

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	2017	Press
		~~Mia~~
266-47		
Dated	13-12-	1870

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
13th December 1870.*

No. 266. Read the following Proceedings of the Board of Revenue, dated 6th December 1870 :—

In their Order of the 12th November 1870, No. 1,763, Government stated that the possibility of completing the Palar bridge on the trunk road south of Chingleput would be considered when preparing the Public Works Budget for 1871-72, but that, if this could not be done, a strip of causeway might be laid down in the bed of the river on each side of the unfinished piers.

2. The Board have since ascertained that funds cannot be provided in the outgoing Budget, and it has been suggested to them that the sum required to finish the bridge might be borrowed in the security of tolls to be levied after the bridge is completed.

3. To show whether this is feasible or not two points have to be considered, first, the sufficiency of the security, and, secondly, the source from which the loan should be obtained.

4. With regard to the security there can be no doubt. It is estimated that the number of carts crossing the Palar daily before the causeway was interrupted was 800, and that even now it is not less than 600. It is said to cost a Rupee in the hire of coolies and bullocks to get a cart across. Supposing that 500 carts cross the bridge, 300 of which are full, and 200 empty, and that a toll of 3 Annas is levied in the former and $1\frac{1}{2}$ Annas in the latter, the annual receipts will be $(300 \times 3 + 200 \times 1\frac{1}{2}) \times 365 = \text{Rupees } 27,375$. The amount required to complete the bridge is, the Board believe, estimated at Rupees 50,000. The annual expenditure will therefore be—

	RS.
Interest on Rupees 50,000, say at 6 per cent...	3,000
Toll Establishments ...	1,500
Repairs ...	500
Total...	5,000

The annual profits will, therefore, be Rupees 22,375, and the loan will be paid off in between two and three years. Considering that a toll might also be charged on cattle and foot-passengers crossing the bridge, there can be no doubt but what this estimate is very moderate. The expense of crossing the river will be much less when tolls are levied than it is now, and no one will have a right to complain of a novel interruption to traffic.

5. Next with regard to the source from which money should be obtained.

6. It might be possible to borrow the money from the Imperial Government, but the Board are of opinion that it will be better to lend it to Chingleput from the Road Fund of other districts, where it is now lying idle, and must remain unutilized for a few years at least, because estimates cannot be prepared or sufficient labour and superintendence obtained.

7. This is the case in many districts. The amount unappropriated in the outgoing Budget is Rupees 1,28,380.

8. The law requires that "the proceeds of the District Road Cess shall be exclusively applied to the repair, maintenance, and construction of roads, and communications in the district or part of the district in which the cess is levied,"

*Proceedings of the Madras Government, Revenue Department,
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but this provision will not be infringed if money is lent for the Palar bridge, because interest will be paid on it, and it will be returned in full as soon as it can be utilized for its proper purposes.

9. It might lead to an evasion of the law if it became a usage for one district, in want of Road Funds, to borrow them from another district, inasmuch as the transfer and the refund (or remission if it was thought necessary to grant a remission) might be done too easily by a simple manipulation of accounts; but cases like this, where it is absolutely *certain that the money will be returned in full in at most three years* must be very rare.

10. If the law permits it, there can be no doubt but what it will be for the interests of districts like the Kistna, where the amount required is unappropriated in the Budget of 1871-72, and will be idle during that year, and probably longer, to secure interest on their money.

No. 267. ORDER THEREON, 13th December 1870, No. 2,017.

Miscellaneous.

THE Government regret their inability to provide means for completing the Palar bridge in the Budget for

the coming year, but they are unable to sanction the Board's proposal that the sum required be borrowed from the Local Road Funds of other districts.

2. The Board can bring forward the question of completing the bridge by means of Loan Funds after the Bill now before the Legislative Council of the Governor-General for raising loans for Municipal and other local objects shall have been passed.

(True Extract.)

Secretary to Government.

To the Board of Revenue,
the Public Works Department.

