

(1) Number of pages 16(2) Date of receipt 22-4-42

(3) Initials of the Referencer \_\_\_\_\_

# MADRAS RECORD OFFICE.

## Government of Madras.

Revenue DEPARTMENT.

|          |        |       |
|----------|--------|-------|
| G.O. No. | 95     | Press |
|          |        | Mis.  |
| Dated    | 15. 1. | 1871. |

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,  
13th January 1871.*

No. 196. Read the following endorsement of the Secretary to Government Public Works Department, dated Fort Saint George, 22nd November 1870 :—

Read the following letter from the Secretary to the Chief Commissioner for the Government of the Territories of His Highness the Maharajah of Mysore, to the Secretary to the Government of Fort Saint George in the Department Public Works, dated Bangalore, 14th November 1870, No. 7,224.

I HAVE the honour, by desire of the Chief Commissioner, to bring the following circumstances connected with the incidence of the charge for repairs of the Sumpangee and Periambuddy ghaut-roads in Coorg to the notice of His Excellency the Governor in Council, with a view, if possible, to a fair proportion of the proceeds of the toll, collected at the foot of each of these ghauts, being, with his sanction, made over to Coorg, as a means of affording the very much required assistance now called for.

2. As you are aware, up to June 1862\* the repairs of these roads were borne by Madras, and formed a heavy item of

\* Letter from Colonel Horsley, No. 1,261, of 2nd June 1862. outlay; since then the charge has fallen exclusively on the revenues of Coorg,

and the expenditure incurred has amounted to the following sums :—

| Names of roads.     | 1862-63. | 1863-64. | 1864-65. | 1865-66. | 1866-67. | 1867-68. | 1868-69. | 1869-70. | 1870-71,<br>up to<br>Sept. | Grand<br>Total. |
|---------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------------------------|-----------------|
|                     | RS.      | RS.      | RS.      | RS.      | RS.      | RS.      | RS.      | RS.      | RS.                        | RS.             |
| Sumpangee Ghaut ... | 9,390    | 5,045    | 11,872   | 6,345    | 13,545   | 14,785   | 22,204   | 14,770   | 4,892                      | 1,02,857        |
| Periambuddy do. ... | 9,979    | 867      | 3,979    | 7,578    | 12,013   | 14,243   | 20,865   | 14,227   | 2,879                      | 86,630          |
| Total...            | 19,378   | 5,912    | 15,851   | 13,923   | 25,558   | 29,028   | 43,069   | 28,997   | 7,771                      | 1,89,487        |

3. It is sufficient to state these sums, in order to show that the Coorg revenues have been most heavily taxed to meet the requirements of what are unquestionably through lines of communications, equally beneficial to Madras and Mysore.

4. In consequence of the reductions made last year in the Public Works Budgets all over India, Coorg was cut down to one lakh for expenditure under all heads, and as it was deemed undesirable to allow the roads above adverted to to suffer, several other most necessary Public Works had to be abandoned; the Chief Commissioner desires me, therefore, to express a hope that Lord Napier, on a full consideration of the circumstances of the case, and the very heavy drain on the resources of Coorg, occasioned by late orders; may be disposed to allow the transfer to within Coorg limits of the toll-bars placed at the foot of each of the ghauts in question, a portion of the proceeds of which should, Colonel Maude ventures to think, properly belong to that Province.

*now*

*Proceedings of the Madras Government, Revenue Department,  
13th January 1871.*

TRANSFERRED to the Revenue Department.

(Signed) CHARLES A. ORR, R.E.,  
*Secretary to Government, P.W.D.*

No. 197.

ORDER THEREON, 13th January 1871, No. 95.

Local Funds, No. 8.

*Accounts.*

THE Government observe that correspondence took place last year relative to the suggestion of the Chief Commissioner, Mysore and Coorg, that a

portion of the collections of tolls, made at the Irrity and Soolia bridges on the roads leading from the Periamuddy and Sumpangee Ghauts to the coast, should be assigned to Coorg, and it was then considered by this Government that the proceeds, aggregating some Rs. 6,300 yearly, were properly spent on the maintenance of the roads on which the bridges are situated, but that there was no objection to the Coorg authorities putting a distinct toll on the ghaut-traffic. This measure, however, the Chief Commissioner declined to adopt.

