

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	1326	Press His
384-386.		
Dated	26.8.1870	102 .

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
26th August 1870.*

Read the following :—

No. 384. Proceedings of the Board of Revenue, dated 18th August 1869,
No. 6,172.

Read the following letter from the Acting Collector of Coimbatore, to the Acting
Secretary to the Board of Revenue, dated 7th July 1869, No. 134.

WITH reference to the Board's Proceedings of the 17th June 1869, I have the
honour to report on the proposal of Colonel Walker to levy tolls on certain roads
in this district.

2. Owing to the increased demands on the Road Cess, entailed by the trans-
fer from Imperial to Local Funds of roads formerly receiving an annual mainte-
nance of Rupees 33,787, some further provision must be made, if, while extending
our system of district roads, those at present existing are to be kept in repair.
During the present year Rupees 50,680, out of a total expenditure of Rupees 76,180,
are allotted for repairs.

3. As the present classification of roads will not, I presume, be altered,
and as the ryots now pay the full amount
of Road Cess authorized by law, I con-
cur in Colonel Walker's proposals. Im-
perial Funds have been set free by the
transfer to Local Funds of the roads
noted in the margin, and I do not con-
sider therefore that there would be any
objection to deriving a local revenue from
a toll on Imperial roads. I doubt if any
Imperial Funds would be set free for the
execution of new works by the establish-
ment of tolls, for the collections from
such sources have to be credited to Local
Funds.

Road from Oodoomulpettah to Caroor by	Rs.	
China Dharapoorum	5,910	
Do. from the foot of the Coonoor		
Ghaut to the Coimbatore Railway		
Station	3,740	
Do. from do. to the Caroor Railway		
Station	9,405	
Do. from Coimbatore by Pulladam to		
Konghiem	4,158	
Do. from Avenashy Railway Station		
to Oodoomulpettah, via Pariapatty...	3,960	
Do. from Oodoomulpettah to Dhara-		
porum and Konghiem	1,584	
	28,787	
Special repairs to roads	5,000	
	33,787	

4. In this country tolls are, I think, an unobjectionable method of taxation.
A large number of bandy-owners do not, I imagine, pay Road Cess, and conse-
quently they contribute nothing to the support of the roads.

5. Colonel Walker proposes to toll—

1. The Hassanoor Ghaut road.

This would tax the Mysore traffic, and would be little felt by the inhabitants
of this district.

2. The bridge over the Amravutty near Oodoomulpettah on the road
from Pulney via Oodoomulpettah, Pollachy, and Collungode frontier to Palghaut.

3. The bridge over the Bhowany at Bhowany.

In addition to these tolls I would propose the establishment of a toll at the
Noyel bridge on the road (local) from Avenashy station on the south-west line via
Konghiem and Dharapoorum to Pulney and Dindigul. There is a considerable

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traffic on this road, and the toll would also tax the traffic on the road from Oodoomulpettah to the Avenashy station *via* Pariaputty and Pulladum.

6. Regarding the proposal to establish a toll on the Bhowany bridge at Bhowany, I beg to refer the Board to Government Order of the 10th May 1867, No. 1,106, Revenue Department. They will perceive that the toll was formerly proposed, but its establishment ultimately abandoned on the ground of its proximity to the toll on the Cauvery bridge. This objection would only apply in the case of through traffic, which is not considerable, and could be remedied by a system of clearance tickets as in England. The chief traffic passes from Erode to Bhowany, and is at present untaxed.

In a letter to Government, dated the 6th June 1868, No. 63, the Superintending Engineer of the 7th Division proposed that the Hassanoor Ghaut, the Amravutty bridge, and the Bhowany bridge in the Coimbatore District should be tolled, in order that the Imperial maintenance allotments for the roads might be set free. In a subsequent letter he added the bridge over the Noyel river, south of the Tirpoor Railway station, and north of the junction of the approaches to it, from Pulladum, Konghiem, and Dharapoorum to the list.

2. In the letter recorded in the Proceedings of Government in the Public Works Department, 15th May 1869, No. 1,610, the Superintending Engineer pressed for a decision on the subject of tolling ghauts and bridges "specially with reference to the Coimbatore District, in which roads formerly drawing upwards of Rupees 31,000 of maintenance allowance from Imperial Funds have been thrown on the district list."

3. In the first two letters the Superintending Engineer contemplates an addition to Imperial Funds from tolls; but this is inconsistent with the orders of the Government of India who have directed that the proceeds of tolls, even on Imperial roads, shall be credited to Local Funds. In his last letter the Superintending Engineer evidently intends that this course should be followed.

4. The Collector approves of levying tolls, and selects the same situations for them as the Superintending Engineer. He points out that out of the total expenditure from the Road Fund this year, (namely, Rupees 76,180,) Rupees 50,680 are allotted for the maintenance of roads.

