

Paper taken out of the Records from the charge of the Referencar,
 Rack No. 28 No. 2681w, dated 28-11-1911, Range, 191
~~Press~~ ~~Mis.~~ ~~Hour.~~ Dept. 7. W. D.

9/14/46
 11/14/46
 11/14/46

Cd.
22.10.54

24-10-84

The Superintending Engineer,
3rd 1st Circle,

The

Chief Engineer
P. W. D.
Madras

Dated

Recd.

Re. A. Lee 1884.

ENCLOSURES.

No. 1424.

Overseer's Clerk
H. Remsing

Requesting sanction to
write off to the debit of
Establishment the sum
of Rs. 17 being 6 months
salary advanced to L. 1.

S. G. III Circle
Ex: W Accounts.

Keith Ruston

SUPERINTENDING ENGINEER'S OFFICE,

No. 1424

Bellary Chepauk, 19 October 1884

From

Lt Col A. M. V. S. R. E.
THE SUPERINTENDING ENGINEER,

3rd 1st CIRCLE,

To

THE

Chief Engineer

P. W. D.

Madras

SIR,

Enclosures.

I have the honor to request that sanction may be given to write off to the debit of Establishment, the sum of Rs. 75 being the amount of one month's salary advanced to Overseer's clerk A. Kemsing while on Privilege Leave.

2. The advance was authorized agreeably to Rule I Section 138 of the Civil Leave Code (6th Edition), but as the clerk resigned his appointment at the expiration of the Privilege Leave, the Examiner requires the sanction of the Government for the adjustment of the advance, with reference to the "note" under section 76 of the Leave Code which rules that Privilege Leave allowances are not due to the officer, if he does not return to duty on the expiration of the leave.

3. The Executive Engineer states that the advance cannot be recovered as the man has left the service.

I have the honor to be

Your most obedient servant

A. M. V. S. R. E.
Superintending Engineer 3rd Circle

3RD OCTOBER 1884, No. 2352, FINANCIAL.

GOVERNMENT OF MADRAS.

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. BURROWS, 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 Gúdálúr-Mettupálayam 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 tattu 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 tonga 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, dikkoolies, 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 Mettupálayam and Gúdálúr. 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.

Old 70/10

6. In submitting the Budget for 1885-86 the effect of the transfer of these tolls will be shown and proposals submitted for orders. In the meantime, I can only say that if the tolls are withdrawn as well as the maintenance grant of the road, the Local Fund Board will be completely crippled and might just as well be abolished, for it will no longer be able to discharge the obligations which are laid upon it.

ENCLOSURE No. 1.
Comparative Table of Tolls.

SCHEDULE UNDER ACT XV OF 1864 (INDIA).				CORRESPONDING CHARGE UNDER SCHEDULE OF MADRAS ACT IV OF 1871.			
Particulars.		Amount.		Amount.		Remarks.	
		RS.	A. P.	RS.	A. P.		
On every four-wheeled carriage	...	2	0 0	0	8 0	(On springs).	
On every two-wheeled carriage	...	1	0 0	0	4 0	Do.	
On every ekka		0	4 0	...	...	Description of vehicle un-	
On every hackery on springs	...	0	2 0	0	4 0	known.	
On every cart and hackery not on springs drawn by eight bullocks, buffaloes, horses, ponies, asses or mules, if laden.	...	1	8 0	0	4 0		
On every cart and hackery not on springs drawn by eight bullocks, buffaloes, horses, ponies, asses or mules, if not laden.	...	0	8 0	0	2 0		
On every cart and hackery drawn by six bullocks, &c., if laden.	...	0	12 0	0	4 0		
On every cart and hackery drawn by six bullocks, &c., if not laden.	...	0	6 0	0	2 0		
On every cart and hackery drawn by four bullocks, &c., if laden.	...	0	8 0	0	4 0		
On every cart and hackery drawn by four bullocks, &c., if not laden.	...	0	4 0	0	2 0		
On every cart and hackery drawn by two bullocks, &c., if laden.	...	0	4 0	...	...	} Same.	
On every cart and hackery drawn by two bullocks, &c., if not laden.	...	0	2 0	...	...		
Buffaloes or bullocks per head, if laden.	...	0	1 0	...	...	} Free.	
Buffaloes or bullocks, per head if not laden.	...	0	0 6	...	...		
On every elephant		1	8 0	1	0 0		
On every camel, if laden		0	8 0	0	4 0		
On every camel, if not laden		0	4 0	0	4 0		
On every horse, if laden or ridden		0	2 6	0	2 0		
On every horse, unladen or led		0	0 9	0	1 0		
On every tattu or mule, if laden or ridden.	...	0	0 9	...	...	No provision for mules. Anna 1 for ponies and asses laden.	
On every tattu or mule, unladen or led.	...	0	0 6	...	...	Free (ponies and asses).	
On every ass, if laden or ridden	...	0	0 6	0	1 0		
On every ass, unladen or led	...	0	0 3	...	...		
On every sheep, goat or pig	...	0	0 1	...	...		
On every palanquin, dhooly, palna, tonga with eight bearers.	...	1	0 0	...	...		
On every palanquin, dhooly, palna, tonga with six bearers.	...	0	12 0	...	...	} Free.	
On every palanquin, dhooly, palna, tonga with four bearers.	...	0	8 0	...	...		
On every palanquin, dhooly, palna, tonga with two bearers.	...	0	4 0	...	...		
On every foot-passenger		0	0 3	...	...		