2. It is now proposed to transfer these toll-bars to within Coorg limits; in other words, that the Madras Districts should give up their tolls on the bridges to allow of the Coorg authorities putting tolls on the ghauts, on the ground that the cost of maintaining the ghauts is so large, and the allotment of State Funds for Public Works in Coorg so small, that the department is starved. It is observed that the Soolia bridge is 22 miles from Mercara and 62 from Mangalore, and that the Irrity bridge must be about 40 miles equi-distant from Mercara and Cannanore.

3. That the tolls on both bridges were originally established partly for the maintenance of the ghauts themselves is expressly stated in G. O., 22nd March 1862, No. 528, Public Works Department, determining the site for the Soolia toll-bar; and the bridges seem to have been selected merely as the more healthy position than the ghauts, while the bars would less obstruct the traffic at those points. An equal partition of the tolls with Coorg was contemplated in the letter from the Government of India, dated 29th July 1862, in Proceedings of this Government, dated 9th September 1862, No. 2,182, Public Works.

4. The papers above quoted were not before Government when the subject was formerly under consideration; and as the establishment of bars on the ghauts themselves is objectionable, and the imposition of a second toll at present is considered to be inadvisable, the Government consider it right that the net proceeds of the tolls at the Soolia and Irrity bridges should be equally shared with Coorg, and resolve to direct the Board of Revenue, in communication with the Accountant-General, to issue the necessary instructions to the Collectors of Canara and Malabar respectively, the proceeds being at present credited to their District Road Funds to which the charges for the bars are debited. These expenses will of course, in future, be a first charge on the toll receipt.

*Proceedings of the Madras Government, Revenue Department,  
13th January 1871.*

5. The Government consider that this assignment should remain in force until a second toll is levied on the same traffic by the Coorg authorities, when the proceeds of the tolls, established below the ghauts, should be wholly retained by the Road Funds of the district in which the bars are situated.

6. Ordered that copy of these Proceedings be communicated to the Chief

(True Extract.)

(Signed)

W. HUDLESTON,  
*Secretary to Government.*

To the Board of Revenue.

Ed. F. H. Bantleman.

No. 7224.

Mysore Chief Commr. Office  
Public Works Depart.

From  
The Secretary to the  
Chief Commissioner for the  
Government of the Territories  
of H. H. the Maharaja of Mysore

To  
The Secretary to the  
Government in the D. P. W.  
Port St. George.

Sir  
I have the honor by  
desire of the Chief Commissioner  
to bring the following circumstances  
connected with the incidence of the  
charge for repairs of the Sumpangee  
and Briambuddy Ghaut roads in  
Coorg, to the notice of His Excellency  
the Governor in Council, with a view  
if possible to a fair proportion of the  
proceeds of the toll collected at the  
foot of each of these Ghauts being  
with his sanction, made over to  
Coorg as a means of affording the  
very much required assistance

now

11-6-36-III

Govt. of 1871 Rs. 300000.

REVENUE.

THE BOARD OF REVENUE.

Dated January 13th.

Recd.

Recd.

G. O. 13th January 1871, No. 95.

JANUARY.

Nos. 196-197.

Toll collections on the Perambuddy and  
Sumpangee ghaut roads in South Canara and  
Malabar.—Commissioner's request that a fair  
proportion of the net proceeds may be made over  
to Coorg, with orders thereon.

is now called for.

2. As you are aware, up to June 1862 the repairs of these roads were borne by Madras and formed a heavy item of outlay. Since then the charge has fallen exclusively on the revenues of Coorg and the expenditure incurred has amounted to the following sums.

