

- (1) பக்கங்களின் எண்ணிக்கை 10
 (2) புதுக்கித் திருப்பிய நாள் பெப்ரவரி 89
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 16/0

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

முனையலகம் துறை

அரசாணை எண். <u>1610.W.</u> மு. கோப்புத் தாள் எண்.	அச்சகம் <u>சுலவனக</u>
நாள் : <u>9-6-1890.</u>	<u>198.</u>

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மடிக்கவோ கண்டபடி கையாளவோ கூடாது

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

READ—the following paper :—

From M.R.Ry. S. T. RUNGASWAMI AIYAR, Avargal, B.A., B.L., Rao Bahadur, Chairman, Municipal Council, Trichinopoly, to the Chief Secretary to Government (through the Revenue Officer, Trichinopoly), dated Trichinopoly, 24th February 1890, No. 9.

I have the honor to report, with reference to the orders of Government noted in the margin, the final views of the Council on the ways and means necessary for the accomplishment of the water-supply project for this town drawn up by Mr. R. H. Oldham, of Calcutta.

2. In the first of these orders, information was asked for by Government on the following points :—

- (a) Upon what data Mr. Oldham has based his estimate of the population of the Sepoy Lines.
- (b) On what data he has calculated the cost of extending the scheme so as to supply the Lines and the Railway Company.
- (c) The probable actual cost of the piping, &c., required to bring the water to those localities.

Mr. Oldham having been consulted on these points, a copy of the note received from him in reply is appended hereto for the information of Government.

3. In the second of the orders under reference, Government communicated, for the consideration of the Council, a note on the project drawn up by the Acting Chief Engineer (Buildings and Roads Branch), and asked, in reference to the remarks made by him, whether any modification of the estimates was necessary. Mr. Oldham's views thereon are contained in two of his letters to the Council; copies of which are also appended to this letter. From them, it will be seen that the rates by which Mr. Oldham was guided were those that prevailed at the time of his report; and just as they are different now, they may differ again at the time the work is actually taken in hand. There is thus no use in modifying the estimates to suit existing rates, as the actual cost will depend on the state of the market when the purchases come to be made. Mr. Oldham, however, makes what appears to the Council to be a useful suggestion, and that is, that the Council should at once take advantage of the very favorable rate of exchange that now prevails and transfer about 2 lakhs of rupees to England to be available when the machinery, &c., may have to be purchased. This is, however, a matter for the consideration of Government, the Council not being competent to do anything at this stage.

4. Mr. Oldham, as well as the Council, agree with the view of Government that the proper method of dividing the cost of the scheme and the working charges between the Municipality, the Government (Sepoy Lines), and the Railway Company, would be to calculate it in proportion to the supply estimated for each locality. On this principle, and taking the population of the Sepoy Lines as now fixed, viz., at 4,200,

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19TH MAY 1890, No. 808 M., LOCAL AND MUNICIPAL.

the initial cost and the working charges of the scheme should be distributed as follows in round figures:—

	Initial cost.	Working charges.
Municipality	Rs. 2,90,750	Rs. 20,050
Government	20,350	1,400
Railway Company	48,450	3,350

5. The following financial statement, which has been very carefully considered, gives an abstract of the ways and means the Council desire to propose finally for the approval of Government:—

Statement.	Rs.
Proportion of the initial cost to be borne by the Council	2,90,750
Deduct—	
(1) The half-grant promised by Government in G.O., No. 176-M. (Mis.), dated 1st February 1890	1,45,375
(2) Also what the Council can spare from their available balance	15,375
The Council would therefore have to borrow only	1,30,000
The yearly sum required to clear off this amount, principal and interest, in thirty years will be, say	7,800
Add to this the proportion of the yearly working charges to be borne by the Council	20,050
Total annual provision for which ways and means have to be found, in round figures	28,000

