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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2622	Press Mis. -
33-39	
Dated 3 11 1861	

Not to be folded or roughly handled

**Proceedings of the Madras Government, Public Works Department,
3rd November 1862.**

No. 33. Read the following letter from W. HUDLESTON, Esq., Secretary to the Board of Revenue, to Colonel W. I. BIRDWOOD, R. E., Secretary to Government, Public Works Department, dated Madras, 10th October 1862, No. 6,796:—

SIR,

With reference to the Government Order in the Public Works Department, No. 2,196, dated 25th October 1860, communicating certain general rules for the imposition of Tolls on Roads and Bridges, and directing the Board of Revenue to take action in the matter, and to report from time to time as they are able respecting particular Districts or places, I am instructed by the Board to recapitulate briefly what has been done in a few Districts in pursuance of that Order, and to submit further propositions from some of the remaining Districts, for the consideration of Government; but before doing so, it appears desirable to re-produce here in one view, for facility of reference, the several rules in accordance with which the Collectors were directed to regulate their proposals.

1. These rules are as follows:—

First.—Tolls are not to be levied on Imperial Roads passing through the open country, nor on permanent bridges on such roads.

Secondly.—Tolls may be levied.

(I.) On Imperial roads or on bridges on such roads where extraordinary natural obstacles have been overcome, "as in the case of the roads over the Western Ghats, and other rugged hilly tracts."

(II.) On roads and bridges of merely local importance, where Tolls may be required as a means of making or keeping in repair such works; and

(III.) On temporary works such as boat, bridges and ferries on all public roads, where a heavy annual outlay is incurred on account of them.

Thirdly.—The rates of Toll are not to exceed those fixed by Act VIII of 1851, and are to be moderate, varying with the circumstances of each District; and

Lastly.—The benefit of the work on which the Toll is to be established, to the persons using it must be clear and unmistakable, and the position of the Toll bar is to be within easy reach of means of redress; or, in proportion, to remoteness, the agency employed must be of higher quality.

Paragraph 2.

2. Under the above rules, propositions from the Collectors of Tanjore, Trichinopoly, Madura, Malabar and Nellore, have been already submitted to Government, and finally disposed of, and only need to be recapitulated as proposed in paragraph 1 of these Proceedings.

3. **TANJORE.**—In Tanjore there appeared to be no positions where the levy of Tolls was desirable, except at the numerous ferries scattered over the whole District. These have been ordered to be rented out, first for one year, in order to ascertain the profits derivable from each, and thereafter for longer periods, and it has been calculated that a net revenue of Rupees 40,000 will be realized.

4. **TRICHINOPOLY.**—The District Engineer of Trichinopoly proposed to levy Tolls at the Bridges over the Coleroon and Cavery rivers in that District, but the Board agreed with the Collector that the work in question were not of merely local importance, and being situated on Imperial lines passing through the open country, should not be restricted in their use by Toll bars.

Board's Proceedings No. 6,835, dated 10th December 1861.

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(III.) On temporary works such as boat, bridges and ferries on all public roads, where a heavy annual outlay is incurred on account of them.

Vide Schedule appended to the Act, G. O. No. 2,196, dated 25th October 1860, paragraphs 2 and 5.

Thirdly.—The rates of Toll are not to exceed those fixed by Act VIII of 1851, and are to be moderate, varying with the circumstances of each District; and

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G. O. No. 2,008, October 30th 1861.

4. **TRICHINOPOLY.**—The District Engineer of Trichinopoly proposed to levy Tolls at the Bridges over the Coleroon and Cavery rivers in that District, but the Board agreed with the Collector that the work in question were not of merely local importance, and being situated on Imperial lines passing through the open country, should not be restricted in their use by Toll bars.

Board's Proceedings No. 6,885, dated 10th December 1861.

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5. MADURA.—The Audiputty pass, which forms the Eastern outlet of the Cumbum

G.O. No. 1,751, September 19th 1861.

A laden pony, bullock or donkey.....	0 6
An empty cart or bandy.....	1 0
A single horse.....	1 0
A laden cart and pair of bullocks.....	2 0
A carriage of any kind with horses or bullocks.....	2 0
A Palankeen or munched with bearers.....	2 0
A Camel.....	2 0
An Elephant.....	4 0
Unladen cattle, village cattle, sheep, goats, pigs, to pass free at certain hours morning and evening.....	0 0

valley, was the only locality in the Madura District in which it was considered expedient to levy Toll; and the Government sanctioning the rates shown in the margin, observed, "The rate of Toll should as far as practicable be regulated by the expense of keeping up the road, taking care of course to keep it within moderate limits; and if possible an uniform rate for each line of road would certainly be most convenient, as well as the most advisable; for the rate being but one, and well known, the payers would generally resist demands for more."

