

3117/26.7.1871
1871

*Proceedings of the Madras Government, Revenue Department,
21st August 1871.*

No. 212. Read the following Proceedings of the Board of Revenue, dated 26th July 1871, No. 3,117:—

Read the following letter from the Collector of the Godavery District, to the Acting Secretary to the Board of Revenue, dated Cocanada, 23rd June 1871, No. 215.

I HAVE the honour to forward copies of correspondence that has passed between the Acting Superintending Engineer, 1st Division, and myself on the subject of the levy of tolls.

2. I beg to state that I agree with the Superintending Engineer that their levy in this district is not advisable, because none of the roads in it have been constructed under such difficulties, or at such unusual expense, as to make their levy necessary for their maintenance and repair, so long as the present cess on landed property is levied for the same purpose.

3. If, however, Government still insist that tolls must be levied in this district, I would propose, bearing in mind the remarks of Government on the subject in their Proceedings No. 619, dated 9th May 1871, paragraph 22, that at first they be levied in four places only.

1st.—At bridge over Yeleroo on road between Bendapudy and Samulcotta, leading to Cocanada.

2nd.—On road between Juggumpetta and Peddapur at a bridge over a

3rd.—On the road along the canal bank between Vezeshwaram and Narsapur about the vicinity of Palcole at some spot where it cannot be evaded.

4th.—At bridge over Coringa canal near Ramchendrapur.

ENCLOSURE No. 1.

From the Collector of the Godavery District, to the Acting Superintending Engineer, 1st Division, dated Cocanada, 27th May 1871, No. 90.

REFERRING to paragraph 22 of the Government Proceedings dated 9th instant, No. 619, of which a spare copy is sent for perusal and return, I have the honour to request that you will favour me with your opinion as to the bridges and roads contemplated by Government where tolls may be levied with propriety. The bridge over the Tuni river would be a proper place; but it seems that that work belongs to the Vizagapatam District. I am aware that in your letter dated 2nd December 1870, you have named the Double Locks at Bhimavaram which I shall propose to the Board of Revenue for one toll-gate; but it appears desirable to add a few more such places. Some suitable place on the road from Bendapudy to Samulcotta where the tax cannot be evaded, such as a bridge over some important stream, may perhaps suggest itself to you, and I shall be glad to have your views.

2. I would also suggest a toll at the bridge over the Yeleroo (when erected as it should be) on the road between Juggumpetta and Dharmavaram.

3. I shall feel obliged by an early reply.

ENCLOSURE No. 2.

From the Acting Superintending Engineer, 1st Division, to the Collector of the Godavery District, dated Dowlaiswaram, 5th June 1871, No. 714.

IN returning herewith the copy of Proceedings of the Board of Revenue on the subject of the introduction of the Madras Local Funds Act in several districts, which was submitted with

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your letter No. 90, dated 27th May 1871, for my perusal, I have the honour to state that I do not consider it advisable to have a toll-gate on the road from Benlapaly to Samulcotta, as the toll on this line of road would be collected at Bhimavaram.

2. With regard to your request to have my views on the subject of levying tolls, I have to inform you that I am decidedly of opinion that no tolls should be attempted to be collected at present, as it will certainly arrest the progress of the district, and our Local Funds for roads are already more than we can spend with our present establishment.

3. The Government have expressed their opinion in paragraph 22 of Order No. 613, dated 9th ultimo, that the levying of tolls on roads, etc., requires much further consideration before the measure can be generally adopted, and as it appears to me this proceeding in this country would be very inexpedient, is not necessary, and is likely to interfere with, and very probably to diminish, the revenue which the State should obtain from the land and other sources of income, I beg to add some of the considerations which have occurred to me in this matter.

4. The general principle and purpose for which tolls are levied on roads, bridges, etc., are to repay the original outlay with interest incurred in their construction, but "when this has been done, the roads or bridges should be thrown open free of toll, that they may be used also by those to whom unless open gratuitously, they would be valueless, provision having been made for repairs either from the funds of the State, or by a rate levied on the localities which reap the principal benefit."

5. Now in this country there is no intention or need to repay the original outlay or the interest, so that for these purposes, tolls are unnecessary; the only future expenditure to be provided for is maintenance and repairs, and if a nine-pie cess supplies us in this district with funds more than sufficient to construct the works with, a very much less rate of assessment will suffice to keep them in repair when they have been completed, and if land can now afford to pay tolls, it has been completed and its value enhanced by all the reductions which these certainly affect in obtaining the necessities of life, and industry, or in disposing of surplus produce.

