M.R.O. 14—10,000—21-4-22

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 811 Press / Mis.

9-13

Dated 24th June 1858.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, from 18th to 24th June 1859.

No. 9. Read the following papers.

From J. D. SIM, Esq., Secretary to the Board of Revenue, to J. D. BOURDILLON, Esq., Secretary to Government, R. D., dated 6th May 1859, No. 1614.

In Con. 19th January 1858, No. 167.

Dated 24th March in Con. 4th April 1859, No. 1464.

With reference to Extract Minutes Consultation, dated 6th January 1858, R. D., No. 9, I am directed by the Board of Revenue to submit the accompanying letter from the Collector of Ganjam, regarding the levy of Tolls at the Chicacole and Aska Bridges in that District.

2. Mr. Forbes considers that tolls may be levied in Ganjam with as much justice as in Malabar, the people being allowed the option of using the bridges or not. There are no ferry rents in Ganjam, and the rivers are dry during several months of the year, but during the freshes, recourse is of necessity had to boats, and for this service payment has to be made. The people, therefore, cannot reasonably object to pay for the greater convenience of bridges.

3. Mr. Forbes proposes the following scale of Tolls, which he states, pretty fairly represents the payments hitherto made for transport by boats and which is certainly light:—

	Rs.	A.	P.
Four-wheeled Carts or Carriages	0	2	0
Two-wheeled do. do.	0	1	0
Bullocks, each	0	0	2
Horses, each	0	0	6
Foot Passengers	0	0	2

4. With regard to the last entry, the Board remark that the Schedule of Act VIII. of 1851 seems to contemplate the levy of tolls from persons "carrying a load for hire" and not from foot passengers generally.

5. The Collector has not given any opinion as to whether the tolls should be rented out or not. The Board prefer the renting system, especially as in the event of any misconduct by the renter the injured parties can promptly obtain redress.

Board's Proceedings 31st October 1856, No. 3605.

6. The propriety of levying a toll on the Chicacole bridge was discussed on a former occasion by the Chief Engineer and the Board, whose proceedings were laid before Government on the 30th October 1857, and their views on the general question are contained in the letter of the 19th March 1858.

7. The Board would now recommend that Mr. Forbes' proposal be sanctioned.

No. 10. *Minute by the Honorable the President.*

There are two modes in which roads and bridges are ordinarily maintained; one by tolls as in England, the other out of the taxes as in France, India, &c.; but I cannot see the justice of first taxing the people to build bridges, and then taxing them again for passing over them.

Tolls on roads were imposed in Upper India shortly before the mutiny, by which they were swept away, and have not, I believe, been restored. They were prominently put forward in some of the Rebel Proclamations as a grievance of recent introduction. The letter from the Government of India inviting our attention to the subject was written in January 1857 before the mutiny.

In England tolls on roads and bridges have become increasingly unpopular, and great efforts are being made to get rid of them.

The existing Anglo-Indian plan of maintaining roads and bridges out of the taxes, is, in my opinion, *the best*, and I would stand by it, and improve our administration of the "*Ponts et Chaussees*" (Department of Works) by all the means in our power. I therefore recommend that the Board of Revenue be informed that we shall not introduce tolls into Ganjam.

28th May 1859. (Signed) C. E. TREVELYAN.

I concur most fully.

(Signed) P. GRANT.

Proceedings of the Madras Government, Revenue Department, from 18th to 24th June 1859.

No. 11. *Minute by the Honorable W. ELLIOT.*

This is a subject of too much importance to be decided on an isolated case. I should have no objection to postpone the consideration of the imposition of Tolls on these two Bridges pending the discussion of the general question.

I am disposed to favor the levy of tolls on ghats and bridges, and even on roads. I think the tax a fair and legitimate one, and one that would be readily acquiesced in by the people, in consideration of the saving of time and trouble and wear and tear of cattle and carts. The toll will fall lightly on the only class who pay taxes, the agriculturalists, and will be chiefly paid by the Commercial community which has hitherto escaped all taxation. As to the grievances put forth in the Sipahi mutineers' petition, I believe them to have been mere pretences and attach no value to them.

29th May 1859. (Signed.) WALTER ELLIOT.

