

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 971	Press ~~Mis.~~
84.85	
Dated	5. 6. 1863

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
5th June 1863.*

No. 84. Read the following Proceedings of the Board of Revenue, dated 16th May 1863:—
Read Proceedings of the Madras Government, Revenue Department, dated 13th May 1863,
No. 829.

(In Cons. 13th May 1863, No. 2,928.)

The Board see no objection to the revised maximum rates, as it will always be at the discretion of Government to limit the charge in practice to what is thought proper in each case.

(A true Extract.)

(Signed) W. HUDLESTON, *Secretary.*

No. 85. ORDER THEREON, 5th June 1863, No. 971.

1. The Governor in Council considers the Bill an improvement on the existing Law in two respects:—

I. In drawing a distinction between laden and unladen carts and charging the former higher tolls than the latter.

II. In taxing carts without springs according to the number of bullocks drawing them, instead of making no difference on this account.

2. His Excellency does not approve of the abolition of the present distinction between carts with low wheels and narrow tyres and carts with large wheels and broad tyres. The former are very destructive to roads, and it is only just they should be charged higher for the greater injury they cause.

3. The tolls prescribed in the Bill are, for *maximum* rates, too low. It is not the policy of Government to establish numerous toll gates along any line of road, but on the contrary to have as few as possible. It is, therefore, desirable that the maximum limit of the tolls should not be too low. It is evident that a toll of 4 Annas for an ordinary laden cart would be absurd on a road of a hundred miles in length—or even on a hill pass which had cost large sums of public money to form; while on the other hand it might be better and generally would be better to levy twice that amount at a single gate, placed in a good situation with trustworthy supervision at hand to prevent abuses, than to have two or more gates along the line involving greater expense in collection and greater risk of fraud or oppression.

4. The Governor in Council is strongly of opinion that a matter of this kind should be left for local legislation. It is impolitic to frame a table of rates suited for all India, to ignore all local peculiarities, and to withhold from Governments vested with in other respects large administrative powers, the petty power of fixing a turn-pike rate.

5. The Governor in Council observes that the original Act requires amendment in one respect, viz., that according to its *letter* at least, only a single toll can be established on any single line of road. This ought to be remedied and a certain distance (say, ten miles) fixed as the minimum interval between two tolls.

Letter from the Officiating
Secretary to the Govern-
ment of India, dated 3rd
May 1860, No. 2,274.

6. The Governor in Council would also take this opportunity of pressing the withdrawal of the order marginally noted prohibiting tolls on Imperial roads. No reasons exist in this Presidency for any such restriction.

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

*destructive to roads
and it only just they*

I have an order on to them in some
other Dep^y - probably Sth Dep^y yesterday

Note: The Bill merely alters
 the dates of sales from the
 1st of April to the 1st of May.
 The Bill also provides for
 the sale of goods in the
 streets of London and in the
 streets of the other great towns
 of England and Wales.
 The Bill also provides for
 the sale of goods in the
 streets of the other great towns
 of England and Wales.
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 of England and Wales.

which was supposed to be done
what in the ratio of the damage
done to the roads by small wheels
& narrow tyres - Would the gov
wish to keep up this dis-
tinction - and to encourage the
adoption of better vehicles - The
additional expense of a bigger
wheel & broader tyre cannot
be much and I should very
self think the distinction ad-
visable. Yes I would maintain
it.

As to the general prin-
ciple I think the rates for ordinary
vehicles too low. They are maxi-
imum rates and if we were

going to establish tolls regularly
every 10 miles or so - would do
very well - But one policy is
just the reverse - we put the
tolls as far apart as we can
and have as few as possible
of them - By the Bill 4 annas
is the highest rate for an ordi-
nary laden cart - 2 annas on an
empty one - It seems better
we should let the gov. try to
tie their own hands - with
a long stretch of road it would
be better to levy 8 annas at
one place than to have 2 tolls
of 4 annas each - any how
govt might surely be allowed
a

Revenue Department

No.

Proceedings of the Board of Revenue
dated 10th May 1803.

Read Proceedings of the Madras
Government Revenue Department dated
13th May 1803 No 829.

(Ante 13th May 1803 No 2928)

The Board see no objection
to the revised maximum rates. as it
will always be at the discretion of Govt
to consent to limit the charge and practice
to what is thought proper in each case.

(C. & Co. Co. Co.)

Instructions

Secretary.

J. D. J. J. J.

Secretary to Government

Revenue Department.

discretion?

This would be a good
opportunity perhaps of asking
the Govt of India
to withdraw their

order as much
the less of tolls
on Imperial
lines -

For order
S. D. S.

Copy to Govt of India

Commonwealth

Pro 13 May 83 N 150-157

Revenue 1883 Deputy
Pro: of Govt for Maine.
N. 1143-

Proceedings of the
Board of Revenue

Dated 16th
Decr. 16 } May 1883.
Recd 18th

No

S. C. No 971-5 Maine

Stating in the reference
to a Bill to amend Act 8
of 1857 for the levy of tolls on
Public Roads and Bridges,
that the Board see no ob-
jection to the revised maxi-
mum rates.

N. 84-

C 23 May 83 Recd

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22-976
Pro. of the Madras Government of 5th June 1863
of Revenue. Read the following Pro. of the
of Revenue. / Here enter 16 May 1863 /

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His Excellency
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present distinction
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tyres & carts with large
wheels & broad tyres -
The former are very
destructive to roads
and it only just they

MD
JP

should be charged higher
for the greater expenses
they cause - ~~such as~~
~~carriage~~

~~As~~ The tolls pre-
scribed in the Bill
are, ~~the~~ ^{for} maximum
rates, too low. It is
not the policy of the
Government to establish numerous
toll gates along any
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which had steep slopes

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prevent abuses, than
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gates along the line
involving greater ex-
pense in collection
& greater risk of
fraud or oppression.

The principle is strongly
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The first observes that the original act requires ~~an~~ amendment in one respect viz that according to its letter at least, only a single toll can be exacted on any single line of road - This ought to be remedied and a ^{certain} ~~minimum~~ distance - (say, ten miles) fixed as the minimum interval between two tolls.

The firm would also take this opportunity of pressing the will of Council of the order marginally into the prohibitory tolls on Imperial roads. - No reasons ex-

it is the price
demanded for any
kind of stricture

MS

o Choro Talle Lulle Cephlu Cephu Cephu
21 ~ Mr. Cephu
Mr. Cephu

Mr. Bigelow

347-111

Revenue 1863 Right
of Govt for June

1891

Ho: of the Madras Govt
of 5th June 1863.

1-2-70

Recording above:
actions on the Bill to
amend Act VIII of 1857
for enabling Govt to
keep tolls on public
roads and bridges.

1884 & 85.