, or bullocks, per head -	0 0 6	.....	.....	.....	0 0 6
Unladen pack and village cattle -	.....	0 0 1	free	0 0 1	.....
An elephant - - -	0 2 0	0 4 0	0 4 0	0 4 0	1 0 0
A camel - - - -	0 1 0	0 2 0	0 2 0	0 2 0	0 4 0
A horse - - - -	0 0 6	0 1 0	0 1 0	0 1 0	0 1 0
A tatoo or poney - - -	0 0 6	.....	.....	.....	0 0 6
Sheep or goats - - -	0 0 1 (per head)	free	free	0 0 1 (per ten)	0 2 0 (per 20)
Swine- - - - -	0 0 1 (per head)	0 0 1 (per ton)	free	0 0 1 (per ten)	0 4 0 (per 100)
A mule - - -	.....	.....	.....	.....	0 0 3
An ass - - - -	0 0 6	.....	.....	.....	0 0 2
A laden poney, bullock or donkey	....	0 0 3	0 0 6	0 0 3	.....
A palanquin, or tonjon with bearers	.....	.....	.....	.....	1 0 0
A palna, or small native palanquin with bearers - - -	0 1 0	0 2 0	0 2 0	0 2 0	0 4 0
A native dhooly with bearers -	.....	.....	.....	.....	0 2 0
Every person carrying a load for hire - - - -	.....	.....	....	... .	0 0 2
Every passenger - - -	0 0 1	.. ..	.....	... .	.....

2. It will thus be seen that the scheme proposed by the Board falls far short of the scope of the Act, many of the enumerated subjects of toll even being wholly unprovided for, as well by the Board, as by the District Engineer and Deputy Chief Engineer; the Collector's original

scheme however coming nearest the spirit of the enactment. The Board fortify their views by citing the orders of Government in the case of Andiputty (*a*) Pass at the eastern outlet of the Cumbum valley (Madura), and the Irrity bridge(*b*) on Trunk Road No. 4 between Cannanore and Coorg (Malabar); but these were existing facilities open to the public,and it would have been a hardship in a measure to have carried out the Act at those localities in all its fullness. On the other hand, the road-way over the Pennair Anicut is entirely a new work; it never formed part of the original scheme; and has only now been added with especial reference to the convenience of the public, such of whom as may be disposed to make use of the new road, may very fairly be required to pay for the same according to the provisions of the Act. Section IV of the Act is very clear. It expressly provides for the exemption of "Troops and Military stores and equipages on their march, or of Police Officers on duty, or of any person or property in their custody;" and then distinctly adds, "but no other exemption from payment of the tolls levied under this Act shall be allowed." It seems expedient therefore, as well as obligatory, to levy tolls at the Pennair Anicut in strict accordance with the terms of the Act; and as a beginning the Government would adopt the proposals of the Collector (only reducing his rates where they exceed the maximum laid down by the Act) as being more in consonance with the spirit of the enactment.

(*a*) Proceedings 19th September 1861, No 1,751
(*b*) Proceedings 7th October 1861, No. 1,846

3. The Government proceed to point out the modifications which they would introduce in the Collector's scheme. Mr. Dykes makes no allowance for an unladen cart, but proposes every bandy with a pair of bullocks being charged at 2 Annas; but it will be proper to levy 2 Annas upon every such vehicle when laden, and but 1 Anna when unladen. The second and third modifications are the rates to be levied on an elephant and a camel: the Collector proposes but 2 Annas on the former, and 1 Anna on the latter, but the Government would fix it at 4 Annas for the former, and 2 Annas for the latter, as proposed by all the other authorities consulted. An elephant and a camel may very easily cross the bed of the river; and it would be as well that as few of these animals as possible came on the Anicut road-way, which is described to be without parapet walls. Besides the higher tax, the precaution suggested by the District Engineer should also be adopted, viz., to restrict the passing of elephants and camels over the Anicut road-way to certain hours, such as between 5 and 6 A. M., 12 and 1 P. M. and 4 and 5 P. M., or any other more convenient hours that the Collector may think better suited for the purpose. The remaining modifications of the Collector's plan are the reduction of the proposed toll on every ass from 6 to 2 Pice, in order not to exceed the maximum laid down by the Act; and the exemption from toll of passengers not carrying loads for hire, agreeably also to the provisions thereof, the proposed toll of 1 Pie per head being however laid upon every individual carrying a load for hire.