No. 12. *Minute by the Honorable W. A. MOREHEAD, Esq.*

I consider a toll upon a Bridge for its repair, &c., a fair imposition. The original cost of the bridge is defrayed out of the general taxation of the country, and a small toll is assessed upon those who use it.

I would have the toll levied all the year round. People when the river was dry or fordable need not use the bridges unless they saw fit so to do ; but any one that did use them should pay for such accommodation.

30th May 1859. (Signed) W. A. MOREHEAD.

No. 13. ORDER THEREON, 18th June 1859, No. 811.

The Government are not disposed to sanction the levy of tolls at the Chicacole and Aska bridges in the District of Ganjam as recommended in the above proceedings of the Board of Revenue ; but they reserve their opinion on the general question of tolls as a means of providing funds to keep the roads of the country in repair.

(Signed) J. D. BOURDILLON,
Secretary to Government.

IN CON. 4TH APRIL 1859, No. 1464.

From G. S. FORBES, Esq., Collector of GANJAM,
dated Chetterpore, 24th March 1859, No. 58.

1. In reply to the Extract from the Proceedings of the Board, dated the 19th January 1858, No. 243, in which they desire an opinion as to the expediency of establishing tolls on the bridges lately constructed in this District as suggested in para. 21 Extract Minutes Consultation of the 6th idem, No. 9, I have the honor to observe that the Government in the above Minutes Consultation explain the principle on which they propose to levy bridge tolls in Malabar ; the ferries in that District are at work all the year round and the ferry rents are large. In this District there are no ferry rents and the rivers are dry during many months. During the freshes however both bandies and foot passengers are compelled to cross in boats and for this they always pay. It seems to me therefore that if the public are allowed their option as to the way of crossing and avail themselves as far as they choose of the state of the river in the dry weather, the justice of levying a toll for the use of the Chicacole and Aska bridges is no less clear than in the case of Malabar. Probably the greater part of the traffic would at all seasons choose the bridge.

2. It may however be objected that the toll-keeper will have the means of annoyance and exaction. This objection is equally true of the Frontier Custom Houses, or rather it is of far more weight in their case because the means of redress in the event of abuse are close at hand both at Chicacole and Aska where the principal bridges of the District are situated.

3. Under any circumstances the possibility of this disadvantage is not of weight as against the undeniable right of Government to a return on the large outlay spent in constructing these bridges.

4. Perhaps the following scale of tolls would pretty fairly represent the payments hitherto made for boat transport by the traffic :

	Rs.	As.	P.
Four-wheeled carts or carriages...	0	2	0
Two-wheeled do. do.	0	1	0
Bullocks, each	0	0	2
Horses, each...	0	0	6
Foot passengers...	0	0	2

Such a rate of toll could scarcely be felt as burdensome and would produce a considerable return.

5. I will, if the Board desire it, procure returns of present traffic across the Aska and Chicacole bridges, but do not think it necessary to delay this reply for them as the question does not depend on the amount of profit so much as on the principle.

Revenue Department

No. 811.

Proceedings of the Madras Government

Under date the 18th ~~May~~ June 1859.

Read the following letter from the Secretary to the Board of Revenue

(Here enter the letter from the Secretary to the Board of Revenue, dated 24th March 1859, No. 1404, submitting the Report of the Superintending Engineer, Northern Division, on the subject of the Tolls on the Gunjam Roads and Bridges.)

The Board of Revenue will be pleased to explain with reference to their proposal for the levy of Tolls at the Chicacole and Aska Bridges in the Ganjam District, whether it is intended to levy a toll all the year round, or only when the river is full, and for how many weeks in the year

[illegible] to the Board of Revenue [illegible] 24 May 59

Copy of Letter from the Secretary to the Board of Revenue, dated 24th March 1859, No. 1404.

Sir,

I am directed by the Collector of Ganjam to forward to the Secretary to the Board of Revenue a report from the Superintending Engineer, Northern Division, dated 24th March 1859, No. 884/59, and to request that you will be pleased to submit the same to the Board of Revenue for their consideration.

2nd. I am to state that the Collector agrees with the Superintending Engineer in thinking that the Tolls at the Chicacole and Aska Bridges should be levied only during the months when the river is full.