6. The rates of pay approved for the Toll-taker and his Assistant were Rupees 15 and 7 respectively, but the Toll was to be rented out as soon as practical knowledge of the proceeds expected to be realized was obtained.

7. MALABAR.—The proposition of the Collector of Malabar was to continue the Toll on the Irrity Bridge on Trunk road No. 4, running between Cannanore across the Western Ghats into the Coorg country; and which was at the time farmed out for one year for Rupees 7,800. The Government sanctioned this course, the rates to be levied being in all respects the same as those sanctioned for the Audiputty Pass in Madura, mentioned in the margin of paragraph 5 above. The arrangements existing at the time were, however, not to be disturbed, but at the expiration of the rent, the rates sanctioned were to be adopted.

8. NELLORE.—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 in their Order in the Public Works Department, No. 1,698, dated 11th September 1861.

Government Order Public Works Department, No. 1,261, dated 5th June 1862.

9. The rates adopted were those proposed by the Collector with certain modifications ordered by Government, and are as follows:—

A four-wheeled bandy with two Horses.....	3 0
A do. do. a single Horses.....	2 6
A do. do. a pair of Bullocks.....	3 0
A two-wheeled bandy with two Horses.....	2 0
A do. do. a single Horse.....	1 6
A do. do. (laden) with a pair of Bullocks.....	2 0
A do. do. (unladen) do. do.....	1 0
Buffaloes, Bullocks, and Cows per head.....	0 6
Calves (vide Government Order, Public Works Department, No. 1,802, dated 28th July 1862).....	0 2
An Elephant.....	4 0
A Camel.....	2 0
A Horse.....	0 6
A Tattoo or Poney.....	0 6
Sheep or Goats (per head).....	0 1
Swine do.....	0 1
An Ass.....	0 2
A Palankeen or Tonjon, or Palna, or native Dhooly with bearers.....	1 0
Every person carrying a load for hire.....	0 1

10. The Toll Establishment at first sanctioned comprised a Toll-taker on 18 Rupees and a Peon on 7 Rupees per mensem, respectively; which, together with the estimated annual cost,

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3rd November 1862.

viz., 800 Rupees, of keeping the road way in repair, made a total annual expenditure of Rupees 1,064; but the Sub-Collector in charge of Nellore having subsequently applied for another Peon on the same rate of pay, on the ground that the traffic had so extensively increased as to render it impossible for the existing Establishment to collect the revenue, which in the first month amounted to Rupees 317-11-2, or more than what was originally anticipated, while there was every prospect of its being still more increased, the additional expenditure was sanctioned in Government Order, Public Works Department, No. 1,991, dated 21st August 1862; so that the cost of collection, and of maintaining the roadway is now Rupees 1,148, which the estimated proceeds from the impost are amply sufficient to cover.

11. The Collector was directed in paragraph 4 of the Government Order quoted in the margin of paragraph 9 above, to make a special report on the results of the experiment after a six months' trial, which when received in the Board's Office will be duly laid before Government.

12. The Board proceed to notice next the reports of the Collectors of the Vizagapatam, Godavery, Kistna, Kurnool, Coimbatore and North Canara Districts, which have not as yet been before Government.

From Collector, No. 6,412, 30th September 1861.
Chief Engineer, No. 7,432, 21st November 1861.

13. VIZAGAPATAM.—All the ghats and hill-roads in Vizagapatam are within the Jeypoor and Paunchpenta Zamindaris, but the District Engineer proposed to levy tolls on the Toony and Ankapilly Bridges on Trunk road No. 6, and on certain branch roads in the District. The Collector observed that the Bridges are exempt from the impost as they are situated on Imperial lines, &c., and considered that carts only should be required to pay a toll in the other places proposed by the District Engineer. Colonel Horsley, the Chief Engineer, objected, however, to the levy altogether, as independently of the rules which prohibit it, on the Trunk roads, none of the roads named are in a sufficiently perfect state to justify such a demand, and the Board concur in his objection.

