

Govt. of 1884 Madras.

FINANCIAL.

Issued

Recd.

Encl.

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

OCTOBER.

Nilgiri Roads.

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

AL. 3

of 1864.

Amount.

RS. A. P.

... 0 8 0

... 0 4 0

... 0 4 0

... 0 2 0

bullocks, ... 1 8 0

bullocks, ... 0 8 0

... 0 12 0

... 0 6 0

... 0 8 0

... 0 4 0

... 0 4 0

... 0 2 0

... 0 1 0

... 0 0 6

... 1 8 0

... 0 8 0

... 0 4 0

... 0 1 6

... 0 0 9

... 0 0 6

... 0 0 6

demanded are not to be also

rd held on Monday, the 28th

ed 21st May 1884, communi-
g orders for transferring the
lic Works Department, and
e President to report on para-

withdrawn from the Provincial
the road referred to, and what
er Acts VIII of 1851 and X of

nd 19th July 1884, on the same

s as follows :—

le as the Government allowance
Provincial than district has been

ansferred has been—

RS.

... 9,600

... 2,200

... 4,500

Total ... 16,300

With order

3RD OCTOBER 1884, No.

884, No. 2352, FINANCIAL.

ENCLOSURE
Proposed Table of Tolls to be levied

Particulars.	RS.
On every four-wheeled carriage ...	6,000
On every two-wheeled carriage ...	11,000
On every ekka ...	
On every hackery on springs (jutka) ...	
On every cart and hackery not on springs ...	
&c., if laden ...	
On every cart and hackery not on springs ...	
&c., if not laden ...	
On every cart, &c., drawn by six bullocks, &c.	
On every cart, &c., drawn by six bullocks, &c.	
On every cart, &c., drawn by four bullocks, &c.	
On every cart, &c., drawn by four bullocks, &c.	
On every cart, &c., drawn by two bullocks, &c.	
On every cart, &c., drawn by two bullocks, &c.	
Buffaloes or bullocks per head, if laden	
Buffaloes or bullocks per head, if not laden	
On every elephant ...	
On every camel, if laden ...	
On every camel, if not laden ...	
On every horse, if laden or ridden ...	
On every horse, unladen or led ...	
On every tattu or mule, if laden or ridden	
On every tattu or mule, unladen or led	
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	
On every palanquin, dhooly, palna, tonga	
On every palanquin, dhooly, palna, tonga	
On every palanquin, dhooly, palna, tonga	
On every foot-passenger ...	
Total ..	17,000

the shape of tolls. The income of the Board will, of the following sums:—

cial year, as set down in a statement which has Engineer, amount to Rs. 1,06,500. The deficit

t of the tolls which will in future be credited to exceptional circumstances of the Nilgiri Local Public Works department that a permanent contribution of existing lines of communication might be special grants which the Government may be in view and improving existing roads. For the year granted for new work as specified below:—

	RS.
Karkur ghât road ..	10,000
..	15,000
Total ..	25,000

provincial funds for 1885-86 would thus be 17,000 mentioned above, would amount to might be requested to frame their budget on

Local Fund Board being empowered to act as collection of tolls on the Mettupálaiyam-Gúdalúr

N.B.—Animals drawing any vehicle for which charged with

ENCLOSURE No. table of tolls to be levied under Act XV of

Extract from the Proceedings of the Nilgiri Local Fund Board, July 1884

No. 10. Read Board's Proceedings, Mis. 1884, No. 1025, Financial, dated 7th May 1884, directing publication of notification. The Board, however, is understood to be the vernacular

"The Board of Revenue will report what arrangements should be made for the levy of tolls on the Mettupálaiyam-Gúdalúr road, India."

Read report from the Local Fund Engineer, subject.

The Local Fund Engineer in his report above "The total Provincial grant that has been provided for the maintenance of its main communications (returned). Rs. 30,470.

Of this sum, the amount allotted for the road

Coonoor Ghât section ...	
Coonoor-Ootacamund section ...	
Ootacamund-Gúdalúr section ...	

352, Financial. continue with the Local Board, the annual these may be estimated at about Rs. 31,300 a

No. 2352

3RD OCTOBER 1884, No. 2.

FINANCIAL.

GOVERNMENT

FINANCIAL DEPARTMENT.

READ—the following papers:—

Proceedings of the Board of Revenue, dated 25th August 1884, No. 2973.

Read—the following letter from L. R. BURROUGHS, Esq., President, Local Fund Board, Nilgiris, to the Secretary to the Board of Revenue, dated Ootacamund, 31st July 1884, No. 49:—

In reference to Revenue Board's Proceedings, dated 21st May 1884, Mis. No. 4410, communicating G.O., Financial, No. 1025, dated 7th May 1884, passing orders for transferring the maintenance of the Gúdalúr-Mettupálaiyam road to the Public Works Department and directing publication of notification, I have the honor to submit copy of a resolution of this Circle Board passed on the subject at its meeting held on Monday, the 28th July 1884, and recommend the same to the favorable consideration of the Board and Government.