This sum is proposed to be made up as follows:—

Item.	Original proposal of the Council (vide this office letter, No. 16, dated 30th April 1889).	As modified by Government in G.O., No. 948 M., dated 2nd Aug. 1889.	As now proposed by the Council.
(1) Revision of house and land-tax	Rs. 2,000	Rs. 5,000	Rs. 5,000
(2) Water-tax on the portion to be supplied	7,000	12,000	10,500

This item cannot be raised over Rs. 10,500. From an actual calculation, it is seen that—

	Rs.
The present assessment on houses situated in the area to be supplied is	16,098
Land-tax in the same area	633
Total	16,731

In the proposed revision of these taxes, this figure cannot go beyond Rs. 20,000. The water-tax calculated on this would yield $\frac{20,000 \times 2}{15} = \text{Rs. } 10,666$, or in round figures, Rs. 10,500 only.

Item.	Original proposal of the Council (vide this office letter No. 16, dated 30th April 1889).	As modified by Government in G.O., No. 948 M., dated 2nd Aug. 1889.	As now proposed by the Council.
(3) Income from grain market, cart-stand and increase of fees levied in the existing markets	Rs. 6,000	Rs. 3,000	Rs. 3,000

The Council do not wish to calculate more on this doubtful item.

Item.	Original proposal of the Council (vide this office letter, No. 16, dated 30th April 1889).	As modified by Government in G.O., No. 948 M., dated 2nd Aug. 1889.	As now proposed by the Council.
	Rs.	Rs.	Rs.
(4) Saving in expenditure on roads, abolition of the present water-establishment, &c.	3,000	1,000	2,000

The present water-supply establishment costs Rs. 84 a month, or Rs. 1,008 annually, add to this the average annual cost in clearing silt from the drinking-water tanks, repairs thereto, &c., Rs. 992, which makes a total of Rs. 2,000. Thus Rs. 2,000 at least can be spared, even leaving out the saving under the head of Road repairs, which the Council think would result from the watering of roads.

Item.	Original proposal of the Council (vide this office letter, No. 16, dated 30th April 1889).	As modified by Government in G.O., No. 948 M., dated 2nd Aug. 1889.	As now proposed by the Council.
	Rs.	Rs.	Rs.
(5) From General revenues, i.e., average excess of income over expenditure	2,000	2,000	3,000

The Council hope to be in a position to allot an additional Rs. 1,000 from this source.

These are all the resources the Council can think of at present, and yet they leave a deficit of Rs. 4,500.

6. The Council consider it highly undesirable to raise the limit of taxation on houses to 10 per cent. of the rent value. In spite of the strike of October 1886, Government were pleased to order the continuance of the tax on arts, on the sole ground that the Council should have ample resources for undertaking the water-supply project. When this scheme is carried out, water-tax will have to be newly levied in the town. The present incidence of the house-tax has, besides, to be considerably raised, in order to produce an additional income of Rs. 5,000 from that head. If, in addition to these, the percentage of taxation is also increased, it cannot but operate as an extreme hardship on the townsmen. It must be noted at the same time that the great majority of the population on whom this additional burden will directly fall are far too ignorant of the blessings of the proposed project to be willing enough to pay the extra taxation that has necessarily to be levied. The only solution of the difficulty, the Council again beg to press on the kind notice of Government, is the payment of a half-share of the tolls by the District Board instead of one-third—an arrangement till very recently in force, and discontinued all of a sudden without even allowing the Council an opportunity to show cause to the contrary. This would yield an additional income of nearly Rs. 5,000 and would more than cover what the Council find themselves short of for undertaking this most useful project, and it is not too much for the Council to hope that the Government, who have shown such great liberality as to make a free grant of one-half of the total cost of the scheme, will also accord their kind sanction to the increased contribution of tolls now asked for, which, by the way, the District Board are quite willing to give. In paragraph 10 of G.O., dated 2nd August 1889, No. 948 M., it is argued that the existing proportion of the tolls received by the Municipality is fair enough, inasmuch as the Council really get two-thirds of the inward traffic owing to the District Board being able to levy tolls both ways, while the Municipality could only levy them on traffic entering the town. But the Council beg to observe that, if the tolls were in their own hands, the maximum rates provided by the Act could be levied (instead of the half-rates now levied by the District Board); and considering what the toll receipts are in Madura, Kumbakonam and other places—towns of much less importance than Trichinopoly—where the Councils