From Collector, No. 3,921, 20th June 1861.
Deputy Chief Engineer, No. 4,481, 17th July 1861.

14. GODAVERY DISTRICT.—The Collector of the Godavery District suggested that the Department Public Works should be consulted as to the propriety of levying a toll on the Anicut at Dowlaishwaram, but the Deputy Chief Engineer expressed his opinion that the result would be, that people would cross the river below on the sands instead of using the path on the Anicut, and that as the latter is used almost exclusively by foot passengers, little would be gained by depriving them of the convenience which it affords.

From Collector, No. 5,889, 6th September 1861.
Chief Engineer, No. 7,951, 7th November 1861.

15. KISTNA DISTRICT.—The Collector and District Engineer of the Kistna District suggested that the road on the Kistna Anicut should be brought under the rules, and the Chief Engineer, Colonel Horsley, agreed with them as the use of the Anicut by foot passengers, horses, and cattle, renders considerable annual repairs necessary. He, however, doubted whether the amount of toll (Rupees 239) expected to be realized during the months from July to November, when the road on the Anicut affords the only means of passage, would pay the expenses of collection.

16. The Board observe, moreover, that the greater part of even the above small sum would appear to be the collections anticipated from foot passengers, who, however, if not carrying loads for hire must, in accordance with the terms of the Toll Act (VIII of 1851), be allowed to pass free, as already remarked by Government in paragraph 4 of their Order quoted in paragraph 8 above, and under these circumstances the Board are of opinion that the establishment of a toll in this locality is not at present expedient.

From Chief Engineer, No. 2,540, 7th May 1861.
Acting Collector, No. 3,799, 17th June 1861.

17. KURNOOL.—The Nandikanama and Mantalkanam Passes in the Kurnool District have been suggested as meeting the requirements of the rules for levying a toll, great natural obstacles having been overcome in their construction at a large cost, considerable annual expenditure being required to keep them in repair, and the benefit to

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the people using them being great and undeniable. The works on the latter pass, however, were not sufficiently advanced at the date of the Acting Collector's report to admit of traffic by bandies, and he accordingly deferred making any definite proposition regarding it.

18. The former pass was nearer completion, and Mr. Minchin estimated that if so soon as it were opened, a fee of 4 Annas should be charged on every wheeled conveyance, a gross income of 450 Rupees per mensem might be realized.

19. The pass is 25 miles long and is very isolated, being distant 21 miles from the Town of Cumbam on the east side, and 12 miles from Nundial on the west. A toll-gate at each extremity would be required, and the Board are of opinion that an Establishment of two Gumáshtas on 10 Rupees each per mensem as proposed by Mr. Minchin, would be insufficient. One Peon at least would need to be attached to each Gumáshta, as sanctioned for the Audiputty pass in Madura. The Board, however, share Colonel Horsley's apprehension that in so remote a locality the toll would be a source of revenue rather to the gate-keeper than to the Road Fund, and situated as both these passes are between an outlying portion of the Kurnool District, and the stations of the Collector and Judge, and intervening between the nearest points of shipment for produce and the interior of Kurnool, the Board are decidedly of opinion that it is inexpedient at the present time to burden the traffic with any toll.

From Collector, No. 4,378, July 9th 1861.

Chief Engineer, " 6,279, September 30th 1861.

Chief Engineer, " 7,411, November 20th 1861.

20. COIMBATORE.—The Collector of Coimbatore stated that "nearly all the roads and gháts (except the Coonoor lately repaired) are in very bad condition," and he could not recommend the levy of a toll any where. The District Engineer, however, recommended toll bars at the following places:—

(1.) "On Coimbatore and Metapolliem road at main line, and line running past the gallows, at Coimbatore and on the Bhowany Bridge at Metapolliem.

(2.) "On trunk road No. 5 at Bhowany Bridge at Bhowany, at finger post pointing to cross road to Saitiamangalum near Coimbatore, and at Noyel Bridge at Coimbatore."

(3.) On Seeghoor ghát at Seeghoor.