6. Supposing we construct 500 miles of roads with bridges, etc., in this district, I calculate these should be maintained in good order at Rs. 150 per mile, and the annual outlay required for this purpose would be 75,000 Rs.; now a nine-pie cess yields an annual income of above two lacs of Rupees, so that a three-pie rate would be sufficient to provide for maintenance and repairs; but looking to the certain increase there will be in cultivation, a two-pie rate will probably more than suffice. As the land-owners will not only benefit very largely in being able to dispose of their surplus produce to the best advantage at all times, but also in obtaining the means of improving the cultivation of their lands by the reduced rates of transport whilst all necessities of life, such as salt, etc., can be conveyed to them at far less rates than can be done at present, and as they will also be enabled to employ their cattle in conveying produce or goods at profitable rates during the time these are now idle on their hands, I think it is not too much to expect that the land should provide the means for keeping up the works which benefit it so largely.

7. Passengers or people conveying produce along the lines of roads require to be supplied with food and other necessities of life, and will purchase these as they proceed; but if they have to pay tolls here, there, and everywhere, all about the country, the probability is, they will reduce their expenses to the barest necessities, just to recover what is always considered by all people a very vexatious and unreasonable impost.

8. I take it, that by means of good roads the cost of transport can certainly be reduced 150 per cent. for all goods conveyed on them, provided they are kept open throughout the year; such a reduction in the price of Salt carried into the interior would far more than compensate the land-owners for the small outlay required to keep up the roads; and if the consumption of this one article were increased 2 or 3 lbs. per head of population, the State would obtain an increase of revenue which would make it wholly inexpedient to resort to such a measure as that of levying of tolls for financial purposes, at the same time that the establishment charges need not be increased in any manner.

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9. It appears then to me that the levying of tolls on roads, bridges, etc., will probably diminish the consumption of articles from which the State now obtains a revenue; will increase the cost of cultivating land, and so throw it out; will prevent the use of means for increasing production from land; will also be a most vexatious and expensive measure to adopt, to raise the means either for revenue purposes or for the maintenance of the works; and as it is unnecessary to provide for repaying the original cost of these or any interest thereon, it is a matter of regret, more than anything else, that the measure has been proposed at all.

SUBMITTED for the orders of Government.

2. The Collector concurs with the Superintending Engineer in deprecating the introduction of road-tolls in Godavery, mainly on the ground that the road cess provides more than is now requisite for the construction of new roads and up-keep of those already made.

3. He, however, proposes four tolls if the Government wish to have them introduced. They are all well selected, and may be approved.

4. The Board resolve to recommend Government to let the matter stand over for a year, so as to give time to ascertain the views of the local Boards and to determine whether tolls are financially necessary.

No. 213

ORDER THEREON 21st August 1871, No. 1,400

Miscellaneous.

The question of the levy of tolls is one for the consideration of the Local Fund Boards.

2. The Government have, however, no desire to insist on the levy where it is not necessary for the purposes of the Act.

(True Extract.)

(Signed) A. D. C. SCOTT, Captain, R.E.,
Under-Secy., P. W. D.,
for Secy. to Govt.

To the Board of Revenue,
the Financial Department.

Ed. F. R. Fentleman.

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(True Copy.)

(Signed) J. FRASER,
Collector.

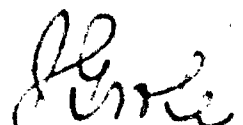
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4. The Board resolve to recommend Government to let the matter stand over for a year, so as to give time to ascertain the views of the local Boards, and to determine whether tolls are financially necessary.

(A true Copy and Extract)


Acting Secretary.

For the Secretary to Government, Revenue Department.
The Collector of the Godavery District.

1871. Oct.

Board of Revenue
MADRAS.

PROCEEDINGS, 25TH JULY 1871, No 3,117.

Copy sent to

Encl.

Forward

Acct.

JULY.

No. 3,117.

NOTE.—Letter from Collector of Godavry Division, forwarding copies of correspondence with Superintendent of Prisons regarding levy of, in Division, and expressing concurrence with that effect in considering their introduction would be desirable, submitted to Government, with recommendation to pass the consideration of this matter, for a year.

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Regulation of the
Board of Revenue
MADRAS.
No. 3,117.
JULY.
No. 3,117.
Forward
Acct.
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Copy sent to

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