

Gobt. of 1884. Madras.

FINANCIAL.

No 2658/r 28. 10. 84.  
Communicated to  
the L.E. Tr Circle

Sd/ J.S.

Issued

Recd.

Encl.

G.O., 3rd October 1884, No. 2352

No 2658/r 28. 10. 84

OCTOBER.

FC  
C.H. 22/11/1887

Nilgiri Roads.

Passing orders on correspondence regarding transfer of the maintenance of Mettupalaiyam-Gudalur road to the Public Works department.

L.E. Tr Circle  
Ex. P. D. acct

Letter order

Resolution.—The Board are of opinion that in taking over the Mettupálaiyam-Gúdalúr road the Government should withdraw Rs. 16,300 from the Provincial Grant, that sum having been allotted for the maintenance of the road in question.

The Local Fund Board will be prepared to collect the tolls on behalf of Government according to the rates given in the schedule to Act XV of 1864, if it be considered necessary, from a legal point of view, to levy the tolls under that Act. They are of opinion, however, that it will be a great pity to change the rates which have been in force for many years and are now well known to the public.

For the reasons given in the Local Fund Engineer's report, the Board consider that the revenue from the tolls should as hitherto be made over to the Local Fund Board.

*Resolution*—dated 25th August 1884, No. 2973.

Submitted to Government with reference to paragraph 2 of G.O., No. 1025, Financial, dated 7th May 1884.

2. The Nilgiri Circle Board consider Rs. 16,300 is the amount to be withdrawn from the grant from Provincial Funds to their Circle as that is the amount allotted by them for the upkeep of this road, but the Board are not sure that the above figure is correct, for the Local Fund Engineer's report shows that the allotment was Rs. 17,800.

3. The tolls collected on the Mettupálaiyam to Gúdalúr road are estimated to yield Rs. 31,300. This amount is credited to the Road Fund of the circle and a portion of it is expended on 144 miles of other roads in the circle which act as feeders to the line first named. The Local Fund Engineer explains that the traffic from these feeder lines of road only pays toll at the toll-gates established on the Mettupálaiyam-Gúdalúr road. Moreover, the Board maintain the old ghat road (to which are restricted all pack cattle) and tolls are levied on it at the points where it intersects the new one, which is a portion of the road under reference, but the whole of the tolls are credited to this latter road.

4. It is clear, therefore, that the Local Board make a considerable profit out of the tolls and Provincial grant-in-aid taken together; at the same time it is evident that if Government, in taking over this road, withhold the Provincial Grant and also take the whole of the toll collections, the Local Fund Board would be seriously crippled for funds that it may as well be abolished. Therefore recommend that at least two-thirds of the tolls be made over to the Local Fund Board.

5. Section 2, Act XV of 1864, enables Government to transfer the duty of collection of tolls to the Local Fund Board if that course is found advisable.

6. There are several matters of detail in the notification which require attention. It is erroneous inasmuch as it quotes Act XI of 1864 instead of Act XV of 1864. Again, the schedule of rates varies from that which has been in force for years past under the Local Funds Act, and this will for a time cause inconvenience to the public. Moreover, it contains words such as "ekka" and "palna" which are not understood in this presidency. It is also clear that the word "hackery" will not include a tonga, and the President's proposal to avoid this difficulty by interpolating the word "jutka" in the schedule is illegal. There is no charge for a pony, but there is a charge for a "tattu or mule." Pegu ponies will thus pass free.

(True Copies and Extract.)

(Signed) G. MACKENZIE,  
Acting Sub-Secretary.

To the Chief Secretary to Government, Financial department.  
,, President, Local Fund Board, Nilgiris.

No. 680 E.

MEMORANDUM.

From the Local Fund Engineer's letter sent up by the President it appears that the exclusion of the Mettupálaiyam-Gúdalúr road from the circle limits will result in

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Letter order

This amount, therefore, Rs. 16,300, is the sum withdrawn with the transfer of the road.