2. I fear that the introduction of the schedule of tolls prescribed by Act XV of 1864 will lead to some confusion and discontent. The annexed comparative table shows in what particulars the schedule now in force differs from it. With the exception of the tolls on carts drawn by two bullocks laden and unladen, and bullocks or buffaloes laden, all the tolls differ. This may be remedied to some extent by lowering the rates of the India schedule where they exceed those of the Madras schedule. The losses on horses laden or ridden and unladen may be recouped by imposing a toll on tattsus or mules and on asses when they are unladen or led and on buffaloes and bullocks not laden, which are now free. I have prepared a table of tolls under Act XV of 1864, which is as near the table at present in force as possible, and which will probably yield an equal revenue. On reference thereto it will be seen that the tolls on every four-wheeled carriage and every two-wheeled carriage are lowered from Rs. 2 and Re. 1, respectively, to what they respectively are under present arrangements, viz., Annas 8 and Annas 4. I do not know what an *ekka* is, but presume it must be retained in the table. I believe a hackery on springs is a jutka drawn by a pony, and I propose to put in the word jutka in brackets by way of explanation, and in order to prevent tongas from claiming to come under the designation of "hackery on springs."

3. If "tattu" means only a country-bred pony, pegus and other breeds would be exempt unless they are "horses," but there is no provision either in Act VIII of 1851, or the General Clauses Act, for including a pony under the word "horse."

4. Sheep, goats and pigs, palanquins, dhoolies, palnas and tongas, and foot-passengers can also be charged with tolls under the India schedule, but as they are not charged under present arrangements, and as it seems unnecessary and undesirable to impose such a toll, I have shown them free in the proposed table.

5. Referring to Section 3 of Act XV of 1864, it is necessary for the local Government to extend Act VIII of 1851 (India) and Act XV of 1864 (India) to the road between Mettupálaiyam and Gúdalúr. I find on referring to the G.O., dated 7th May 1884, No. 1025, Financial, that there are two typical errors, one of which occurs in the Government Order itself, where for "XV of 1864" it is printed X of 1864, and the other in the draft notification where for "XV of 1864" it is printed XI of 1864. The same error is repeated in the *Fort St. George Gazette* of the 13th May in the Financial Department notification published at page 294. The Board will decide whether to recommend that the notification should be corrected and republished, and if this be done, I would recommend that the table of tolls be notified at the same time, and that it be further notified that the tolls will be collected by the Local Fund Board on behalf of Government.

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

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Compe

SCHEDULE UNDER ACT XV OF 1864 (INDI

Particulars.
On every four-wheeled carriage ...
On every two-wheeled carriage ...
On every ekka ...
On every hackery on springs ...
On every cart and hackery not on springs drawn by eight bullocks, buffaloes, horses, ponies, asses or mules, if laden.
On every cart and hackery not on springs drawn by eight bullocks, buffaloes, horses, ponies, asses or mules, if not laden.
On every cart and hackery drawn by six bullocks, &c., if laden.
On every cart and hackery drawn by six bullocks, &c., if not laden.
On every cart and hackery drawn by four bullocks, &c., if laden.
On every cart and hackery drawn by four bullocks, &c., if not laden.
On every cart and hackery drawn by two bullocks, &c., if laden.
On every cart and hackery drawn by two bullocks, &c., if not laden.
Buffaloes or bullocks per head, if laden.
Buffaloes or bullocks, per head if not laden.
On every elephant ...
On every camel, if laden ...
On every camel, if not laden ...
On every horse, if laden or ridden ...
On every horse, unladen or led ...
On every tattu or mule, if laden or ridden.
On every tattu or mule, unladen or led.
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 ...

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

OCTOBER.

Nilgiri Roads.

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

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 4 0
On every hackery on springs (jutka) ...	0 2 0
On every cart and hackery not on springs drawn by eight bullocks, &c., if laden ...	1 8 0
On every cart and hackery not on springs drawn by eight bullocks, &c., if not laden ...	0 8 0
On every cart, &c., drawn by six bullocks, &c., if laden ...	0 12 0
On every cart, &c., drawn by six bullocks, &c., if not laden ...	0 6 0
On every cart, &c., drawn by four bullocks, &c., if laden ...	0 8 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 4 0
On every cart, &c., drawn by two bullocks, &c., if not laden ...	0 2 0
Buffaloes or bullocks per head, if laden ...	0 1 0
Buffaloes or bullocks per head, if not laden ...	0 0 6
On every elephant ...	1 8 0
On every camel, if laden ...	0 8 0
On every camel, if not laden ...	0 4 0
On every horse, if laden or ridden ...	0 1 6
On every horse, unladen or led ...	0 0 9
On every tattu or mule, if laden or ridden ...	0 0 9
On every tattu or mule, unladen or led ...	0 0 6
On every ass, if laden or ridden ...	0 0 6
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 are not to be also 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 Gudalur-Mettupalaiyam 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-Gudalur section ...	4,500
Total ...	16,300

This amount, therefore, Rs. 16,300, is the sum

withdrawn with the transfer of

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 ghát 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 ghát 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:—

On every	Main Road.	Length.	Cost of	Tollage
springs drawn		MILES.	upkeep.	Receipts.
buffaloes, horses, upálaiyam to Gúdálúr	...	58	16,300	32,250
mules, if not laden.	connected with above as			
On every cart and hackery	aggregate length	144	9,610	1,360
six bullocks, &c., if laden	instances of this district are such that while the demand for communi-			
On every cart and hackery	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 insigni-				
ficant, 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—

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

Resolution.—The Board are of opinion that in taking over the Mettupálaiyam-Gúdálúr 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 Gúdálúr 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-Gúdálúr road. Moreover, the Board maintain the old ghát 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 will find itself so seriously crippled for funds that it may as well be abolished. The Board therefore recommend that at least two-thirds of the tolls be made over by the Public Works Department to the Local Fund Board.

