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M.R.O. 1—77,006—8-6-37.

(1) Number of pages 6

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

G.O. No.	293	Press / Mis.
378-379.		
Dated	24-2- 1862.	

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 24th February 1862.

No. 378. Read the following Proceedings of the Board of Revenue, dated 10th December 1861, No. 6,885.

Read the following letter from Lieutenant-Colonel W. H. HORSLEY, Chief Engineer, Department Public Works, to the PRESIDENT and MEMBERS of the Board of Revenue, Chepauk, dated 6th November 1861, No. 6,890 :—

SIR,

1. With reference to the Proceedings of your Board, No. 5,456, dated 8th October 1861, I have the honor to observe that the 1st clause of paragraph 2 of your Circular, No. 2,347, dated 8th May 1861, seems to favor Captain Palmer's proposition so far that the road and bridges being of local importance, a toll is required for keeping the two bridges over the Coleroon and Cauvery, and the road connecting them, in repair. I am of opinion that if a toll be levied it should be as light as possible, and no more than will be sufficient to provide funds for the necessary annual repairs.

2. Foot passengers should, of course, be exempted.

3. I would not recommend erecting toll bars at the Coleroon bridge over the upper Anicut, and at the bridge over the Cauvery and the Vennar, alluded to in paragraph 8 of Captain Palmer's letter, No. 728, dated 2nd September 1861. If the bandymen choose to go a long way round they should be at liberty to do so; but their own interests will regulate this matter. At all events if they do not use the road and bridges in question, they should not pay for keeping them in repair.

17th July 1861, No. 3,780.
8th October 1861, No. 5,456.

1. Resolved that the above letter together with the Board's Proceedings noted in the margin be submitted to Government, with reference to their Order, dated 25th October 1860, No. 2,196, Public Works Department.

2. The District Engineer of Trichinopoly proposes to levy tolls at the bridges over the Coleroon and Cauvery rivers in that District, in consideration of the natural obstacles to traffic which have been overcome by their construction, the heavy annual outlay which is incurred in keeping them and their approaches in repair, and their local importance.

3. The Chief Engineer supports the proposition on the supposition that the Board's Circular Order permitted the levy of tolls where roads are of great local importance, but the Acting Collector is of opinion that the proposal is in direct opposition to the ruling of the Supreme Government on the subject.

4. The Board concur with the Acting Collector in considering that the rules referred to do not authorize the levy of tolls at the places proposed. It was therein directed that all Imperial roads and the bridges on such roads should be free of toll, the only exceptions being in cases where a heavy annual outlay was incurred for *temporary* works, or, where great natural obstacles had been overcome such as hill roads and ghâts; on roads however of merely local importance the levy of tolls was still permitted.

(A true Copy and Extract.)

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

Proceedings of the Board of Revenue, dated 17th July 1861, No. 3,780.

Read the following letter from W. NISBET, Esq., Head Assistant Collector in charge of Trichinopoly, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, Chepauk, dated 3rd July 1861, No. 105:—

SIR,

I have the honor to acknowledge the receipt of the Board's Circular (Standing), dated 8th May last, No. 2,347, and in reply to inform you that in my opinion there are no places in this District where it would be desirable to levy a toll.

The Collector is requested to inform the Board whether the conclusion expressed in the above letter was arrived at after due consultation with the District Engineer.

(A true Copy and Extract.)

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

Proceedings of the Board of Revenue, dated 8th October 1861, No. 5,456.

Read again letter from the Collector of Trichinopoly, dated 3rd July 1861, No. 105.
(In Cons. 8th July 1861, No. 4,202.)

Read also the following letter from the same Officer, dated Trichinopoly, 19th September 1861, No. 172:—

1. In reply to Board's Proceedings, No. 3,780, dated the 17th of July last, I have the honor to inform you that it does not appear that the Head Assistant Collector in charge of the District consulted the District Engineer regarding the advisability of levying tolls at any places in this District.

