(1) Number of pages 42

(2) Date of repair 16.11.85

(3) Initials of the Referencer

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W. DEPARTMENT

G.O. No. / B.P. No.	1958-W	Press. / Mis.
Dated	24-8-1885	198 .

A.H.

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24th August 1885, No. 1958 W., Public Works.

1958/1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following letter from Colonel J. BEATTY, R.E., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated Coimbatore, 1st August 1885, No. 320-E.W. :—

I have the honor to forward herewith, for your information, some correspondence regarding toll-houses on the Mettupálaiyam-Gúdalúr road, and to request instructions whether these buildings are to be kept in repair by this department; and, if so, whether the cost should be charged to Provincial repairs, Civil buildings.

Office note from the Examiner, Public Works Accounts, dated 11th August 1885, No. 371.

Order—dated 24th August 1885, No. 1958 W., Public Works.

The toll-houses on the Kullar-Gúdalúr road will be kept in repair by the Public Works Department.

2. The cost of such repairs will be included in the estimate for repairing the road under a suitable sub-head; the whole to be charged to "Provincial communications."

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To the Superintending Engineer, IV Circle.
„ Examiner, Public Works Accounts.
„ Financial Department.

Exd. J. Henricus.
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BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of 1885 Madras.

PUBLIC WORKS.

ted *August, 24th.*

Encl.

ed.

G.O., 24th Aug. 1885, No. 1958 W.

AUGUST.

Toll-houses on the Kullar-Gudalur Road

The — to be kept in repair by the Public Works Department.

1958/2

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 158.

Read—again G.O., 6th June 1882, No. 1416 W.

No copy left. Sent out [illegible]
D.P. 4-8-85

No. 159.

Order—dated 31st July 1882, No. 1928 W., Public Works.

On reconsideration the Government have decided not to disturb the existing arrangements during the current year as regards the work, either original or repair, of the main road leading from Kullar, *viâ* Ootacamund and Naduvatam, to Gúdalúr. The grant of Rs. 50,000 for original work will therefore, as first assigned, be expended by the agency at the disposal of the Local Fund Board.

2. Deeming it however important that the work should be inspected and reported on from time to time by the Officers of the Public Works Department, the Chief Engineer will make the needful arrangements with this object.

3. Should it subsequently appear desirable to Government that the work on this line may with advantage be transferred to the Public Works Department in the next official year, timely notice will be conveyed to the Local Fund Board.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, Fourth Circle.
" Examiner of Public Works Accounts.
" Financial Department.
" Chief Engineer, Public Works Department.

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BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1882) Madras.
PUBLIC WORKS.

Dated July, 31st.

Recd. *Encl.*

G.O., 31st July 1882, No. 1928 W

JULY.
Nos. 158-159.

Roads from Kullar to Gudalur.

Passing orders regarding arrangements for carrying out the work, either original or repair, of the main — *viâ* Ootacamund and Naduvatam during the current official year.

3rd May 1884, No. $\frac{1111\text{ W.,}}{\text{A}}$ Public Works.

1958/3

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—again the following papers :— 17 — no spare copy left

G.O., dated 6th June 1882, No. 1416 W., paragraph 6.
„ „ 31st July „ „ 1928 W.

Order—dated 3rd May 1884, No. $\frac{1111\text{ W.,}}{\text{A}}$ Public Works.

In paragraph 6 of the Proceedings first read above, the Government directed that the main line of communication from Mettupálaiyam to Gúdalúr should be replaced under the Public Works Department. The orders were, however, held in abeyance by G.O., No. 1928 W., dated 31st July 1882, with the remark that, should it appear desirable to Government that the work on this line might with advantage be transferred to the Public Works Department in the next official year (1883-84), timely notice would be conveyed to the Local Fund Board.

2. No action was taken for the resumption of the road during the year 1883-84; but His Excellency the Governor in Council is of opinion that the time has now arrived when the provisions of G.O., No. 1416 W., dated 6th June 1882, should be carried into effect.

3. Notice will therefore be given, in the Financial Department, to the Local Fund Boards concerned that the charge of the road in question will, from the 1st April 1885, devolve on the Public Works Department.

4. The road will also be excluded, by notification in the Financial Department, from the operation of Act IV of 1871, as provided for in section 8 of that Act.

5. To admit of the collection of tolls which will be no longer leviable under sections 62 to 68 of the Local Funds Act IV of 1871, the provisions of Government of India Act VIII of 1851, as amended by Act XV of 1864, will, in due course, be declared to be in force as regards the line of road in question.