have direct charge of the tolls, it cannot but be evident that this Municipality is laboring under a great disadvantage by the tolls being under the District Board. If only this Municipality were permitted to levy its own tolls, the receipts under that head cannot be less than Rs. 20,000 a year. That the municipal limits of Trichinopoly are the ultimate destination of all the traffic which pays these tolls (there is very little *through* traffic, so to speak)—that the owners of the carts, whether bound on trade or litigation or otherwise, not unfrequently stay here for some days before returning, and must therefore, while here, enjoy perfect immunity from disease secured by the projected water-supply—and that the passage of traffic through the toll-gates is considerably affected by epidemics and rumours of epidemics within the town—are other grounds which, in the opinion of the Council, make it legitimate to transfer a greater proportion of the tolls to the Municipality. The Council respectfully beg to add that if this concession were not granted, they would find themselves in difficulties again. Under these circumstances, they earnestly request that the Government, who have already laid us under a deep debt by their magnificent donation, will see fit to sanction a reversion to the arrangement that prevailed prior to G.O., No. 673 L., 15th April 1887, *i.e.*, the payment by the District Board of a half-share of the tolls.

7. Before concluding, I am desirous to convey the grateful thanks of the Council for the considerable help most kindly offered by Government in undertaking to make a free grant of half the cost of the scheme. An extract of the proceedings of the Council passed on the subject at a meeting held on the 24th instant is herein enclosed.

ENCLOSURE.

From R. A. OLDHAM, Esq., M.I.C.E., to the Chairman of the Municipality, Trichinopoly, dated Dootinselly, Ballater, 4th October 1889.

I have the honor to acknowledge the receipt of your letter, No. 3471, dated 31st August, together with extract from the order of the Madras Government, dated 2nd August 1889, forwarded to me from Calcutta for reply. My rough notes and papers regarding this scheme are in my Calcutta office; however, I think I can supply the information you require without referring to them.

The Madras Government ask upon what data I have based—

"(a) His estimate of the population of the Sepoy Lines." This estimate was based upon the population the Sepoy lines might hold, and not on the exact number of souls then occupying them; the figures arrived at, in consultation with the local authorities, were approximately 4,000 for each (men, women and children).

"(b) His calculation of the cost of extending the scheme so as to supply the Lines and the Railway. The probable actual cost of the piping, &c., required to bring the water to these localities should also be reported." My calculation for the supply of the Railway was based upon the extra cost which the Municipality would incur should they include the Railway supply in their scheme.

My calculation for the Sepoy Lines was based on the cost per head of the scheme; for instance, the cost of the scheme exclusive of the Railway is Rs. 2,50,000 + 32,413 = 2,82,413.

The population supplied is—

Municipality	..	..	..	..	..	..	..	60,000
Sepoy Lines	..	..	..	..	..	..	..	8,000
Total	..	..	..	..	..	..	..	68,000

$$\frac{282,413}{68,000} = 4 \text{ approximately.}$$

$$8,000 \times 4 = 32,000 \text{ Rs.}$$

It will be impossible to give the actual cost of bringing the water to these localities without going into every detail of the scheme. The fairest way of dividing the cost of the scheme would be to divide the total cost by the population supplied, *i.e.*—

Municipality	..	..	..	..	..	..	..	60,000
Sepoy Lines	..	..	..	..	..	..	..	8,000
Railway 100,000 Galls = 10,000	..	..	..	..	..	..	..	10,000
Total population	..	..	..	..	..	..	..	78,000

Cost—Rs. 3,59,559.

$$\frac{3,59,559}{78,000} = 4.61 \text{ rupees per head.}$$

Municipality, 60,000 × 4.61 =	..	..	..	..	..	..	..	2,76,600
Railway, 10,000 × 4.61 =	..	..	..	..	..	..	..	46,100
Sepoy Lines, 8,000 × 4.61 =	..	..	..	..	..	..	..	36,850

I hope to be in Calcutta again about the end of next month.