The rates proposed by the District Engineer, were,

For a Bandy (laden) drawn by a pair of bullocks				A.	P.
" A do. (unladen) do.	do.	...	...	...	2 0
" A four-wheeled conveyance drawn by a pair of Horses	...	...	...	...	1 0
" A do. do. one Horse	...	...	...	...	4 0
" A two-wheeled do. do.	...	...	...	...	3 0
" A single Horse	...	...	...	...	2 0
" A Tattoo or Bullock	...	...	...	...	1 0
					0 6

21. The Chief Engineer, Colonel Horsley, observed that the positions indicated on the Coimbatore and Metapolliem main line and on Trunk Road No. 5 at Bhowany, are exempt under the rules; but that the approaches leading to the Nilgiris, viz., the Coonoor and Seeghoor gháts, might be properly subjected to a toll at the rates proposed by the District Engineer which are not too high.

22. The Board would suggest that the Deputy Chief Engineer be instructed to submit in communication with the Collector, a definite place for the collection of tolls on the two gháts above mentioned, accompanied by estimates of gross income expected to be realized, and of the cost of the Toll Establishment. These gháts appear to the Board to be most legitimate localities for the imposition of tolls.

23. The Collector of North Canara furnished a Statement of the positions on five roads in his District at which he considered that Tolls might be advantageously levied, and of the Establishments, &c., that would be required to give effect to his proposition. It however, appeared that only one of the five roads was complete throughout, and on it a Toll is already levied. The subsequent transfer of the District to the Bombay Presidency rendered any further action in the matter on the part of the Board unnecessary.

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3rd November 1862.

Ganjam.....	No. 3,413, May 25th	1861.	24. Of the remaining nine Districts
Cuddapah.....	" 3,560, June 7th	"	named in the margin, the Collectors of the
Bellary.....	" 4,328, July 10th	"	six first entered, reported that there are no
South Arcot.....	" 7,681, November 30th	"	sites on Imperial roads in their respective
Salem.....	" 3,104, May 18th	"	Districts at which a Toll can be levied within
Tinnevely.....	" 3,270, May 22nd	"	the provisions of the Rules; and with refer-
North Arcot.....	" 4,078, June 29th	"	ence to the seventh, North Arcot, Mr. Robin-
South Canara.....	" 5,974, September 12th	"	
Madras.....	" 5,507, August 26th	"	

son states that there are only two Imperial lines, viz., Trunk roads Nos. 1 and 10 to which the Rules can in any manner apply, but that the gháts and natural obstacles on those portions of them which lie within the Districts are of so ordinary a kind that no extra provision is made for them in the general maintenance fund, while the lines themselves have been in great measure superseded by the Railway.

25. The only Imperial road in South Canara is that from Mangalore to Mercara, *via* the Sompajee ghát, the whole of which is within the Coorg boundary. A Toll is, however, levied at the Netravati ferry at Pane Mangalore, and there are no other places on the line admitting of such an impost.

26. Mr. Cunliffe reports that the only place in the Madras District at which a Toll can be levied is on Trunk road No. 6, at the crossing of the Korattiliar river, where a ferry boat is maintained at an annual cost of 40 Rupees debited to the Postal Department, as the ferry is used chiefly for the conveyance of the Mails. At the suggestion of the District Engineer the Collector was about to adopt the requisite measures for renting out the ferry.

No. 34. ORDER THEREON, 3rd November 1862, No. 2,622.

Vizagapatam.
Godavery.
Kistna.
Kurnool (Nundikanama Ghát).

1. The objections to burden the traffic on certain roads and bridges in the Districts marginally noted, appear to have been well considered, and are concurred in by Government.

2. The Deputy Chief Engineer, Southern Circle, is requested to submit in communication with the Collector and District Engineer, proposals for the levy of Tolls on the Coonoor and Seegoor Gháts in the District of Coimbatore, accompanied by Estimates of the amount expected to be realized and of the cost of the Toll Establishment, and Colonel Ouchterlony will be good enough also to name the sites for the proposed Toll Bars.

(Signed) W. I. BIRDWOOD, Colonel, R. E.,
Secretary to Government.

No. 6,736.

From W. HUDLESTON, Esq., Secretary to the Board of Revenue,
To Colonel W. I. BIRDWOOD, R. E., Secretary to Government, D. P. W.

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5. MADURA.—The Audiputty pass, which forms the Eastern outlet of the Cumbum valley, was the only locality in the Madura District in which it was considered expedient to levy a toll; and the Government, sanctioning the rates shown in the margin, observed, "The rate of toll should as far as practicable be regulated by the expense of keeping up the road, taking care of course to keep it within moderate limits; and if possible an uniform rate for each line of road would certainly be most convenient, as well as the most advisable; for the rate being but one, and well known, the payers would generally resist demands for more."