For the current official year the allowance for the Coonoor-Ootacamund section has been raised to Rs. 4,000 and that for the Ootacamund-Gúdálúr section reduced to Rs. 4,200; but the allotments of the Provincial grant, as originally proportioned, are as given above.

As the transfer of this Mettupálaiyam-Gúdálúr road which is *par excellence* the most important line in the district will most seriously affect the Circle Board, and deprive it in fact of so much of its income as to leave nothing on which any satisfactory system can be organized without the intervention and material aid of Government, I must beg permission to submit the following remarks.

This Mettupálaiyam-Gúdálúr road which is now to be transferred traverses the heart of the district and is its main artery from which all the other district roads branch off, and to which they all serve as feeders. It will thus be evident that however important in itself the main road may be, a very considerable amount of its importance is due to its feeder roads, which bring to it, or carry on, its traffic. The aggregate length of these minor roads that are feeders is 144 miles; yet on only two has it been considered expedient to impose direct taxation in tolls, the tollage paid on the main road on their traffic being considered quite as much as should be exacted.

It will thus be seen that these feeder roads collectively contribute to swell materially the tollage on the main road, and are fairly entitled to have some share of its receipts placed to their credit.

Again, with the same terminal and chief intermedial points as the main road, or what are called the old ghât roads, with steep gradients but greatly shortened lengths, to which are restricted the whole pack-cattle trade of the hills, but the tollage for which traffic is all exacted at the crossing points on the main road and credited to it, this pack-cattle traffic for the hills is most considerable; and the old ghât roads are, it might be said, expressly maintained for it, as the main road would become completely blocked and rendered impassable for wheeled traffic if all the hordes of pack-cattle that daily travel to and fro were permitted to utilize it.

The following statement of tollage receipts during 1883-84 on the main road and the other district roads that are virtually its feeders proves, I think, most conclusively the correctness of what has been advanced above as regards the absorption of tollage by the main road:—

| Main Road.                                                                                 | Length.<br>MILES. | Cost of<br>upkeep.<br>RS. | Tollage<br>Receipts.<br>RS. |
|--------------------------------------------------------------------------------------------|-------------------|---------------------------|-----------------------------|
| On every six bullock-pálaiyam to Gúdálúr ... ..                                            | 58                | 16,300                    | 32,250                      |
| On every cart and pack connected with above as four bullocks, &c., aggregate length ... .. | 144               | 9,610                     | 1,360                       |

On every cart and pack instances of this district are such that while the demand for communication is great, and cost of construction and maintenance most expensive, its land revenue is exceedingly small, and consequently the cess contributed for Local Fund purposes very insignificant, the Road Fund proportion being only about Rs. 4,000. Thus the only income of importance is that derived from tolls, and, as I have shown above, the bulk of the tolls (nearly three-fourths) is credited to the road that is to be transferred.

During the current year the total income from tolls has been Rs. 40,000; but as the majority of the tolls were sold in a lump, the actual value of each cannot be ascertained; the estimate figures were, however, as follows.

On Roads to be transferred—

|                                             | RS.    |
|---------------------------------------------|--------|
| I. Barliyar Toll-bar ... ..                 | 12,000 |
| II. Benhope Toll-bar ... ..                 | 10,000 |
| III. Craigmere do. ... ..                   | 6,600  |
| IV. Sandynulla do. ... ..                   | 1,500  |
| V. Blackbridge at Karakalmund stream ... .. | 1,200  |
| Total ... ..                                | 31,300 |

On Roads remaining in Circle charge—

|                                    |        |
|------------------------------------|--------|
| VI. Karteri Toll-bar ... ..        | 1,200  |
| VII. Peat Bog Kótagiri road ... .. | 250    |
| VIII. Gúdálúr road ... ..          | 5,000  |
| IX. Devála do. ... ..              | 2,000  |
| X. Karkur Ghât ... ..              | 3,000  |
| XI. Kulhutti road ... ..           | 600    |
| XII. Musnagudi road ... ..         | 650    |
| XIII. Kótagiri Ghât ... ..         | 1,200  |
| Total ... ..                       | 13,900 |