From R. A. OLDHAM, Esq., M.I.C.E., to the Chairman, Municipal Council, Trichinopoly, dated Calcutta, 16th December 1889, No. 9215.

I have the honor to acknowledge the receipt of Government Proceedings, No. 810 D, dated 3rd September 1889.

I wired you on my return to office to-day as follows:—

"No necessity for modification in estimates. Our rates were based on prices we were paying for similar plant at that time. Writing by post."

At the time I had your estimates under consideration, we were buying pipes for the Calcutta Suburban Municipality, and your rates were framed on the prices then given.

The actual cost of pipes and other metallic articles will always depend upon the state of the market at the time of purchase, both in relation to cost at place of supply and rate of exchange.

As you probably are aware, since the date referred to, there has been a great rise in the price of iron (for instance, pig iron has risen 30s. a ton), and if this rise was likely to be permanent, it would be as well to re-adjust your rates, but the general opinion appears to be the rise is mainly due to the demand exceeding the stock supply, and as soon as the latter is brought up again to the proper level, prices will fall, hence my reason for wiring you.

In like manner my rates for the engines were based upon *bond fide* tenders, to my specification, from some of the best makers; and these again are subject to fluctuations in the metal and money market at such time as you may make your indents.

To show you how changeable and uncertain the market is at the present moment, I may mention the Calcutta Commissioners, when just about to consider tenders actually submitted for pumping machinery, had to pay an enhanced rate owing to the rise in the home metal market before they could come to a decision.

As to the other rates, with the local information before me, and considering the important nature of the work, I consider that they are fair. The full details, showing how they are arrived at, are given in the schedule attached to my report.

In conclusion, I would observe that in any and every case the ultimate cost will depend mainly upon the result of tenders, which will have to be called for, for all the works, and until you are in a position to take this step, I can see no advantage in re-adjusting the rates to suit present prices.

From R. A. OLDHAM, Esq., M.I.C.E., to the Chairman, Municipal Council, Trichinopoly, dated Calcutta, 15th January 1890, No. O-20.

Owing to the continued steady rise in the exchange market, I thought it right to bring it to your notice and wired you yesterday as follows:—

"Kindly say when your scheme will go on. Rate of exchange very favorable, although iron is high."

The exchange on London to-day for a six months' bill is quoted at 1s. 5½d.; my estimate was framed on an exchange of 1s. 4½d.

This represents a rise of 14d., or in other words 10 per cent. on all money you have to remit for English goods, which, roughly speaking, amounts to Rs. 2,00,000; 10 per cent. = Rs. 20,000.

Engines	..	..	..	..	..	..	..	..	..	RS.
Pipes	..	..	..	..	..	..	..	..	..	88,200
Sluice valves	..	..	..	..	..	..	..	..	..	1,16,365
										9,699
Total	..	..	..	..	..	..	..	..	..	2,14,264

Therefore the approximate saving you should make on your estimate owing to this rise is Rs. 20,000.

The rise of iron is, of course, against you, and from what I heard by last mail, you would have to pay £6-15-0 per ton for the pipes, instead of £5-15-0, i.e., a loss of Rs. 14 on each ton of pipes. You require some 1,200 tons, so you would lose by the rise in iron $1,200 \times 14 =$ Rs. 16,800.

I am therefore of opinion, were you to carry out your scheme at this moment, you would save money in spite of the heavy rise in the cost of iron. If you are not in a position to commence at once, I consider you should take advantage of the present rate of exchange and transfer two lakhs to England.

You are aware probably this can be done through the Bank without even having the money to your credit by simply paying interest at the Bank rate for the amount until you require it.