2. On the receipt of the Proceedings above quoted, I called on Captain Palmer for his opinion, and his reply to my letter I now submit for the Board's consideration.

3. Captain Palmer's proposition appears to me to be in direct opposition to the ruling* of the Government of India, as both the bridges are permanent and on imperial roads.

* Board's Circular, (Standing) No. 2,347, paragraph 1.

4. In the event of Captain Palmer's suggestion being adopted, I would recommend that his scale of toll rates be reduced one-half; if the toll be light a larger revenue will be collected, as a heavy impost will as a general rule be evaded.

ENCLOSURE No. 1.

From Captain W. C. PALMER, Acting District Engineer, to Æ. R. McDONELL, Esq., Officiating Collector of Trichinopoly, dated 2nd September 1861, No. 728:—

SIR,

Enclosures 2.
Now returned.

1. In reply to your letter No. 125 of the 26th July, and with reference to the Circular from the Board of Revenue, No. 2,347 of the 8th May, I have the honor to remark that I consider the bridges over the Coleroon* and Cauvery† suitable places at which to levy tolls.

* 36 arches of 60 feet span.
† 32 arches of 48 feet span.

2. They are of great local importance: great natural obstacles to traffic have been overcome by their construction; large sums of money have been expended on them, and heavy annual outlay is incurred for keeping them and the road in repair.

3. The accompanying sketch map thows that all the roads of the District meet at these two bridges, and there is no doubt that the benefits to the people of these works have been incalculable, and there is no place I believe in Southern India where tolls would be so remunerative or so easy of collection, and the places are within easy reach of means of redress, being close to Trichinopoly, the head quarters of the District.

4. I would propose tolls on both the bridges because the number of carts passing from the north over the Coleroon, and south over the Cauvery to the Town of Seeringham and the Tanjore District are very large both ways, and if a toll bar be erected on only one bridge it would secure only half the traffic.

5. The following rates are the highest that would be advisable:—

	AS.
Loaded bandy	2
Unloaded do.	1
Four wheeled conveyance drawn by two Horses	3
Do. do. one do.	2
Two wheeled conveyance drawn by one Horse	2
A single horse, Tattoo or Bullock	½

Proceedings of the Madras Government, Public Works Department, 24th February 1862.

6. The traffic is very variable at times, and no returns have been recently taken; but I consider the following as the approximate number and probable amount that might be collected:—

				RS.	A.	P.
Loaded bandies	₱ day 250 @ 2	Annas	=	31	4	0
Unloaded bandies	₱ do. 300 @ 1	do.	=	18	12	0
Four wheeled conveyances drawn by two Horses	₱ do. 2 @ 3	do.	=	0	6	0
Do. do. one Horse	₱ do. 2 @ 2	do.	=	0	4	0
Two wheeled conveyance	₱ do. 50 @ 2	do.	=	6	4	0
Horses, Tattoo and Bullocks	₱ do. 100 @ ½	do.	=	3	2	0
			Per day	60	0	0
			Per month	1,800	0	0

7. The Establishment required would be at each toll bar:—

	RS.	A.	P.
1 Gomastah or Curnum @ 12 ₱ mensem	12	0	0
4 Peons @ 5 ₱ do.	20	0	0
For one bridge	32	0	0
For the two bridges	64	0	0

This would give a net return of 1,736 Rupees a month or per year 20,832.

8. It might eventually be found that toll bars would have to be erected at the Coleroon bridge over the Upper Anicut nine miles to the west, and at the bridge over the Cauvery and the Vennar at the regulating dam seven miles to the east, to prevent bandies escaping tolls by going over these bridges, but that would be a subject for after consideration, and they would not greatly lessen the returns.

(True Copy.)

(Signed) Æ. R. McDONELL, *Officiating Collector.*

Resolved that the above correspondence be forwarded to the Chief Engineer, with a request that he will favor the Board with his opinion thereon.