6. The Nílgiri Local Fund Board being relieved of their liability in regard to this road, the Financial Department will consider what portion of the Provincial grant heretofore made to the circle should be withdrawn.

(True Extract.)

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

To the Superintending Engineer, IV Circle.
„ Examiner, Public Works Accounts.
„ Financial Department.

Exd. A. Aubert.
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BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of 1884 Madras.

PUBLIC WORKS.

Dated May, 3rd.

Recd. *Encl.*

G.O., 3rd May 1884, No. $\frac{1111\text{ W.,}}{\text{A.}}$

MAY.

Mettupalaiyam-Gudalur Main Road

Ordering, with remarks, that the Local Fund Boards concerned be informed in the Financial Department that the charge of the — will, from 1st April 1885, be resumed by the Public Works Department.

12th May 1884, No. $\frac{1203\text{ W.,}}{\text{A}}$ Public Works.

1958/6

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following paper :—

G.O., dated 7th May 1884, No. 1025, Financial.

Read—the following papers :—

Letter from the President, Local Fund Board, Nílgiris, dated 29th February 1884, No. 16.
Telegram from do. do. dated 2nd April 1884.
Endorsement of the Public Works Department, dated 11th April 1884, No. 7 E.
Proceedings of Government, Public Works Department, dated 3rd May 1884, No. $\frac{1111\text{ W.}}{\text{A}}$

Order—dated 7th May 1884, No. 1025, Financial.

The maintenance of the main line of communication between Mettupálaiyam and Gúdalúr will accordingly be transferred to the Public Works Department with effect from the 1st April 1885, and such portions thereof as lie within the limits of the Coonoor and Ootacamund Municipalities with effect from the date of the notification appended to this order.

2. The estimates received with letter No. 16, dated 29th February 1884, from the President, Nílgiri Local Fund Board, will be made over to the Department of Public Works, and 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).

3. The President, Coonoor and Ootacamund Municipalities, will report what amounts should be withdrawn from the Provincial grants made to those municipalities for the upkeep of the portions of the main line of communication of which they are now relieved.

4. The following notification will issue in the Fort St. George, and Nílgiri and Coimbatore District Gazettes :—

(Here enter notification, dated 7th May 1884.)

(True Extract.)

(Signed) E. F. WEBSTER,
Chief Secretary.

To the Public Works Department, with two estimates.

Order—dated 12th May 1884, No. $\frac{1203\text{ W.,}}{\text{A}}$ Public Works.

Communicated to the Superintending Engineer, IV Circle, for information and guidance.

2. The estimates for improvements within the municipal limits of Coonoor and Ootacamund, referred to in paragraph 2 of the above Proceedings in the Financial Department, will be forwarded to the Superintending Engineer for scrutiny and submission for formal sanction in the form prescribed by the Public Works Code. Meanwhile the collection of material may be proceeded with, in anticipation of a specific appropriation of funds, which will be made on sanction to the estimates being communicated.

(True Extract.)

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

To the Superintending Engineer, IV Circle, with two enclosures.
„ Examiner, Public Works Accounts.
„ Financial Department.

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1958/5

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1884} Madras.

PUBLIC WORKS.

Dated May, 12th.

Recd. *Encl.*

G.O., 12th May 1884, No. $\frac{1203}{\text{A}}$ W.

MAY.

Mettupalaiyam-Gudalur Main Road

Regarding the transfer to the Public Works Department of charge of maintenance of the —.

10th September 1884, No. 2220 W., Public Works.

1958/6

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers :—

From Colonel J. BEATTY, R.E., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated Coimbatore, 22nd August 1884, No. 396 E.W.

I have the honor to forward, herewith, the revised estimate for improving the main road in the Ootacamund municipality from the Burnfoot toll-gate to the second mile of the Gúdalúr road, called for in G.O., No. 1203-A. W., of 12th May 1884. The estimate amounts to Rs. 44,705, and includes a new piece of branch road from the approach road of Government House near the Executive Engineer's Office to the Church Hill road. The nature of the work proposed is explained in the Executive Engineer's report that accompanies the estimate.

1 Estimate with abstract.
1 Report.
1 Specification.

Note by the Chief Engineer, Public Works Department.

The condition of those parts of the main road between Mettupálaiyam and Gúdalúr which lie within the municipal limits of Ootacamund and Coonoor, has long been the subject of unfavorable comment. Provincial funds have largely assisted in improving the rest of the thoroughfare which connects Wynaad with the Madras Railway; but the portions within the two municipalities have been neglected, and after heavy rain are now almost impassable in many places.