5. The Board are not prepared to advocate tolls except in cases where they can be applied to the cost and maintenance of the work on which the toll is levied. They consider the collection of tolls on behalf of the General Road Fund of the district to be objectionable in principle, because the payment of tolls and the attendant restraints of the system would fall in the first instance on the class from which the Road Fund is drawn, and which in paying the cess must be held to have discharged all its obligations in regard to the maintenance as well as the construction of roads.

6. The Board consider therefore that the augmentation of the sums available for new roads must be looked for from other sources.

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7. It is possible that more than is necessary is being spent on maintenance allowances, and it must be remembered that local roads cannot be kept up to the same standard as Imperial roads.

8. The Collector will prepare a list of all local roads showing their length and the rate of maintenance allowance per mile. In forwarding it to the Board he will state whether, in his opinion, any of those rates can be reduced.

9. These Proceedings will be submitted to Government with reference to Government Order, 1st June 1869, No. 1,539. A report from the Collector of Malabar with regard to the same Order has been called for, but has not yet been received.

No. 385. Proceedings of the Board of Revenue, dated 27th May 1870, No. 3,640. Read the following letter from the Officiating Collector of South Canara, to the Acting Secretary to the Board of Revenue, dated Mangalore, 8th April 1870, No. 456.

I HAVE the honour to submit the report called for in Board's Proceedings, dated 8th March 1870, No. 1,616.

1. Manzerabad.
2. Kodikal.
3. Agumbi.

Colonel Walker proposes to toll the marginally noted ghaut roads in this district, so as to obtain funds for

increasing their present maintenance allowance which he states is insufficient.

2. Considering the large outlay to which Government have been put in improving the Imperial communications of the district, and in affording easy transit to the coast of the produce of foreign territory, I consider the imposition of tolls to be perfectly justifiable, and therefore beg to support Colonel Walker's proposal. Care will have to be taken, however, that the tax falls on the bandies using the ghauts, and that the local wheeled traffic (yet in its infancy) is, as far as possible, exempted. For this purpose, the toll-gates should be constructed near the frontier. I do not think that tolls, if established so as to tax local traffic, would operate to check its increase, for Malabar is an instance of the way in which such traffic extends when roads are opened even though heavily tolled (at bridges). I consider, however, that it would be more expedient to let the local traffic go free for the present, and until our local roads are thoroughly finished, when the question of tolling any exceptionally costly work on them might receive further consideration.

3. I beg to observe that the proceeds of the contemplated tolls will have to be credited to Local Funds, and will not, without a special order, be available for expenditure on the ghaut roads, though they can, and will be, usefully employed

* Proceeds of present toll at Sullia on the principal ghaut in the district...	rs. 1,100
Estimated receipts on Manzerabad ghaut, at same rate	1,100
On Charmadi ghaut, at quarter rate ...	275
On Agumbi, at one-third rate	366
Total Tolls ...	2,841

in improving the feeders to the Imperial lines. The amount which will probably be collected will be comparatively inconsiderable, and, even if available, would not suffice for doubling the maintenance allowance on one of the Imperial lines mentioned by Colonel Walker.

9

*Proceedings of the Madras Government, Revenue Department,
26th August 1870.*

SUBMITTED to Government, with reference to Government Order, dated 1st June 1869, No. 1,539, and 20th September 1869, No. 2,611.

2. The Board consider the proposal to place toll-gates on the three ghaut-roads named by the Collector unobjectionable. The net proceeds will of course be given as a grant-in-aid from Local Funds for the maintenance of the roads.

No. 386. ORDER THEREON, 26th August 1870, No. 1,326.

Local Funds, No. 14.

Account.

Hassanoor Ghaut, Amravatty Bridge, Bhowany Bridge, Manzerabad Ghaut, Kodikal Ghaut, Agumbi Ghaut,	} In Coimbatore. In South Canara.
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THE Right Honourable the Governor in Council sees no objection to the tolling of ghauts and bridges on Imperial roads, and accordingly authorizes the Board of Revenue to take measures for establishing them at the places noted in the margin.

2. The toll-gates must, however, be so placed as to be within reach of supervision by some responsible official. Their cost, as well as any incidental expenditure connected with their erection, will be met from the Local Funds of the districts, to which also the toll collections will be credited.

3. At the end of each year the net collections will be transferred to Imperial Funds as a grant-in-aid for the repair and improvement of the road on which the toll is situated.

(True Extract.)

(Signed) H. E. STOKES,

Under-Secretary to Government.

To the Board of Revenue.
„ the Public Works Department.
„ the Accountant-General.

Esd. F. R. Bantleman.