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

For the current official year the amount raised to Rs. 4,000 and that for the Ootacamund allotments of the Provincial grant, as originally estimated, Rs. 1,864, if it be considered necessary, from a

As the transfer of this Mettupalaiyam road an important line in the district will most seriously be affected, if it be considered necessary, from a force for many years and are now well without the intervention and material aid of the Government.

This Mettupalaiyam-Gudalur road will be a district and is its main artery from which they all serve as feeders. It will thus be a road may be, a very considerable amount of to it, or carry on, its traffic. The aggregate miles; yet on only two has it been considered tollage paid on the main road on their exacted.

It will thus be seen that these feeder roads are tollage on the main road, and are fairly entered on the credit.

Again, with the same terminal and branches called the old ghât roads, with steep gradients, restricted the whole pack-cattle trade of the district to the crossing points on the main road and is most considerable; and the old ghât roads as the main road would become completely closed if all the hordes of pack-cattle that daily travel on the district roads that are virtually its feeders what has been advanced above as regards the

Main Road.

Mettupalaiyam to Gudalur

Minor roads connected with a network of feeders, aggregate length

The peculiar circumstances of this district, &c., is very great, and cost of construction is exceedingly small, and consequently the importance, the Road Fund proportion being importance is that derived from tolls, and, as three-fourths is credited to the road that is

During the current year the total income of the tolls were sold in a lump, the actual figures were, however, as follows.

On Roads to be transferred—

- I. Barliyar Toll-bar ...
- II. Benhope Toll-bar ...
- III. Craigmere do. ...
- IV. Sandynulla do. ...
- V. Blackbridge at Karakalmund ...

On Roads remaining in Circle charge—

- VI. Karteri Toll-bar ...
- VII. Peat Bog Kótagiri road ...
- VIII. Gudalur road ...
- IX. Devála do. ...
- X. Karkur Ghât ...
- XI. Kulhutti road ...
- XII. Musnagudi road ...
- XIII. Kótagiri Ghât ...

ing over the Mettupalaiyam-Gudalur road Provincial Grant, that sum having been

the tolls on behalf of Government according to the Provincial Grant, that sum having been

They are of opinion, however, that it will be a force for many years and are now well

their report, the Board consider that the road should be transferred to the Local Fund Board.

to paragraph 2 of G.O., No. 1025,

6,300 is the amount to be withdrawn from the circle as that is the amount allotted by the Provincial Grant, that sum having been

to Gudalur road are estimated to yield to the circle which act as feeders to the circle. The Board therefore consider that the traffic from these feeder roads should be transferred to the circle, but the whole of the tolls are credited

board make a considerable profit out of the road; at the same time it is evident that the Provincial Grant and the Local Fund Board will find itself so that the tolls will be abolished. The Board therefore consider that the tolls should be made over by the Public Works

Government to hand over the duty of the road to the Local Fund Board, that course is considered to be advisable.

the notification which require mention of 1864 instead of Act XV of 1864.

which has been in force for years past under the Act of 1864, which are not understood

and "palna" will not include the word "hackery" will not include

this difficulty by interpolating the word "palna" is no charge for a pony, but there is a

will thus pass free.

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

Department.

E.

DUM.

sent up by the President it appears that the road from the circle limits will result in

a loss to the Board of Rs. 31,300 in it is understood, then be restricted to

Two-thirds land-cess
Other tolls

ed to the Local Board, plus such annual
may render necessary. The President
uirements for next year.
act.)

2. The requirements for next off
been handed in by the Local Fund 1
would thus amount to Rs. 89,500.

3. In consideration of the amoun
the Provincial exchequer, and of the
Fund circle, it is considered in the Pu
bution of Rs. 50,000 for the *maintenance*
made to the circle in addition to any s
a position to make for opening out ne
1885-86 a sum of Rs. 25,000 might be

Improving the Kōtagiri ghāt road
Remetalling Mysore, Gūdalūr and

4. The total grant-in-aid from 1
Rs. 75,000, which, added to the Rs
Rs. 92,000. The Local Fund Board
that basis.

5. There seems no objection to the
the agents of the Government for the co
road.

6. The rates mentioned in the sche
rates, and there is nothing, therefore, t
to approximate with the rates now in
done by the President in his "propos
1864."

7. The difficulty as regards "*tong*
reference to "every hackery on springs
wheeled carriage, Annas 4."

8. A Pegu pony might be assessed
comprehensive to include all ponies; bu
fall under the designation "tattu," whic
for "pony," and might properly include

9. "On every ekka, Annas 4,"
bottom of the revised schedule, again
omitted.

OOTACAMUND,
16th September 1884.

(Signed)

To the Financial department (with original r

ORDER—dated 3rd October 1884, No. 2

The management of the tolls will
receipts being credited to *Provincial*. T

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	0	0	6
On every sheep, goat or pig	0	0	0
On every palanquin, dhooly, palna, tonga with eight bearers	0	0	0
On every palanquin, dhooly, palna, tonga with six bearers	0	0	0
On every palanquin, dhooly, palna, tonga with four bearers	0	0	0
On every palanquin, dhooly, palna, tonga with two bearers	0	0	0
On every foot-passenger	0	0	0

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 Gūdalūr-Mettupālaiyam 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 Ghāt section	9,600
Coonoor-Ootacamund section	2,200
Ootacamund-Gūdalūr section	4,500
Total	16,300