Early in 1884, the President of the Nílgiri Local Fund Board ordered the preparation of estimates for the improvement of the two municipal sections of the main road, with the intention to apply for a grant from Provincial funds for the execution of the work, such grant to be expended by the Local Fund Board, to which body Mr. Brandt proposed to transfer the charge of the entire line of road. Estimates were accordingly prepared by the Local Fund Engineer, amounting to Rs. 40,000 and Rs. 9,500 for the Ootacamund and the Coonoor sections respectively.

Before however those estimates had been dealt with, the Government decided on giving effect to an order passed by them two years previously, which directed that the main line of road between Mettupálaiyam and Gúdalúr should be replaced under the Public Works Department. The estimates in question were accordingly transferred to this department; and, after check and revision by the Superintending Engineer, the one which provides for improving the Ootacamund section is now submitted for sanction.

The line selected by the President of the Local Fund Board runs from Craigmore toll-bar to Charing Cross, and thence by Church Hill, Hadfield's road, and Lake road, to the municipal boundary on the Gúdalúr side. The line selected is convenient so far as supervision by this department is concerned, as it altogether avoids the native bazaars; and it is desirable on all grounds that the roads passing through or near such places should remain under municipal control.

The estimate, as revised by the Superintending Engineer, amounts to Rs. 44,705, being in excess of that prepared by the Local Fund Engineer by Rs. 4,705. Th causes of the excess are stated fully in the report which accompanies the estimate, the chief cause being the fact that the length of road provided for is nearly half-a-mile greater than was dealt with in the first estimate.

The estimate provides for giving to the road a minimum width of 21 feet, of which 15 feet will be well metalled. The estimate also provides for improving the gradients at different points, and for the improvement of the drainage throughout. The total of the estimate appears large, but that is due to the neglect which the road has so long experienced, and owing to which it is now necessary to reconstruct it almost entirely.

Collection of materials, &c., are now in progress, under the authority conveyed in G.O., dated 12th May 1884, No. 1203-A. W.

Ootacamund, (Signed) J. SHAW-STEWART, Colonel, R.E.,
5th September 1884. Chief Engineer, P.W.D.

Order—dated 10th September 1884, No. 2220 W., Public Works.

The estimate, amounting to Rs. 44,705, for improving such portions of the Mettupálaiyam-Gúdalúr road as lie within the limits of the Ootacamund municipality, is sanctioned, and a sum of Rs. 20,000 is appropriated from the Provincial reserve with Government.

This sanction has been registered as Provincial No. 138 W. of 1884-85, and classified as Communications, Original Works.

(True Extract.)

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

To the Superintending Engineer, IV Circle, with five enclosures.
" Examiner, Public Works Accounts, with duplicate general abstract estimate.
" Financial Department.

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1958/4

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1884) Madras.

PUBLIC WORKS.

Dated September, 10th.

Recd. *Encl.*

G.O., 10th Sept. 1884, No. 2220 W.

SEPTEMBER.

Mettupalaiyam-Gudalur Road

Portion lying within Ootacamund municipal limits of the —. Estimate of Rs. 44,705 for improving the —, sanctioned and funds allotted.

3rd October 1884, No. 2352, Financial.

1958/8

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, Nílgiris, 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 tattus 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 [illegible] 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 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 unknown.
On every hackery on springs ...	0	2	0	0	4	0	
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	...			
Buffaloes or bullocks, per head if not laden.	0	0	6	...			Free.
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	1	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	...			Free.
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	...			
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	...			

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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 ca[illegible] demanded are not to be also charged with toll.

Enclosure No. 3.

Extract from the Proceedings of the Nílgiri 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 Gúdalúr-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-Gúdalúr section	4,500
Total ...	16,300

This amount, therefore, Rs. 16,300, is the sum that should be 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-Gúdalúr 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-Gúdalúr 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-Gúdalúr 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. MILES.	Cost of upkeep. RS.	Tollage Receipts. RS.
Mettupálaiyam to Gúdalúr	58	16,300	32,250
Minor roads connected with above as feeders, aggregate length	144	9,610	1,360

The peculiar circumstances of this district are such that while the demand for communications, &c., is very 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. Barliyár Toll-bar ...	12,000
II. Benhope Toll-bar ...	10,000
III. Craigmore 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	Coonoor Division	1,200
VII. Peat Bog Kótagiri road		250
VIII. Gúdalúr road	Wynaad	5,000
IX. Devála do.		2,000
X. Karkur Ghât		3,000
XI. Kulhutty road	Sigúr Ghât	600
XII. Musnagudi road		650
XIII. Kótagiri Ghât ...		1,200
	Total ...	13,900

1958/10

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 Nílgiri 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 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, Nílgiris.