"more than maintain them -
 "shuls, and contribute
 "for improvement on all
 "lines connected with them" -
 no definite orders were
 passed on these proposi-
 tions - the letter was sim-
 ply forwarded to the Govt
 of India with other pa-
 pers.

In a subsequent
 letter the Supg Engineer
 requested that a decision
 may be passed on the
 subject "specially with
 reference to the Coimbatore
 district, in which roads
 formerly drawing upwards
 of Rs 34,000 of mainte-
 nance allowances from
 Imperial funds have
 been thrown on the district
 list" - and the Board of
 Revenue were requested
 to submit their views on
 the suggestions.

Sanction has already
 been granted for levying
 tolls on the Kerala,
 Sambracherry, and Kar-
 kur Chants in Malabar,
 and Acts VIII of 1857 and
 XII of 1864 were extended
 to Wynad. The schedule
 of rates proposed by the
 collector was approved,
 the toll on foot passengers
 being struck out.

P.W. order, 12th Jan'y
 1869, No 83 -

Letter, dated 13th April
 1869, No 6 - para 4 -

P.W. order, dated 15th
 May 1869, No 1610 -

Rev. order, dated 1st
 June 1870, No 1539 -

P.O. dated 4th June
 1869, No 1577 -

Letter, dated 15th Decr
 1869 No 154, P.W. order
 of 21st Jan'y 1870, No 248 -

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 tolls on the Kerala,
 Sambracherry, and Kar-
 kur Chants in Malabar,
 and Acts VIII of 1857 and
 XII of 1864 were extended
 to Wynad. The schedule
 of rates proposed by the
 collector was approved,
 the toll on foot passengers
 being struck out.

The suggestions
 relating to the two districts
 Coimbatore & Canara, &c.
 main toll considered.

The Supg Engineer again
 requested attention to the
 subject, and remarked
 that the present allow-
 ance of Rs 110 per mile
 for the roads below the
 Munsarabad, Kodakul
 & Sampajee Chant should
 be doubled from the pro-
 ceeds of tolls on them.

The Ag. Collector
 of

of Coimbatore points out that the demands on the Road cess are increasing & that during the year 1869-70 Rs 50,680 out of a total expenditure of Rs 76,180 were allotted for repairs. - At the present classification of the roads will not be altered and the ryots already pay the full amount of the cess authorized by law he concurs in Colonel Walker's proposals. He remarks also that Imperial funds having been set free by the transfer of

of several roads to Local Funds he does not consider that there would be any objection to deriving a local revenue from a toll on Imperial roads, and in his opinion tolls in this country are ^{an} unobjectionable methods of taxation. A large number of land owners, he imagines, do not pay road cess, and consequently they contribute nothing to the support of the roads.

In addition to the roads suggested by the Superintending Engineer for the imposition of tolls, Mr. Webster proposes the

- 1 The Hassanoor Ghaut road.
- 2 The bridge on the Amravathy near Oodormulputtak on the road from Pulny via Oodormulputtak to Pollochy and Chollenged frontier to Palghat.
- 3 The Bridge over the Bhawany at Bhawany.

for these tolls

to be paid

to be paid on the road (local) from Avenashy Station on the south-west line via Honghiem and Tharapooram to Pulny and Dindigul. He adds that there is considerable

of Coimbatore points out that the demands on the Road cess are increasing & that during the years 1869-70 ~~Rs~~ 50,680 out of a total expenditure of Rs 76,180 were allocated for repairs. - As the present classification of the roads will not be altered and the ryots already pay the full amount of the cess authorised by law he concurs in Colonel Walker's proposals - He remarks also that Imperial funds having been set free by the transfer of

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In addition to the roads suggested by the Superintending Engineer for the imposition of tolls, Mr Webster proposes the ~~to~~ ^{to} ~~be~~ ^{be} ~~on~~ ^{on} ~~the~~ ^{the} ~~road~~ ^{road} (local) from Avenashy Station on the south-west line via Honghiem and Tharapooram to Palny and Dindigul. He adds that there is considerable

- 1 The Hassanoor Ghaut road.
- 2 The bridge on the Amravati near Oodormulpettah on the road from Palny via Oodormulpettah Pollochy and Kollengy frontier to Palghat.
- 3 The Bridge over the Bhowany at Bhowany.

you have the
N
to the Bridge

considerable traffic on this road,
and that the toll would also
tax the traffic on the road from
Oidomulpettah to the Avenashy
Station - via Paripully and
Palladium.