4. A very short time will furnish data for the better graduation of the rates with reference to the actual cost of maintaining the road-way. The Collector will specially report the result of the experiment after six months' experience of its working. The proceeds will of course be carried to the credit of the Local Funds, and be applied to the maintenance of the road-way. Hereafter it will be sufficient when the toll has been fairly established, for the Collector to notice its progress in his annual Local Fund reports; and it will be that Officer's duty also to intimate when the tolls may be farmed out to a Contractor, under certain guarantees for its proper working.

5. It is observed that the District Engineer makes a recommendation,* which is not noticed by the Board of Revenue or Acting Deputy Chief Engineer, viz, that the members of the Public Works Department, and their baggage, carts, and horses should be exempted from toll. If the nature of their duties is such as to require them to cross frequently, it seems only right that they should be exempted whenever proceeding on duty as in the case of Police Officers.

* Paragraph 14 of his letter dated 8th March 1862, No. 444

6. The only point remaining to be disposed of is the nature and cost of the establishment to be maintained. No idea of the returns to be expected are now afforded, except the mention made by Captain Mullins in paragraph 1 of his letter, 3rd March 1862, No. 444, of the receipts anticipated by him when he first proposed a toll in June 1856, viz, Rupees 1,269 a year. Against this conjectural amount, an establishment of 330 Rupees per annum is proposed, which added to the cost of maintaining the roadway, viz., 800 Rupees, raises the expense of collection and mantenance to 1,130 Rupees a year, leaving but a very small margin for fluctuations. There is no occasion for a system of checks which, as pointed* out by Captain Mullins, will cause unnecessary detention, especially in the case of cattle being required to be counted a second time. For the reasons stated by the Board of Revenue, the Government therefore think that the employment of a toll taker on 15 Rupees a month, and a Peon on 7 Rupees, will be ample for the purpose. The expense of the establishment will thus amount to 264 Rs. a year, and the balance of the proceeds will be available for the maintenance of the roadway.

	Rs.
A Toll taker at 10 Rupees	120
2 Lascars at 4 ,,	96
1 Check box Lascar at 5 Rupees	60
Ticket paper, printing, &c.	54
	330
Add cost of maintaining road.	800
	1,130

	Rs.
Toll taker	15
Peon	7
	22
	12
	264

* Paragraph 11.

(Signed) W. H. HORSLEY, Lieut.-Colonel,
Secretary to Government.

Revenue Departt.

No. 2668

Proceedings of the Board of Revenue — dated 26th April 1862.

Read Order of Government in the Public Works Department No. 242 dated 18th February 1862 directing the Deputy Chief Engineer of the Northern Circle, and the Board of Revenue in consultation with each other to make a definite proposal for commencing the levy of Tolls at the Pennair Anicut in the Nellore District.—

/ In Consultation 19th February 1862 No. 990 /

Read also the following letters & Memo. from the Acting Deputy Chief Engineer Northern Circle dated 14th March and 7th April 1862 — No. 193 and 217.—

/ In Cons. 17th March and 7th April 1862 Nos. 1554 & 2048 /

The Collector of Nellore in consultation with the District Engineer proposed to levy a toll on the Anicut across the Pennair river in order to defray the expenses of keeping the roadway over it in good order, and the Board and Chief Engineer having supported the proposition, the Government sanctioned it

G.O. No. 1698 Sept. 11 - 1861.

it but objected, as opposed to Section 4 of Act VIII of 1851, to the exemption of "Pack-Cattle unladen and all Village Cattle, Sheep, goats and pigs" which the Board suggested might be allowed to pass free at certain hours morning and evening; and directed the Deputy Chief Engineer of the Northern Circle, and the Board of Revenue in consultation with each other to make a definite proposal for giving effect to the Impost.—

Gr. O. No. 242 Feb. 18. 1862

2 The Roadway appears to have been since metalled at a Cost of Rupees 800 and will be available for traffic on the 9th Proximo. The rates of toll proposed by the Board, the District Engineer and the Deputy Chief Engineer Northern Circle whose latest communications on the subject are herewith forwarded, are as follows.—

† No. 1554 d/24th March 1862
* 2048 - 7th April—

	Tolls proposed by the District Engineer		Tolls proposed by the Board of Revenue		Tolls proposed by the Deputy Chief Engineer		
	As	P	As	P	As	P	
A laden bandy with a pair of bullocks	1	6	2	"	1	6	
An unladen — Do — Do	1	"	1	"	1	"	
A carriage with horses or bullocks	3	"	2	"	2	"	
A palankeen or Manchael with bearers	2	"	2	"	2	"	
A single horse	1	"	1	"	1	"	
A laden pony bullocks or donkey	"	3	"	6	"	3	
A Camel	2	"	2	"	2	"	To pass only between 5 and 6 A.M. and P.M.
An Elephant	4	"	4	"	4	"	
Unladen pack and Village Cattle — Sheep Goats and pigs		1	"	"		1	For ten heads.