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 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:—

	RS.
Two-thirds land-cess	6,000
Other tolls	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 Nílgiri 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:—

	RS.
Improving the Kótagiri ghât road	10,000
Remetalling Mysore, Gúdalúr and Karkur ghât road	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 Mettupálaiyam-Gúdalúr 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.

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

Ootacamund,
16th September 1884.

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. Henricus.

P.W.D.

Govt. of (1884) Madra

FINANCIAL.

No. 2088 W. 28/10/84

Communicated
the S.E. IV Circle

Co/ J.L.S

Issued

Recd. Encl.

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

No. 2088 W. 28.10

OCTOBER.

Nilgiri Roads.

Passing orders on correspondence regardin transfer of the maintenance of Mettupálaiyam Gúdalúr road to the Public Works department.

S.E. IV Circle

Ex. P.W. Acct.

Writtender

No. 99.

District Board's Office
Ootacamund 13th July 1885.

195/12

From
The President
District Board Nilgiris.

To
The Executive Engineer
Nilgiris.

Sir,

I have the honor to forward an extract from the Proceedings of the meeting of the District Board held on the 7th instant for your information.

The Toll Houses on the Mettupolium Gudalur road belongs to the road, and are built upon its land, and as the road is no in your charge the toll Houses must necessarily go with it.

The tolls Collected are Imperial and it is only as a matter of Convenien that Government have entrusted the District Board with the duty of Collecti

I have &ca &ca
Signed/ L. R. Burrows.
President Distt. Board Nilg

No. 1100.

Copy× Submitted to the Superintending Engineer 4th Circle for information with the remarks that as the L. F. Board let out these houses they as landlords should keep them in repair & not the D.P.W.

×with an extra

Camp Gudalur 21st July 1885

Signed/ A. C. Smith Major R.E.
Executive Engineer

Extract from the Proceedings of a meeting of the Nilgiri District Board held on the 7th July 1885.

"

No. 9. Read letter from the L. F. Engineer No. 25 d/4th May/85, soliciting a decision on the subject as to which Department the toll houses on the Mettupoliem Gudalur, belong.

"To avoid inconvenience the Board sanction emergent repairs of the toll Houses, but consider that as the road has been taken over by Government under Act 8 of 1851, the amount so spent should be received from the P. W. Department."

Signed/ E. R. Burrows.
President District Board Nilgiri

(True Extract) 1955/13

Signed/ E. R. Burrows.
President District Board Nilgiri

(True Copies)

J. Beatty Col: R.E.
Superintending Engineer IV Circle

No. 320
R.W.

Supdg: Engineer's office IV circle
Coimbatore, 1st August /85

1958/14   41

From,
The Superintending Engineer
IV Circle

To,
The Chief Engineer
P.W. Departt:

Enclosure 1.

~~ile put up~~

Sir,

I have the honor to forward herewith for your information some correspondence regarding toll houses on the Mettupolliem + Gudalur road, and to request instructions whether these buildings are to be kept in repair by this Department; and if so, whether the cost should be charged to Provincial Repairs, Civil Buildings.

I have the honor to be
Sir
Your most obt servant

L. Beatty – Colonel R.E.
Supdg: Engineer IV Circle

R. No. 339.
5. 8. 85.

Enc: 1.

No. 1808D of 5th August 1885

To
C
For remarks.

CA
D.W.

4.8.85

From
The Sup. Engineer,
Fourth Circle.

No. 1958 W of 24th Augt 1885

Dated 1st }
Despd 3d } Augt 1885.

No. 320
E.W.

Enc: 1

Toll Houses on the Mettapolliem Gudalur Road:—

Requesting to know whether the — are to be kept in repair by the P. W. Department, and if so, whether the cost should be charged to "Provincial Repairs Civil Buildings."

R. 24. 8. 85
B. 14. 8. 85
B. 11. 8. 85 R. 14. 8. 85

[Form No. viii.]

1958/15

GOVT. OF MADRAS. } 1885. { P. W. DEPT.

EXAMINER, P. W. ACCOUNTS.

Madras, 11 August 1885.

Office Note No. 371.

To
W.

Enc: 2.

Your O. N. No. 1808 D. dated 5th. August 1885.