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	A.	P.
A four-wheeled bandy with two Horses...	3	0
A do. do. a single Horse...	2	6
A do. do. a pair of Bullocks...	3	0
A two-wheeled bandy with two Horses...	2	0
A do. do. a single Horse...	1	6
A do. do. (laden) with a pair of Bullocks...	2	0
A do. do. (unladen) do. do.	1	0
Buffaloes, Bullocks, and Cows per head...	0	6
Calves (vide Government Order, Public Works Department, No. 1,802, dated 28th July 1862)...	0	2
An Elephant...	4	0
A Camel...	2	0
A Horse...	0	6
A Tattoo or Pony...	0	6
Sheep or Goats (per head)...	0	1
Swine do.	0	1
An Ass...	0	2
A Palankeen or Tonjon, or Palna, or native dhooly with bearers...	1	0
Every person carrying a load for hire...	0	1

for levying a toll, great natural obstacles having been overcome in their construction at a large cost; considerable annual expenditure being required to keep them in repair, and the benefit to the people using them being great and undeniable. The works on the latter Pass, however, were not sufficiently advanced at the date of the Acting Collector's report to admit of traffic by bandies, and he accordingly deferred making any definite proposition regarding it.

19. The former Pass was nearer completion, and Mr. Minchin estimated that if so soon as it were opened, a fee of 4 Annas should be charged on every wheeled conveyance, a gross income of 450 Rupees per mensem might be realized.

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- (3.) On Seeghoor ghat at Seeghoor.

	A.	P.
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" A single Horse	0	6
" A Tattoo or Bullock	0	6

22. The Chief Engineer, Colonel Horsley, observed that the positions indicated on the Coimbatore and Metapolliem main line and on Trunk road No. 5 at Bhowany, are exempt under the rules; but that the approaches leading to the Nilgiris, viz., the Coonoor and Seeghoor ghats, might be properly subjected to a toll at the rates proposed by the District Engineer which are not too high.

23. The Board would suggest that the Deputy Chief Engineer be instructed to submit in communication with the Collector a definite place for the collection of tolls on the two ghats above mentioned, accompanied by estimates of the gross income expected to be realized, and of the cost of the Toll Establishment. These ghats appear to the Board to be most legitimate localities for the imposition of tolls.

10. The Toll Establishment at first sanctioned comprised a Toll-taker on 18 Rupees and a Peon on 7 Rupees per mensem, respectively; which, together with the estimated annual cost, viz., 800 Rupees, of keeping the roadway in repair, made a total annual expenditure of Rupees 1,064; but the Sub-Collector in charge of Nellore having subsequently applied for another Peon on the same rate of pay, on the ground that the traffic had so extensively increased as to render it impossible for the existing Establishment to collect the revenue, which in the first month amounted to Rupees 317-11-2, or more than what was originally anticipated, while there was every prospect of its being still more increased, the additional expenditure was sanctioned in Government Order, Public Works Department, No. 1,991, dated 21st August 1862; so that the cost of collection, and of maintaining the roadway is now Rupees 1,143, which the estimated proceeds from the impost are amply sufficient to cover.

11. The Collector was directed in paragraph 4 of the Government Order quoted in the margin of paragraph 9 above to make a special report on the results of the experiment after a six months' trial, which when received in the Board's Office will be duly laid before Government.

12. The Board proceed to notice next the reports of the Collectors of the Vizagapatam, Godavery, Kistna, Kurnool, Coimbatore, and North Canara Districts, which have not as yet been before Government.

13. VIZAGAPATAM.—All the ghats and hill-roads in Vizagapatam are within the Jeypoor and Paunchipenta Zemindaries, but the District Engineer proposed to levy tolls on the Toony and Ankapilly Bridges on Trunk road No. 6, and on certain branch roads in the District. The Collector observed that the Bridges are exempt from the impost as they are situated on Imperial lines, &c., and considered that carts only should be required to pay a toll in the other places proposed by the District Engineer. Colonel Horsley, the Chief Engineer, objected however to the levy altogether, as independently of the rules which prohibit it, on the Trunk roads, none of the roads named are in a sufficiently perfect state to justify such a demand, and the Board concur in his objection.