It

3 It thus appears that the rates recommended by the Deputy Chief Engineer differ from those of the Board only in respect of two items. Viz "a laden bandy with a pair of bullocks" and "a laden pony, bullock or donkey"; and that in both cases they are less than the Board's figures - and though the Board consider it would be preferable that the rates proposed by them, which are the same as those sanctioned for the toll at the Mouth of the Cumbum Valley in Madura and the Irrity bridge in Malabar, should be adopted, they will make no objection to the altered tariff being sanctioned as the Toll will be in the hands of Government for the first few months so that any further modifications which experience might suggest can be easily adopted before the Toll is rented out.—

4. As regards the exemption proposed of "all pack cattle unladen and all Village cattle, sheep, goats and pigs", it has already been sanctioned by Government in respect of the Andiputty Pass in Madura and the Irrity Bridge in Malabar, and the Board were under the impression that

section

Section 4 of Act VIII of 1851 (notwithstand-
:ing its concluding clause which appears to
have been added in order to bar any public
or private claims to exemption other than
those allowed in that Section) merely fixed
the objects on which the toll is leviable and
the maximum rates, leaving it optional
with the authorities to confine the impost
to a few of the objects specified should the
circumstances of any case render it de-
:sirable to do so. The Deputy Chief Engineer
now proposes 1 pie per head in the case
of unladen pack cattle and 1 pie per
ten heads of sheep, goats and pigs. the
latter rate appears to be recommended
with reference to the District Engineer's
remark that "even 1 pie would in most
"cases be prohibitory and this they obstruct
"traffic I think we had better be content
"to allow them to pass free, so far as I know
"their numbers will not be very large".

5. The annual expenditure
as stated in para 10 above is
estimated

estimated at Rupees 1130 as shewn
below.

	Rs. a. P
For maintaining the Road	800-"-"
Establishment.	
1 Toll keeper at 10 Rupees per Mensem	120-"-"
2 Lascars at 4 Rs each	96-"-"
1 Cheque box lascar 5 Rs	60-"-"
Ticket paper, printing &c	54-"-"
	330-"-"
Total	1130-"-"

6 The Board are of opinion that
this establishment is unnecessarily large
and that the salary of the toll keeper is
not sufficient to ensure the services of
a trustworthy person being obtained; they
would therefore propose the entertainment
of the same establishment as that sanc-
:tioned for the tollbar in the Madura
District as shewn in the margin, and
as the management of the toll would be
in the Collectors hands any special
charge for Taderwared appears to be
unnecessary.

× a toll tasker Rs 15 per Mensem
One Peon - - Rs 7 - - -

7. Resolved that the letters
recorded

recorded above be submitted with these Proceedings to Government and their early orders on the subject be solicited as the Anicut will be available for traffic on the 9th Proximo as stated in para 2 above.—

/ A true Extract /

Sub Secretary

To

J. D. Sim Esqr.
Secretary to Government
—— Revenue Department.—

E. D. Hallowes
C. P. Tamatave

Public Works Dept

No 1239

Proceedings of the Madras Government
Under date the 25th May 1862

Read the following

Proceedings of
Board of Revenue.

Dated 20th April 1862

Read the following letter
from the Chief Engineer
Northern Circle

Submitting for orders
letters from the Acting Deputy
Chief Engineer Northern Circle
Nellore District

Also Proceedings of the Board of Revenue.

Resolved

That the Proceedings of the Board of Revenue be complied with

Proceedings of Government
dated 25th April 1862
No 2068

Proceedings of the Board of Revenue
dated 20th April 1862
No 1239

Read a letter from the Chief Engineer
Northern Circle dated 26th April 1862
No 2068

Submitting for orders letters from the Acting Deputy Chief Engineer Northern Circle, relative to the levy of Tolls at the Pennair Anicut in the Nellore District, with the Board's observations thereon.

Rec'd 11th Sept/61 pp 84-85.
" 18th February/62 278-279.
Copying a letter to England
dated 14th July 1862 pp 8th 67.

Transferred to
the Department
of Public Works.

J. W. Linn
Secy to Govt
28th April 62

No 89

C22 Mary P

No 1261 - 5th June.

with the Deputy
Deputy Chief Engineer
of the Northern Circle
report definitely on
the rates of tolls to
be levied on the road
way over the Jumnah
Junction and Kellerd,
which has just been
completed, and was
to have been opened
to traffic on the
9th of this month.
As the Board
seem to think the
objections taken by
Govt to the exemption
from tolls of only "Pack
cattle unladen, and
Village cattle, sheep, goats
and pigs", a complete
statement is appended
in this place including
the Collectors rates, and
adding

17

adding the maximum rates
laid down by the act, as well
as the subjects of exemption.