EXTRACT of the Proceedings of the Municipal Council passed at the meeting held on 24th February 1890.

Para. 2. Read the Chairman's draft letter to Government reporting the final views of the Council on the ways and means necessary for the accomplishment of the water-supply project for this town drawn up by Mr. R. A. Oldham, of Calcutta.

Approved.

Forwarded.

(Signed) C. R. CHENNAKESAVULU,
Deputy Collector.

24th February 1890.

No. 26—2.

Forwarded.

2. The Council's revised estimate is fair.

3. I support the request of the Council for a reconsideration of the refusal to allow them one-half of the tolls. I venture to submit that the criterion given in the second part of paragraph 10 of the Government order under reply—viz., whether more than two-thirds of the inward traffic is intended for consumption in the town—does not decide the question. Very little goods traffic goes direct to the Trichinopoly Railway station. As a rule, all goes first to merchants in Trichinopoly; and, whether it is finally consumed in Trichinopoly town, or is exported by rail, after a few days, it cuts up the town roads; and those roads have to be kept in order for it.

4. The traffic through all the main streets of Trichinopoly is enormous; and the expenditure on them heavy and increasing every year. Last official year, the expenditure was Rs. 13,576, against a receipt from tolls of only Rs. 2,660. The half-tolls asked for will, in fact, only about cover the road expenditure. No reason was given for the reduction of the contribution from one-half to one-third in 1887; but, presuming that it was the fact that the Council then only spent Rs. 8,000 to Rs. 9,000 a year on roads, that reason no longer exists.

TRICHINOPOLY,
8th March 1890.

(Signed) G. W. FAWCETT,
Acting Collector.

ORDER—dated 19th May 1890, No. 808 M., Local and Municipal.

In the letter read above, the Chairman, Municipal Council, Trichinopoly, furnishes the information called for by Government in connection with the distribution of the estimated cost of the Trichinopoly water-supply scheme between the Municipal Council, the Military Department, and the South Indian Railway Company; and communicates the views of the Council on the suggestions made by Government in G.O., dated 2nd August 1889, No. 948 M., with respect to the provision of ways and means to carry out the project.

2. The Municipal Council accepts the distribution proposed by Government, according to which the shares of the several parties will be as follows:—

	Initial cost.	Working charges.
	RS.	RS.
Municipality	2,90,750	20,050
Military Department	20,350	1,400
Railway Company	48,460	3,350
Total	3,59,560	24,800

3. As, in G.O., dated 1st February 1889, No. 176 M., the Government has promised to make a free grant to the Municipal Council of a moiety of its initial outlay, the sum which the Municipality will have to supply for this purpose amounts only to Rs. 1,45,375. In order to meet this charge, the Council now proposes to allot Rs. 15,375 from its general revenues and to raise a loan for the remaining Rs. 1,30,000. Towards the repayment of this debt, a yearly contribution of Rs. 7,800, in round numbers, will be necessary, and, adding to this the working expenses, the annual charge upon the Municipal funds for which provision has to be made amounts to Rs. 28,000. To meet this, however, the Council anticipates an additional revenue amounting to only Rs. 23,500, and derived from the following sources:—

	RS.
(1) Revision of the house and land taxes	5,000
(2) Water-tax on the portion of the town supplied	10,500
(3) Income from markets	3,000
(4) Saving in expenditure on roads, and abolition of the existing water establishment	2,000
(5) General revenues	3,000
Total	23,500

4. The suggestion of Government to raise the rate of taxation on buildings and lands does not commend itself to the Council, which again represents that the only feasible method of obtaining the required funds is by raising the rate of the District Board's contribution for tolls from one-third to one-half of the receipts. The Council has already been informed that the Government would not accept this method of providing for the water project, and it would have been more satisfactory if, instead of doing nothing since August last, it had set to work to revise the assessment of the tax on buildings and lands in the area affected, and had thus ascertained the actual extent to which the yield might be raised. This work, if taken up in earnest, would not have occupied more than a couple of months at the most. Further, the Council does not seem to have taken any steps to establish the new market, from which it expects to get Rs. 3,000 per annum, or to raise the fees in the present general market, which are estimated at Rs. 13,000 in the current year. If these fees were raised by 25 per cent., the additional proceeds would amount to Rs. 3,250, and the burden of the tax would fall, as it should, on the townspeople, who benefit by the scheme.