3rd. I am to request that you will be pleased to submit the Report of the Superintending Engineer, Northern Division, dated 24th March 1859, No. 884/59, to the Board of Revenue for their consideration.

Fort St. George, 1st April 1859.

I have &c.

(signed) [illegible]

for Secretary to Government.

Enclosure 1 in No. 1404 of 24th March 1859.

There are two modes in which roads and bridges are ordinarily maintained — one by tolls as in England — the other out of the taxes as in France, India &c. But I cannot see the justice of first taxing the people to build bridges, and then taxing them again for passing over them —

Tolls on roads were imposed in Upper India shortly before the Mutiny, by which they were swept away and have not, I believe, been restored. They were promptly put forward in some of the Rebel Proclamations as a grievance of recent introduction.

In England tolls on roads and bridges have become increasingly unpopular and great efforts are being made to get rid of them —

The existing Anglo-Indian plan of maintaining roads & bridges out of the taxes is in my opinion the best and I could stand by it, and improve on it, if I had only my own powers. I suppose Government will refer the matter to the Board of Revenue (Dept of Works) by all the modes in which they are accustomed to do so. I suppose we shall not introduce Tolls into Ganjam [illegible]

an average the rivers respectively are full, or not easily fordable for Carts. They will also ascertain and report the rates of ferry hire usually paid for the transport by ferry of the Vehicles and Animals included in their list, and the sums paid by Foot passengers on the same account.—

This is a subject of too much importance to be treated on an isolated case. I should have no objection to postpone the consideration of the question of Tolls on Bridges pending the discussion of the general question. I am disposed to favour the levy of tolls on Roads & Bridges & think the tax a very fair & legitimate one that would be readily acquiesced in by the people in consideration of the saving of time & trouble & wear & tear of cattle & carts. The toll will fall very lightly on the only class of tolls pay taxes — the agricultural class & tolls to be chiefly paid by the commercial community on — as hitherto exempt all taxation — As to the grievances put forth in the Lepahi memorial I believe them to have been more fictitious & attack so as to see to them Mattinsbro

I would advise a vote upon a Bridge — for the repair & — a fair inspection — The principal cost of the bridge is dispersed over all of the general taxation of the country — & the Road Vote is applied upon those who use it — I would have the Toll levied at the Gaol — & the people above the river bridges or on Road all the road but not the bridges unless they have set to be — that did any one beat, cross at Morella pay Tuck adown adation — Inhorehead

Rev Dept

No 811-

Proceedings of the Madras Government
Under date the 18th June, 1859

Read the following Papers

From the Secretary to the
Board of Revenue-

Hereunder 6 May/59 No 1616

Minute by the Honble the
President-

(Here enter 28th " —)

Minute by the Honble Mr
W. Elliot

(Here enter

Minute by the Honble Mr
W.t Morehead

(Here enter

The Government
are not disposed to
sanction the levy of tolls
at the Chicacole and
Ashta Bridges in the
District of Ganjam as
recommended in the
above proceedings of the
Board of Revenue; but
they

No 1179.
Minute by the Honorable
W. Morehead. Esqr
Dated 19th May/59.

Revenue/1859 Department
Read Govt 24th June.

No 1157.
Minute by the Honorable
the President
Dated 28th May 1859.

On the levy of Tolls
at the Chicacole and Ashta
Bridges in Ganjam.

No 1152.
Minute by the Hon.ble W.
Elliot Esqre
Dated 29th May/59.

No 10 at 12.

Rev. Dept No 811- 18th June-

Minutes

they reserve their opinion
on the general question
of tolls as a means of
providing funds to keep
the roads of the County
roads in repair.

6 Copies to the Bd of Rev 2d Dist 20th
10 " " Chief Engr
1 " " Coll A Colton
Chief Engr
Coll A Colton

Revenue 1859 Dept.
Pro: of Govt. 24th June.

No 811.

Pro: of the Madras Govt.
D/18th June/59.

From the Dy Chief Engr to
Govt D/12th Augt /59 Pro No
2/25 in Cons.

Levy of tolls at the
Chicacole and Aska
bridges no Gangam
declined -

No 9 at 13.

Cons: 8th Jany/58 No 20@22.
" 20 April " " 89-90.
" 27th Jany/57 " 42@44