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

6. There are several matters of detail in the notification which require mention. 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-Gúdálúr road from the circle limits will result in

a loss to the Board of Rs. 31,300 in the shape of tolls. The income of the Board will, it is understood, then be restricted to the following sums:—

Two-thirds land-cess	..	..	..	..	..	..	..	..	..	RS.
Other tolls	..	..	..	..	..	..	..	..	..	6,000
										11,000
Total	..	..	..	..	..	..	..	..	..	17,000

2. The requirements for next official year, as set down in a statement which has been handed in by the Local Fund Engineer, amount to Rs. 1,06,500. The deficit would thus amount to Rs. 89,500.

3. In consideration of the amount of the tolls which will in future be credited to the Provincial exchequer, and of the exceptional circumstances of the Nilgiri Local Fund circle, it is considered in the Public Works department that a permanent contribution of Rs. 50,000 for the maintenance of existing lines of communication might be made to the circle in addition to any special grants which the Government may be in a position to make for opening out new and improving existing roads. For the year 1885-86 a sum of Rs. 25,000 might be granted for new work as specified below:—

Improving the Kōtagiri ghāt road	..	..	..	..	..	..	..	..	..	RS.
Remetalling Mysore, Gūdalūr and Karkur ghāt road	..	..	..	..	..	..	..	..	..	10,000
										15,000
Total	..	..	..	..	..	..	..	..	..	25,000

4. The total grant-in-aid from provincial funds for 1885-86 would thus be Rs. 75,000, which, added to the Rs. 17,000 mentioned above, would amount to Rs. 92,000. The Local Fund Board might be requested to frame their budget on that basis.

5. There seems no objection to the Local Fund Board being empowered to act as the agents of the Government for the collection of tolls on the Mettupālaiyam-Gūdalūr road.

6. The rates mentioned in the schedule appended to Act XV of 1864 are maximum rates, and there is nothing, therefore, to prevent their being reduced, when necessary, to approximate with the rates now in force under Act IV of 1871. This has been done by the President in his "proposed table of tolls to be levied under Act XV of 1864."

7. The difficulty as regards "tongas" may perhaps be got over by omitting all reference to "every hackery on springs." A tonga would then be assessed as a "two-wheeled carriage, Annas 4."

8. A Pegu pony might be assessed as a "horse," which seems a term sufficiently comprehensive to include all ponies; but country ponies might, if thought desirable, fall under the designation "tattu," which, however, is understood to be the vernacular for "pony," and might properly include all ponies.

9. "On every ekka, Annas 4," might be omitted. The seven entries at the bottom of the revised schedule, against which no toll is entered, might also be omitted.

OOTACAMUND,
16th September 1884.

(Signed) J. SHAW-STEWART, Col., R.E.,
Secy. to Govt., P.W.D.

To the Financial department (with original returned).

ORDER—dated 3rd October 1884, No. 2352, Financial.

The management of the tolls will continue with the Local Board, the annual receipts being credited to Provincial. These may be estimated at about Rs. 31,300 a

year, and two-thirds of this sum will be assigned to the Local Board, plus such annual grant as the varying circumstances of each year may render necessary. The President will state exactly what are his most urgent requirements for next year.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Board of Revenue.
" Public Works department.
" Accountant-General.

Exd. J. Henrious.

170.25
Govt. of 1884. Madras.
FINANCIAL.

No 2658/r 28.10.84.
Communicated to
the L.E. IV Circle
Soj JLS

Issued

Recd.

Encl.

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

No 2658/r 28.10.84

OCTOBER.

Sc
22/11/1887

Nilgiri Roads.

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

Letter order

L.E. IV Circle
E. P. H. accts

[Ext. Wks. Form No. 111.]

Madras.
No. 64 of 1884.

GOVT.
OF MADRAS.

1884.

{ P. W.
DEPT.

EXAMINER, P. W. ACCOUNTS.

Madras, 4 October 1884

Office Note No. 496

To

W.

Encs: —

Please cancel item No. 18
from the Provincial Objectionable
Items Statement of the Fourth
Circle for July 1884, as the
revised Estimate has been sanctioned.

KEEP WITH

Genl. No.

dated

18

B. No 2657/r 28.10.84
27
4/10

17/10
Item No. 18 has been
removed

15-10

Recorded with
Ch. 82.15
28.10.84

old 62/10

17.10.84 2.34.10-84

old 69/10