On page 4 of G. O. No. 2658 W. dated 28th. October 1884, it is stated "the majority of the tolls were sold in a lump"- so I presume this practice continues and that the tolls are farmed out, the use of toll houses being included in the arrangement. The proceeds of this farming are divided between the Local Fund Board and Govt. the former obtaining two-thirds. It is a matter for Govt. to determine whether the maintenance of the Toll Houses should be met by the Local Fund Board from their share of the Tolls, or should be provided for in the Estimate which (see G. O. No. 2352† Financial 3rd. October 1884) determines the Annual Grant to be made to them from Provincial.

†2658 W. 28-10-84-

KEEP-WITH Genl. No.
dated 188 .

G. C. No 1928 W 31. 7. 82
" " 1111 W / A. 3. 5. 84
" " 1203 W / A. 12. 5. 84
" " 2220 W. 10. 9. 84
B. No 2658 W. 28. 10. 84
No 1808 D. 5. 8. 85

Incl. 7080 ✓

(19)

Ad 11.8.85

No. 1958 W

No. 1958 W of 24th Augt 1885

[illegible] R. 24. 8. 85
Received [illegible] 14. 8. 85 [illegible]
D. 11. 8. 85 R. 14. 8. 85

D.W. (19) 1958/16

Submitted
For orders

F.B.

11. 8. 5

The Toll Houses belong to the road & it is on the road traffic the tolls are levied — consequently their repair should be a charge against the Estimate for the repairs of the road. —

That is my idea, & order that the Depmt should keep these buildings in repair, the cost being charged to Provincial Communications, & included in road Estimate under a sub-head such as "repairing Toll houses & bars" may be drafted for W's consideration.

CH.
12. 8. 85

8W

Buildings & Roa
Civil Works
PUBLIC WORKS DEPARTMENT.

Civil W

To W. 1958/17

As toll houses are adjuncts to roads, it seems proper that the P.W.D. should maintain toll houses between Kullar & Gudalur.

The sub head is apparently a matter of detail which should be left to the Supdg. Engr.

The section of road between Kullar & Mettupalaiyam is to be handed back to the L.F. Board.

19-8-85

19.8.85

B.

1958/18

Is this draft order prima correct?

FB

S.A.W.

The opinion expressed by Dir does not affect any standing rule in the Dept. The order as drafted can stand.

W/

1885.

P. W. DEPARTMENT.

Current No. 6861 1958/19

From

Supt. Engineer IV Circle

ENCLOS.—

No. 320 EW
Dated 1st }
Received 4th } August 1885

SUBJECT.

Toll Houses on the Mettapollium Gudalur Road:— Requesting to know whether the — are to be kept in repair by P.W. Dept & cost charged to Provl: Repr Civil Buildings.

DISPOSAL.

No. 1852 Dated 5th August 1885

To
C.

For remarks.

(Sd) C.B.
D.W.

B.W.
P.P.

Buildings & Roads
Civil Works

S.W.

PUBLIC WORKS DEPARTMENT.

THE MADRAS GOVERNMENT. 1958/29

R. 24-8-85
Resubmitted to B. 14-8-85
R. 11-8-85 R. 14-8-85

2655W dt 18.10.84
2220W " 10.9.84
1203W " 12.5.84
A
1111W " 3.5.84
A
1958W " 31.7.84

[illegible] R. 24-8-85
Received D.B. 14-8-85 [illegible]
R. 11-8-85 R. 14-8-85

Buildings & Roads
Civil Works

A/

No. 1958W.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

1958/29

UNDER date the 24th August 1885

READ the following

From the Supdg Engineer IV Circle (H.E. No. 320. E.W. dt 1st Augt 1885)
Office Note from the Examiner P.W. Accounts (" " 371. dt 11th Augt 1885).

The Toll houses on the ~~Mettupalaiyam~~ Vullar- Gudalur Road, will be kept in repair by the P. W. Department.

2. The cost of such repairs will be included in the Estimate for repairing the road, under a suitable sub-head; "~~repairing Toll houses and bars~~"; the whole to be charged to "Provincial Communications".

To

The Supdg Engineer IV Circle. 8
" " Examiner. P. W. Accounts. 10
" Financial Dept. 6

Desd 1/9/85

CW 15.8.85

FW 20/8

19-8-85

1958/21

[illegible]. 77/8.
[illegible] 17.8.85 · R. 24.8.85
[illegible] 14-8-85 R 15-8-85

7080

Govt. of (1885) Madras.

PUBLIC WORKS.

Prep 28/8/85

Dated

Recd. Encl.

G.O., 24 Augt 1885, No. 1958 W

Toll houses on the Kullar Gudalur Road

One - to be kept in repair by the P.W. Dept.

65 copies
5 for signature

24/8

24/8