(A true Copy and Extract.)

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

No. 379. ORDER THEREON, 24th February 1862, No. 293.

The Coleroon and Cauvery bridges being permanent structures, and on imperial lines of road, the Government agree with the Board of Revenue that the levying of tolls at them would be contrary to the views of the Government of India.

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

No. 6,885.

Proceedings of the Board of Revenue, dated 10th December 1861.

Read the following letter from Lieutenant-Colonel W. H. HORSLEY, Chief Engineer, Department Public Works, to the PRESIDENT and MEMBERS of the Board of Revenue, Chepauk, dated 6th November 1861, No. 6,890 :—

1. With reference to the Proceedings of your Board, No. 5,456, dated 8th October 1861, I have the honor to observe that the 1st clause of paragraph 2 of your Circular, No. 2,347, dated 8th May 1861, seems to favor Captain Palmer's proposition so far that the road and bridges being of local importance, a toll is required for keeping the two bridges over the Colleroon and Cauvery, and the road connecting them, in repair. I am of opinion that if a toll be levied it should be as light as possible, and no more than will be sufficient to provide funds for the necessary annual repairs.

2. Foot passengers should, of course, be exempted.

3. I would not recommend erecting toll bars at the Colleroon bridge over the upper anicut, and at the bridge over the Cauvery and the Vennar, alluded to in paragraph 8 of Captain Palmer's letter, No. 728, dated 2nd September 1861. If the bandymen choose to go a long way round they should be at liberty to do so; but their own interests will regulate this matter. At all events if they do not use the road and bridges in question, they should not pay for keeping them in repair.

17th July 1861, No. 3,780.
8th October 1861, No. 5,456.

1. Resolved that the above letter together with the Board's Proceedings noted in the margin be submitted to Government, with reference to their Order, dated 25th October 1860, No. 2,196, Public Works Department.

2. The District Engineer of Trichinopoly proposes to levy tolls at the bridges over the Coleroon and Cauvery rivers in that District, in consideration of the natural obstacles to traffic which have been overcome by their construction, the heavy annual outlay which is incurred in keeping them and their approaches in repair, and their local importance.

3. The Chief Engineer supports the proposition on the supposition that the Board's Circular Order permitted the levy of tolls where roads are of great local importance, but the Acting Collector is of opinion that the proposal is in direct opposition to the Ruling of the Supreme Government on the subject.

4. The Board concur with the Acting Collector in considering that the rules referred to do not authorize the levy of tolls at the places proposed. It was therein directed that all Imperial roads and the bridges on such roads should be free of toll, the only exceptions being in cases where a heavy annual outlay was incurred for *temporary* works, or, where great natural obstacles had been overcome such as hill roads and ghats; on roads however of merely local importance the levy of tolls was still permitted.

(A true Copy and Extract.)

Sub-Secretary.

To J. D. Sim, Esq., Secretary to Government, R. D.

Copy to Lieutenant-Colonel W. H. Horsley, Chief Engineer, D. P. W.
„ to Æ. R. McDonell, Esq., Officiating Collector of Trichinopoly.

Exd. J. Wright.

Dr 21st Mayl Rec'd
15-163

(8)

P.W. 1862 Department

Rec'd of Govt from February

No. 2955

PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 10*th December* 1861.
Despatched. 18
Received. 19
E 2

No. 6885.

Submitting a letter from the Chief Engineer and stating that no tolls should be levied at the bridges over the Coleroon and Cauvery rivers.

No 293.

To the Coleroon and Cauvery Bridges being permanent structures, and on imperial lines of road, the Govt agree with the Board of Revenue that the levying of tolls at them would be contrary to the views of the Court of India.

For Govt
24th February 1862

3 Copies
To The Board of Revenue
" Chief Engineer

Nos 378 & 379.

17th July 821

With the enclosures
No 293 - 24th Feb 1862