## ENCLOSURE No. 2.

Proposed Table of Tolls to be levied under Act XV of 1864.

| Particulars.                                                                               | Amount. |     |     |
|--------------------------------------------------------------------------------------------|---------|-----|-----|
|                                                                                            | RS.     | A.  | P.  |
| On every four-wheeled carriage ... ..                                                      | 0       | 8   | 0   |
| On every two-wheeled carriage ... ..                                                       | 0       | 4   | 0   |
| On every ekka ... ..                                                                       | 0       | 2   | 0   |
| On every hackery on springs (jutka) ... ..                                                 | 1       | 8   | 0   |
| On every cart and hackery not on springs drawn by eight bullocks, &c., if laden ... ..     | 0       | 8   | 0   |
| On every cart and hackery not on springs drawn by eight bullocks, &c., if not laden ... .. | 0       | 12  | 0   |
| On every cart, &c., drawn by six bullocks, &c., if laden ... ..                            | 0       | 6   | 0   |
| On every cart, &c., drawn by six bullocks, &c., if not laden ... ..                        | 0       | 8   | 0   |
| On every cart, &c., drawn by four bullocks, &c., if laden ... ..                           | 0       | 4   | 0   |
| On every cart, &c., drawn by four bullocks, &c., if not laden ... ..                       | 0       | 4   | 0   |
| On every cart, &c., drawn by two bullocks, &c., if laden ... ..                            | 0       | 2   | 0   |
| On every cart, &c., drawn by two bullocks, &c., if not laden ... ..                        | 0       | 1   | 0   |
| Buffaloes or bullocks per head, if laden ... ..                                            | 0       | 0   | 6   |
| Buffaloes or bullocks per head, if not laden ... ..                                        | 1       | 8   | 0   |
| On every elephant ... ..                                                                   | 0       | 8   | 0   |
| On every camel, if laden ... ..                                                            | 0       | 4   | 0   |
| On every camel, if not laden ... ..                                                        | 0       | 1   | 6   |
| On every horse, if laden or ridden ... ..                                                  | 0       | 0   | 9   |
| On every horse, unladen or led ... ..                                                      | 0       | 0   | 9   |
| On every tattu or mule, if laden or ridden ... ..                                          | 0       | 0   | 6   |
| On every tattu or mule, unladen or led ... ..                                              | 0       | 0   | 6   |
| On every ass, if laden or ridden ... ..                                                    | ...     | ... | ... |
| On every ass, unladen or led ... ..                                                        | ...     | ... | ... |
| On every sheep, goat or pig ... ..                                                         | ...     | ... | ... |
| On every palanquin, dhooly, palna, tonga with eight bearers ... ..                         | ...     | ... | ... |
| On every palanquin, dhooly, palna, tonga with six bearers ... ..                           | ...     | ... | ... |
| On every palanquin, dhooly, palna, tonga with four bearers ... ..                          | ...     | ... | ... |
| On every palanquin, dhooly, palna, tonga with two bearers ... ..                           | ...     | ... | ... |
| On every foot-passenger ... ..                                                             | ...     | ... | ... |

N.B.—Animals drawing any vehicle for which toll can be demanded charged with toll.

## ENCLOSURE No. 3.

Extract from the Proceedings of the Nilgiri Local Fund Board held on Monday, the 28th July 1884.