Edw F. R. Dainton.

For Orders.

No. 3790

No. 100 of the
J. 6 December
1870

It has not been
found possible to
secure funds for
completing this much
needed bridge in the
S.W. bridge from
Arizona. and the
delay in the work is
greatly the disservice
to the account of
the public in construction
and cost. and of
the position of the
incomplete work
and the materials
already collected - by
informing. today.

Suggesting means for
completing the below
bridge by a loan from
local funds on the
security of the tolls.

The suggestion originated
with Mr. Dr. J. H. Smith
certain contractors had
proposed to do the work
on this plan.

The completion of the
bridge is a matter
of long past importance
but as I read the
Law the arrangement
was to be made by
the Board is illegal.
I think it also in
danger to the

The Board propose to
borrow sufficient local
funds from the District
where there are large
balances of cash
to immediately utilize
and to pay them interest
for the loan - replacing

Bill of 1870: Madrid.

REVENUE.

THE BOARD OF REVENUE.

Passed December 18th.

G. O. 1344 December 1870, No. 2017.

DECEMBER.
Nos 266-267.

Order Bridge. - Proceedings Board of
Revenue submitting suggestions for its comple-
tion, with orders thereon.

at 1000 ft.

to advance by instalments.

The sum required may be assumed at £. 50000 - and the Revenue derivable from a toll of 3 Annas per laden cart and $\frac{1}{2}$ - empty do is estimated at Rs. 27375 if only 500 carts daily cross the bridge. While the maintained traffic over the causeway was 800 carts daily - about 800 carts cross the bed of the river daily at a cost of 10 Annas per cart.

The estimate of returns from the toll is independent of returns from Cattle-foot passengers &c.

Mr. Orr informs me that an existing traffic of 500 carts daily was admitted by him? on foot. When comparing with him on the suggestion of completing the work by contract. but even supposing that this standard is not reached or maintained it seems perfectly practicable to raise the toll to 4 Annas & 2 Annas for laden & empty carts

It is difficult to say when we shall reach if we have begun. There are many substantial Irrigation works. Harbour improvements & the like offering a likelihood as to be increased. In this case there are risks which the Board must be aware of. The Board may cost much more than the estimate - being less the more as soon as built - may - indeed will lose much of it to a time when the land opens to us.

If however you think the measure expedient, it ought to be referred to the Board for the approval of the Government.

respectively without any risk of checking the use of the bridge. and the other traffic affords a very reliable margin of income.

The possible legal objection to the proposal of the Bd. is, does it appear to you that any force whatever is so long as the loan is "bona fide" made from a surplus of Rs. cannot be laid out in the S. E. B. it belongs - and that such surplus fund. Risk then can I think be no question. I do not suppose that any one could object to an investment on good security at good interest of such surplus while not required - and here I think the security is perfectly good. and the interest proposed. 6%

per annum. is fair & sufficient. As regards funds, I find that the Bd. estimate of Rs. 50000 for loan funds

in hand at the close of the current year aggregating Rs. 6,31,360. and this estimate of funds & expenditure for 1871-72. results in an estimated surplus of Rs. 1,28,380. after providing for an un-assigned reserve of Rs. 2,42,750.

The balance at the beginning of close of 7/72 for the District is shown in the margin

	April 71	April 72
Kistna	158,400	55,960
Bellary	94,200	12,570
Kurnool	68,000	5,500
K. Arcot	17,000	230
Salem	37,600	32,770

I am disposed to think that the actual balance at the close of 7/72 will be much larger than the Rs. 9,21,200 estimated

I find that in the "New Works" part of the Budget. the estimated expenditure in 6/72 was Rs. 14,92,120 and the actual incurred was 11,78,995. and I presume that in this year from the partial suspension of the works, more than usual was done on local fund works.