14. GODAVERY DISTRICT.—The Collector of the Godavery District suggested that the Department Public Works should be consulted as to the propriety of levying a toll on the anicut at Dowlaishwarum, but the Deputy Chief Engineer expressed his opinion that the result would be, that people would cross the river below on the sands instead of using the path on the anicut, and that as the latter is used almost exclusively by foot passengers, little would be gained by depriving them of the convenience which it affords.

15. KISTNA DISTRICT.—The Collector and District Engineer of the Kistna District suggested that the road on the Kistna anicut should be brought under the rules, and the Chief Engineer, Colonel Horsley, agreed with them as the use of the anicut by foot passengers, horses, and cattle, renders considerable annual repairs necessary. He however doubted whether the amount of toll (Rupees 269) expected to be realized during the months from July to November, when the road on the anicut affords the only means of passage, would pay the expenses of collection.

16. The Board observe moreover that the greater part of even the above small sum would appear to be the collections anticipated from foot passengers, who, however, if not carrying loads for hire must, in accordance with the terms of the Toll Act (VIII of 1851), be allowed to pass free; as already remarked by Government in paragraph 4 of their Order quoted in paragraph 8 above, and under these circumstances the Board are of opinion that the establishment of a toll in this locality is not at present expedient.

17. KURNOOL.—The Nandikanama and Mantelkanama Passes in the Kurnool District have been suggested as meeting the requirements of the rules

24. The Collector of North Canara furnished a Statement of the positions on five roads in his District at which he considered that tolls might be advantageously levied, and of the Establishments, &c., that would be required to give effect to his proposition. It however appeared that only one of the five roads was complete throughout, and on it a toll is already levied. The subsequent transfer of the District to the Bombay Presidency rendered any further action in the matter on the part of the Board unnecessary.

Ganjam	No. 3,413, May 25th	1861.
Cuddapah	" 3,560, June 7th	"
Bollary	" 4,356, July 10th	"
South Arcot	" 7,681, November 30th	"
Salem	" 3,104, May 18th	"
Tinnevely	" 3,320, May 22nd	"
North Arcot	" 4,073, June 29th	"
South Canara	" 5,374, September 12th	"
Madras	" 5,507, August 28th	"

25. Of the remaining nine Districts named in the margin, the Collectors of the six first entered, reported that there are no sites on Imperial roads in their respective Districts at which a toll can be levied within the provisions of the Rules; and with reference to the seventh, North Arcot, Mr. Robinson states that there are only two Imperial lines, viz.,

Trunk roads Nos. 1 and 10 to which the Rules can in any manner apply, but that the ghats and natural obstacles on those portions of them which lie within the District are of so ordinary a kind that no extra provision is made for them in the general maintenance fund, while the lines themselves have been in great measure superseded by the Railway.

26. The only Imperial road in South Canara is that from Mangalore to Mercara, viz the Som-pajee ghat, the whole of which is within the Coorg boundary. A toll is however levied at the Netravati ferry at Pane Mangalore, and there are no other places on the line admitting of such an impost.

27. Mr. Cunliffe reports that the only place in the Madras District at which a toll can be levied is on Trunk road No. 6, at the crossing of the Korattiliar river, where a ferry boat is maintained at an annual cost of 40 Rupees debited to the Postal Department, as the ferry is used chiefly for the conveyance of the Mails. At the suggestion of the District Engineer the Collector was about to adopt the requisite measures for renting out the ferry.

I have the honor to be,
Sir,
Your most obedient servant,



Secretary.

REVENUE BOARD OFFICE,
Madras,
10th October 1862.

Exd. J. Wright.

^{Concluded}
 The detached Engineer recommends
 the attachment of Holt-Bar

Letter to
 15. December 1862

W. H. Deft
 Chief of Post for Fort

No 2622
 of the District of
 S. North

From the Dy. Ch. Engrs. S. C.
 9. 30. Aug. 1863

Concerning the objections of
 the Board of Revenue to the levy of
 tolls on certain Roads and bridges
 in some Districts detailed in the
 order and requesting Dy. Chief Engrs.
 Southern Circle to submit in
 communication with the Collector
 and District Engineer for local
 use for the levy of tolls on these
 roads and bridges in the
 District of Orissa.

No 28-34

22. October 1862

Copy
 To
 Hon. Chief Engineer S. C.
 Dy. Chief Engrs. S. C.
 Dy. Ch. Engrs. S. C.
 Dy. Ch. Engrs. S. C.