No. 10. Read Board's Proceedings, Mis. No. 4410, dated 21st May 1884, communicating G.O., No. 1025, Financial, dated 7th May 1884, passing orders for transferring the maintenance of the Gúdálúr-Mettupálaiyam road to the Public Works Department, and directing publication of notification. The Board also direct the President to report on paragraph 2 of the Government Order, which is as follows:—

"The Board of Revenue will report what amount should be withdrawn from the Provincial grant heretofore made to the Local Board for the upkeep of the road referred to, and what arrangements should be made for the levy of tolls thereon under Acts VIII of 1851 and X of 1864, India."

Read report from the Local Fund Engineer, No. 132, dated 19th July 1884, on the same subject.

The Local Fund Engineer in his report above read remarks as follows:—

"The total Provincial grant that has been paid to this Circle as the Government allowance for the maintenance of its main communications that are more Provincial than district has been Rs. 30,470.

Of this sum, the amount allotted for the road now to be transferred has been—

|                                   | RS.    |
|-----------------------------------|--------|
| Coonoor Ghât section ... ..       | 9,600  |
| Coonoor-Ootacamund section ... .. | 2,200  |
| Ootacamund-Gúdálúr section ... .. | 4,500  |
| Total ... ..                      | 16,300 |

6. In submitting the Budget for 1885 will be shown and proposals submitted that if the tolls are withdrawn as well as the Fund Board will be completely crippled and no longer be able to discharge the obligations.

P. L. E.  
Comp.

## SCHEDULE UNDER ACT XV OF 1864 (INDIA)

| Particulars.                                                                                                                      | at |
|-----------------------------------------------------------------------------------------------------------------------------------|----|
| On every four-wheeled carriage ... ..                                                                                             | 2  |
| On every two-wheeled carriage ... ..                                                                                              | 1  |
| On every ekka ... ..                                                                                                              | 0  |
| On every hackery on springs ... ..                                                                                                | 0  |
| On every cart and hackery not on springs drawn by eight bullocks, buffaloes, horses, ponies, asses or mules, if laden. ... ..     | 1  |
| On every cart and hackery not on springs drawn by eight bullocks, buffaloes, horses, ponies, asses or mules, if not laden. ... .. | 0  |
| On every cart and hackery drawn by six bullocks, &c., if laden. ... ..                                                            | 0  |
| On every cart and hackery drawn by six bullocks, &c., if not laden. ... ..                                                        | 0  |
| On every cart and hackery drawn by four bullocks, &c., if laden. ... ..                                                           | 0  |
| On every cart and hackery drawn by four bullocks, &c., if not laden. ... ..                                                       | 0  |
| On every cart and hackery drawn by two bullocks, &c., if laden. ... ..                                                            | 0  |
| On every cart and hackery drawn by two bullocks, &c., if not laden. ... ..                                                        | 0  |
| Buffaloes or bullocks per head, if laden. ... ..                                                                                  | 0  |
| Buffaloes or bullocks, per head if not laden. ... ..                                                                              | 0  |
| On every elephant ... ..                                                                                                          | 1  |
| On every camel, if laden ... ..                                                                                                   | 0  |
| On every camel, if not laden ... ..                                                                                               | 0  |
| On every horse, if laden or ridden ... ..                                                                                         | 0  |
| On every horse, unladen or led ... ..                                                                                             | 0  |
| On every tattu or mule, if laden or ridden. ... ..                                                                                | 0  |
| On every tattu or mule, unladen or led. ... ..                                                                                    | 0  |
| On every ass, if laden or ridden ... ..                                                                                           | 0  |
| On every ass, unladen or led ... ..                                                                                               | 0  |
| On every sheep, goat or pig ... ..                                                                                                | 0  |
| On every palanquin, dhooly, palna, tonga with eight bearers. ... ..                                                               | 1  |
| On every palanquin, dhooly, palna, tonga with six bearers. ... ..                                                                 | 0  |
| On every palanquin, dhooly, palna, tonga with four bearers. ... ..                                                                | 0  |
| On every palanquin, dhooly, palna, tonga with two bearers. ... ..                                                                 | 0  |
| On every foot-passenger ... ..                                                                                                    | 0  |

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