17

Subjects of Tolls.	Rates as proposed by the				Maximum rates laid down in Schedule attached to act VIII of 1851.
	Collector	Distt. Engr	Board of Revenue	Deputy Chief Engr	
	R. a. P.	R. a. P.	R. a. P.	R. a. P.	R. a. P.
A 4 Wheeled Carriage on Springs					2 - " - "
A 4 Wheeled Bandy with 2 horses	" - 3 - "	—			
A 4 Wheeled Bandy with single horse	" - 2 - 6	—			
A 4 Wheeled Bandy with pair of bullocks	" - 3 - "	—			
A carriage with horses or bullocks	—	" - 3 - "	" - 1 - "	" - 1 - "	—
A 2 Wheeled carriage on springs (except Native Buckeries)	—				1 - " - "
A 2 Wheeled Bandy with 2 horses	" - 2 - "	—			
A 2 Wheeled Bandy and horse	" - 1 - 6	—			
A 2 Wheeled Bandy & pair of bullocks	" - 2 - "	—			
A Native Buckery on springs	—				" - 2 - "
A 4 Wheeled carriage without springs	—				" - 6 - "
A 2 Wheeled — do — do	—				" - 4 - "
A cart or buckery not on springs with wheels less than 3-6 in dia meter, and tyres less than 3 in breadth.	—				" - 8 - "
A do do with wheels and tyres not less than the above dimensions	—				" - 2 - "
A laden bandy with pair of bullocks	—	" - 1 - 6	" - 2 - "	" - 1 - 6	
An unladen do with do do	—	" - 1 - "	" - 1 - "	" - 1 - "	
Buffaloes, or bullocks, per head	" - " - 6	—			" - " - 6
Unladen pack & Village cattle	—	" - " - 1	free	" - " - 1	
An Elephant	" - 2 - "	" - 4 - "	" - 4 - "	" - 4 - "	1 - " - "
A Camel,	" - 1 - "	" - 2 - "	" - 2 - "	" - 2 - "	" - 4 - "
A horse,	" - " - 6	" - 1 - "	" - 1 - "	" - 1 - "	" - 1 - "
A tatoo, or pony	" - " - 6	—			" - " - 6
Sheep or Goats	" - " - 1 (per head)	free	free	" - " - 1 (per head)	2 per twenty
Swine	" - " - 1 (per head)	" - " - 1 per dozen	free	" - " - 1 per head	2 per hundred
A mule	" - " - 6	—			" - " - 3
An ass.					" - " - 2
A laden pony, bullock or donkey	—	" - " - 3	" - " - 6	" - " - 3	—
A Palanquin or tonjon with bearers.	—				1 - " - "
A Palna, or small native Palanquin with	" - 1 - "	" - 2 - "	" - 2 - "	" - 2 - "	" - 4 - "
A native dhooly with bearers.					" - 2 - "
Every person carrying a load for hire					" - " - 2
Every passenger.	" - " - 1	—			

2 It will thus be seen that the scheme proposed by the Board falls far short of the scope of the Act, many of the enumerated subjects of Act even being wholly unprovided for, as well by the Board, as by the District Engineer and Deputy Chief Engineer, the Collector's original scheme however coming nearest the spirit of the enactments. The Board fortify their views by citing the orders of Government in the case of Ahmednuggur Pass at the eastern outlet of the Ramburn Valley (Madras), and the Bridge on Trunk Road No 4 between Ramnaad and Coorg (Malabar) but

Proc^{gs} 19th Septr 61 No 1751

Proc^{gs} Oct^{r} 61 No 1816

these were existing facilities open to the public, and it would have been a hardship in a measure to have carried out the Act at those localities in all its fullness. On the other hand, the road away over the Pennaur Mountains is entirely a new work, it never formed part of the original scheme, and has only now been added with especial reference to the convenience of the public, such of whom as may be disposed to make use of the new road, may very fairly

19

shall be required to pay for the same according to the provisions of the Act. Section IV of the Act is very clear. It expressly provides for the exemption of "Troops and Military Stores and Equipages on their marches, or of Police Officers on duty or of any person or property in their custody;" and then distinctly adds "but no other exemption from payment of the tolls levied under this act shall be allowed." It seems expedient therefore, as well as obligatory, to levy tolls at the