The similar estimates in "New Works" are for 1870/71 Rs. 12,15,530 and 1871/72. 13,71,430

The originally estimated balance in hand in April 71. was Rs. 1,06,600 this was estimated to be Rs. 6,31,360 as stated above.

The discrepancy in 7/72 will

probably appropriate to this. and I am in no manner I doubt that larger amounts than the Rs. 200,000 estimated like the idler and might be brought to the District. The balances employed at interest in the manner proposed.

Sol. Br. estimates that the bridge might be completed in a year time if all the funds required can be provided

The Rs. 200,000 estimate of income from bonds alone will allow of Rs. 20,000 being repaid yearly when the bridge is opened - after providing for working expenses. Repairs. & interest on the loan at 6% and allowing a reserve of more than Rs. 20,000.

but the interest charge will diminish yearly. The other traffic will make a considerable addition to the income and a higher rate of toll might be levied without checking the cart traffic.

There seems no reason to doubt that Rs. 25,000 might be repaid yearly without difficulty. & thus the loan be fully paid off in 3 years from the present time.

Kistna District alone could provide the funds without difficulty. S. Det. Secy. K. H.

$$\begin{array}{l} \text{Lending} \\ \text{Cash} \end{array} \begin{array}{l} \text{at} \\ \text{Rs. 300} \end{array} \begin{array}{l} \text{Daily} \\ \text{Cash} \end{array} \begin{array}{l} \text{at} \\ \text{Rs. 200} \end{array} \times 365 = \text{Rs. 56,500} \text{ yearly.} \\ \hline = \text{Rs. 100 - per annum.} \end{array}$$

70 R. H.

I do not think that as much from
any thing of a reference to the Advocate
of the matter. His reply, I
have no doubt, would be that the proposed
law was not sanctioned by the provisions
of the District Board (as Act or in
other words that it would not be strictly
legal, and I think that in the present
state of the question of local taxation in
this country it would be unwise to take
any steps to legislate with reference to
our local funds, the legality of which
might be questioned. The ~~are~~ general
principle does it appear to me important
that even if the measure were legal,
we should not have the prospect of borrowing
from the local funds of one District
for the benefit of another. The truth is
that there ought not to be in any District
any large unexpended balance of local
funds for the taxation ought to be adjusted
with reference to the requirements & put on the
same basis as much if it is true that
the rate of interest upon money there can
be paid of capital to be returned, this is
a point which with care & care will
be attended to if the new Bill now before
the Council becomes law. As regards the

present proposal I would suggest
it and request the Board to
bring forward the question of creating
a body, on the basis of means
of ~~local~~ funds after the Bill
now before the former Committee (Committee)
for raising loans for loan capital
& the local spirit shall have
been passed. At present the Southern
Board is treated as ^{an} unimportant communi-
-cation, but I ~~think~~ we should treat
it all ordinary words will be made
at least at no very distant date
and that our important funds
as much as we can for common raising
will be given in the form of funds
in aid. This, I am aware, is the
view of the same thing the former
a it is in which I certainly
am.

9th Dec/70
A. A.
Sincerely yours with M. Arthur Smith.
A. A.

For Eastern

Completion of
the Palar bridge

Special Civil

Shri. H. S. S. S.
29 Dec 1912

Rev. Depy

77-2017.

Proceedings of the Madras Government
Under date the 13th Decemr. 1910

Read the following
Pro. of the B. of Revenue

Subm. suggestions for
completion of the Palar
Bridge on trunk road
south of Chingapat -

M. 6th December 1910.

The Govt regret
their inability to provide
means for completing
the Palar bridge in the
budget for the ^{coming} current
year, but they are unable
to sanction the Board's
proposal that the
sum required be borrowed
from

from the Local Road
funds of other districts.

2. The Board can
bring forward the
question of completing
the bridge by means of
Loan funds after the
Bill now before the
Legislative Council of
the Governor Genl for
raising loans for Muni-
cipal & other local
objects shall have
been passed.

L.R.

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21 — 100 Dec 11. 11.