Of. Regarding the proposal
to establish a toll on the Bhowany
bridge at Bhowany, the Acting
Collector draws attention to the
order of Government dated 18th
May 1864 N^o 1106 under which the
establishment of the toll on this
bridge was abandoned on the grounds
of its proximity to the toll on
the Leaverry bridge. He adds
however that this objection would
only apply in the case of
through traffic, which is not
considerable, and could be

remedied

remedied by a system of clearance
tickets as in England, and that
the chief traffic passes from Erode
to Bhowany which is at present
untaxed. —

8. The Board are not in
favour of levying the tolls. The
paras of their Proceedings in which
their views are expressed are quoted
below.

"In the first two letters the
"Superintending Engineer contemplates
"an addition to Imperial Funds
"from tolls, but this is
"consistent with the orders of
"the Gov^t of India who have direct-
"ed that the proceeds of tolls even
"on Imperial roads shall be credit-
"ed to Local Funds. In his last
"letter the Supt^d Engineer

evidently

"evidently intends that this course
"should be followed."

"The Board are not prepared
"to advocate tolls except in cases
"where they can be applied to the
"cost and maintenance of the work
"on which the toll is levied. They
"consider the collection of tolls on
"behalf of the General Road Fund
"of the district to be objectionable
"in principle, because the pay-
"ment of tolls and the attendant
"restraints of the system would
"fall in the first instance on the
"class from which the Road
"Fund is drawn, and which in
"paying the cess must be held
"to have discharged all its obli-
"gations in regard to the main-
"tenance as well as the construc-
"tion of roads."

"The Board consider, therefore,
"that the augmentation of the sums
"available

"available for new roads must
"be looked for from other sources."

"It is possible that more
"than is necessary is being spent
"on maintenance allowances, and
"it must be remembered that
"local roads cannot be kept up
"to the same standard as Imperial
"roads."

9. In regard to the South
Banara District the Board do
not state the same objections, on
the contrary they support the
Sup^r Engineer and Ag^t Collector
(Mr. A. M. Webster) proposals
to ^{toll the} ghaut roads noted in the
margin.

- 1 Manzerabad
- 2 Katikal
- 3 Agumbi

10. The Ag^t collector considers
the imposition of tolls perfectly
justifiable and adds that "care
will be taken, however, that the tax
falls on the bandies using the
ghauts, and that the local
wheeled

wheeled traffic (yet in its infancy), is as far as possible, exempted" and that "for this purpose the toll gates should be constructed near the frontier." The amount which will probably be collected will, he states, be comparatively inconsiderable, and even if available, under a special order for expenditure on ghaut roads would not suffice for doubling the maintenance allowance on one of the Imperial lines mentioned by Colonel Walker. He estimates the proceeds of the tolls at Rupees 2841.

The Board in expressing their approval of the proposal to place toll gates in the three ghaut roads named, remark that "the net proceeds will of course be given as a grant-in-aid from Local Funds for the

the maintenance of the roads." Orders are requested.

11/11/03

11/11/03

And will this question whether he was not the Local Funds with him proposed? R.P.

I don't think that the question of tolling Roads & bridges constructed from Imperial funds is necessary excepted either with the new Bill or the levy of cess for local roads. I would acknowledge the principle of tolling Imperial works generally & apply it moderately. The sanction might be given on Council
Signed R. D. S. M

I do not think that a system of tolls is compatible with the levy of a road cess. But in particular cases such as Ex. Ben. & Phants - Bir Sen & the like, I see no objection to tolls. No fixed means are available to prevent extortion by the keepers
L. D. S.

I much in
 Interest - before
 than a child
 (18)

C. ...

Comptrol

American
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1. *Chrysomelids* - *Chrysomelids*
 2. *Chrysomelids* - *Chrysomelids*
 3. *Chrysomelids* - *Chrysomelids*

C. 13 July 90 H. 14.000

No. 1326

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L.D.V.

Harmon plank }
 Harcourt Bridge } is Combustible
 Harmony Bridge }

Monocotyled plants } in 1 flower
 Dicotyled plants }
 Gymn. plants }

11

The Rt Hon^{ble} the
Gov^r in Council seen
no objection to the
telling of Imperial
Roads of Grants &
Bridges and sundry
authorities the Board
of Revenue to establish
them at the places
noted in the margin.

The Toll gate must

however, be so placed
as to be within reach
of supervision by some
responsible official.
Their cost, as well as
any incidental expenditure
connected with their
erection, will be met
from the local funds
of the District, to which also
the toll collections will
be credited.

At the end of each
year the net collections
will be transferred to

to be used for
the repair and
improvement of the
road in which the toll
is situated

C. B. [illegible]

Impairal funds as a grant
in aid for the repair
and improvement of the
road in which the toll
is situated

[Signature]

14 Tolls, 13¢ (Per Dept. 21¢)
21 " " (Per Dept. 40)
6 " " (Per Dept. 10)

65
24