Pennair

Pennair Annexed in strict accordance with the terms of the Act; and as a beginning the Government would adopt the proposals of the Collector, (only reducing his rates where they exceed the maximum laid down by the Act) as being framed in conformance with the spirit of the enactments

3 The Government proceed to point out the modifications which they would introduce in the Collector's scheme. The Police makes no allowance

for

for one unbridled Cart, but proposes every Cart with a pair of Bullocks being charged at 2 Annas; but it will be proper to levy 2 Annas upon every such Vehicle either loaden, or unloaden. The second and third modifications are not liable to be levied on any Elephants and of Camel: the Collector proposes but 2 Annas on the former, and 1 Annas on the latter, but the Govt would fix it at 4 Annas for the former, and 2 Annas for the latter, as proposed by all the other Authorities consulted. An Elephant and a Camel may very easily ford the bed of the river, and it would be an evil that one pair of these animals as possible cannot on the Arnicut road way, which is described to be without parapet walls. Besides the higher tax, the precaution suggested by the District Engineer should also be adopted, viz to restrict the passing of Elephants and Camels over the Arnicut roadway to certain hours, such as between

5

5 and 6 A. M., 12 and
1 P. M. and 4 and 5
P. M. or any other more
convenient hours which
the Collector may think
better suited for the pur-
pose. The remaining
modifications of the
Collector's plan and the
reduction of the proposed
toll on every ass from
6 to 2 pice, in order not
to exceed the maximum
load allowed by the Act;
and the exemption from
toll of passengers with
carrying loads for hire,
agreeably also to the
provisions thereof, the
proposed toll of 1 pice
per head being however
laid upon every indi-
vidual carrying up
loads

load for hire.

4 A very short time
will furnish data for
the better graduation
of the rates with re-
ference to the actual
cost of maintaining
the road way. The
Collector will specially
report the result of
the experiment after
six months experience
of the working. The
proceeds will of
course be carried to
the credit of the
local funds, and to
be applied to the
maintenance of the
roadway. Hereafter
it will be sufficient
when the toll has
been fairly established,

for

for the Collector to notice its progress and his annual local standpoint, and it will be their Officers duty to intimate to him the state, may be stamped out to a Contractor, under certain guarantees for its proper working.

5. It is observed that the District Engineer, under the Recommendations which is not noticed by the Board of Revenue, or Acting Deputy Chief Engineers, with that the Members of the Public Works Department, and their baggage, carts, and horses should be exempt

* para 14 of this letter 8th March 1862 No 1111

exempted from tolls. If the nature of their duties is such as to require them to cross frequently, it seems only right that they should be exempted, whenever proceeding on duty as in the case of Police Officers.

6. The only point remaining to be disposed of is the nature and cost of the Establishment to be maintained. No idea of the returns to be expected are now afforded, except the mention made by Captain Mullins in Para 4 of his letter, 3d March 1862, No 1111,

A

of the receipts anticipated by him when he first proposed a toll in June 1856, viz. Rupees 1269 a year. Against this conjectural amount, an establishment of 330 Rupees per annum is proposed, which added to the cost of maintaining the Road every, viz. 800 Rupees, raises the expense of collection and maintenance to 1130 Rupees a year, leaving but a very small margin for fluctuations. There is no occasion for a system of checks which, as pointed out by Captain Mullins, will cause unnecessary detention

1 Toll taker @ 10 Rs	120
2 Peons @ 4 Rs	96
1 Check boy Peon @ 5 Rs	60
Ticket paper, printing &c	54
	330
Add cost of maintaining Road	800
	1130

* Para 11

especially in the case of Cattle being required to be counted a second time. For the reasons stated by the Board of Revenue, the Govt therefore think that the employment of a toll taker on 5 Rupees a month and a peon on 7 Rupees will be ample for the purpose. The expense of the establishment will thus amount to 264 Rupees a year, and the balance of the proceeds will be available for the maintenance of the Road

W. T. P.

Toll taker	15
Peon	7
	22
	12
	264

14 Copies

To The Board of Rev: with 14 Encls: Dispd
13 By Chief Engr N.C.P.
1 Revenue Depts

Copy in a letter to England dated 14th July 1862 No. 54.

(15)

Levy Tolls at the Roadway over the Pennaar Anicut.

P. H. 1862. Extracts Proc: of Court for June

- Vo. 1261

Proc: of the Madras Govt.

dated 3rd June 1862.

Rect. of the Bd. of Revt. regarding the levy of tolls at the Pennar Anicut in the Nellore District with orders thereon.

No. 89. 90

22 May R 28