5. Besides the objection of principle to enhancement of the tolls or of the Municipal share of them, the project is probably possible without it. Assuming that the market fees are raised as stated above and that the Council is able to realize Rs. 23,500 from the sources pointed out in paragraph 3 *supra*, the total amount at the disposal of the

Council to meet the debt and working charges of the scheme will be Rs. 26,750. It will not, however, be possible to realize the water-tax, which is estimated at Rs. 10,500, at once, and, deducting this, there will remain only Rs. 16,250 to meet the annual charge. But when the project has once been sanctioned and fairly taken in hand, the Municipality would be able to secure the contributions from the Military Department and the Railway Company, amounting, respectively, to Rs. 20,350 and Rs. 48,460, immediately, and these sums would doubtless suffice for the outlay on construction in the first year. In the second year, the proposed loan could be raised, but no expenditure on account of it, or of the working charges, would be incurred until the following year. Thus the additional income would accumulate for two years, and would, consequently, amount to Rs. 32,500, and would admit of a reduction in the amount to be borrowed by the Council from Rs. 1,30,000 to one lakh. The charge for debt would then be Rs. 5,960 instead of Rs. 7,800, reducing the annual charge by Rs. 1,840 or to Rs. 26,160, which is within the anticipated additional receipts of the Municipality including the estimated collections of water-tax. The scheme would, if the estimates are correct, thus be feasible even without raising the rate of the District Board's contribution from tolls, which the Council has repeatedly applied for.

6. It appears to Government that, if the Council really desired that the project should be carried out and was disposed to take up the work in earnest, it would have long ere this revised the assessment of the tax on buildings and lands and secured the additional income on which it counts. The Council should now understand, once for all, that the Government will not, on any account, sanction any enhancement of the District Board's contribution for tolls for the purpose of providing funds for the water-supply project, and that the offer of Government to pay one-half of the Council's initial cost will be open only for three months from the date of this order, within which time it will be for the Council to show that it is in earnest by revising the tax on buildings and lands and taking the necessary steps to raise the required funds. Should this not be done, the offer will be withdrawn.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Chairman, Municipal Council, Trichinopoly,
through the Collector.
" President, District Board, Trichinopoly.
" Public Works Department (Railway Branch).
" Military Department.
" Financial
" Sanitary Commissioner for Madras.
" Sanitary Engineer.

Exd. A. Raiff.

1-12-10
P.W. C. 112-8071

Pr. No. 2711 W of 27-9-89
" 2257 W of 26-8-89

Gobt. of {1890} Madras.
LOCAL AND MUNICIPAL.

No. 1610 W of 9 June 1890
B

communicated
communicated to
to the Supdy. Engr. VI circle
the Supdy. Engineer VI circle
in continuation of G.O. No.
in continuation of G.O. No.
2711 W of 27 Sept. 1889.
2711 W of 27 September 1889.

30.80

Issued.

Recd.

Encl.

Recd.
2690
D.

G.O., 19th May 1890, No. 808 M.

To A.

MAY.

Water-supply.

Passing orders on letter from the Chairman, Municipal Council, Trichinopoly, furnishing information called for in connection with the distribution of the estimated cost of the — for the town between the Municipal Council, the Military Department, and the South Indian Railway, and communicating the views of the Council on the suggestions made by Government with respect to the provision of ways and means to carry out the project.

Secy 19/6/

2 Copies to
to the S. E. VI circle
to the S. E. VI circle
5/12/6.
24/6. O.K. 46. VI 11/6
24/6. VI

With Order