\* letter from  
Col. Horsley re  
No. 1201 of 2<sup>nd</sup>  
June 1862..

| Names of roads   | 1862/63 | 1863/64 | 1864/65 | 1865/66 | 1866/67 | 1867/68 | 1868/69 | 1869/70 | 1870/71 | Grand Total |
|------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------------|
| Sunfrangee Grant | 9399    | 5045    | 11872   | 6345    | 13545   | 14785   | 22204   | 14770   | 4892    | 102857      |
| Briamkady - D -  | 9479    | 857     | 3979    | 7578    | 12013   | 14243   | 20865   | 14227   | 2879    | 86530       |
| Total            | 19378   | 5912    | 15851   | 13923   | 25558   | 29028   | 43069   | 28997   | 7771    | 189487      |

3. It is sufficient to state these sums, in order to show that the Coorg revenues have been most heavily taxed to meet the requirements of what are unquestionably through-  
lines of communications, equally beneficial to Madras and Mysore.

4. In consequence of the reductions made last year in the Public Works Budgets all over India, Coorg was cut down to 5 Lacs for expenditure under all heads, and

and as it was deemed undesirable to allow the roads above adverted to to suffer, several other most necessary Public Works had to be abandoned. The Chief Commissioner desires me therefore to express a hope that Lord Napier on a full consideration of the circumstances of the case, and the very heavy drain on the resources of Coorg occasioned by late orders, may be disposed to allow the transfer to within Coorg limits, of the toll bars placed at the foot of each of the Grants in question, a portion of the proceeds of which should, Colonel Meade ventures to think, properly belong to that Province.

I have the honor to be  
Sir,

Your Most Obedient Servant,

Bangalore  
14<sup>th</sup> November 1870

J. A. Manku Esq. C.B. & L.  
Secretary to the Chief Commr.  
of Mysore P.W. Department

#95. *RL*

Proceedings of the Madras Government  
Under date the 18<sup>th</sup> Jan. 1894.

Read the following  
letter from the Secy. to the  
Chief Commr. of Mysore  
(No. 14, Nov. 10, 1893 #7224)

The Govt observe  
that correspondence took  
place last year relative  
to the suggestion of the  
Commr. of Mysore <sup>along</sup> that  
a portion of the collections  
of tolls made at the Tonty  
& Soolia bridges on the  
roads leading from the  
Perambadi & Sumpagi  
ghatts to the coast  
should be assigned to  
Corrg, and it was then  
considered

*Letter to  
the Commr.*

*1894*

*A. A.*  
*S. D.*

Transferred to the  
Revenue Department.

*At the*

Secretary No 1073  
Per  
22<sup>nd</sup> November 1893

*Revenue*  
*Chief Commr's Office*  
*Public Works Dept*

*1894*  
*From*  
*#7-3626*

*The Secretary to the*  
*Chief Commr of Mysore*  
*to the Secretary*  
*to the Government*  
*in the D. No 15*

*Per 1894*  
*14<sup>th</sup> Nov 1893*  
*22<sup>nd</sup> Nov 1893*  
*S. A. 1895, 15 Jan 1894*

*Requests a fair pro-*  
*portion of the proceeds of*  
*the tolls collected at the*  
*foot of the Sumpagi*  
*and Perambadi ghatts*  
*roads may be made*  
*over to Corrg.*  
*Transferred*

1893/94 No 1073

2. It is now proposed to transfer these toll bars to within Coorg limits - in other words that the Madras districts should give up their tolls on the bridges to allow of the Coorg authorities putting tolls on the shanks, on the ground

3 It is observed that the  
Soolah bridge is 22 miles  
from Merona & 62 from  
Mangalore, and <sup>that the</sup> Trinity  
bridge <sup>is</sup> about 40 miles  
equi-distant from Merona  
& Hannamore. That the  
tolls on both bridges were  
originally establishe d  
partly for the maintenance  
of the <sup>Thunivris</sup> ghauts is expressly  
stated in G.O. 22<sup>nd</sup> March  
1862 & 520 P.M.D. de-  
termining the site  
for the Soolah toll bar.

and the bridges seem to  
have been selected <sup>mainly</sup> as the  
more healthy position  
than the piers while  
the bars would less  
obstruct the traffic. <sup>At those points</sup> An equal  
partition of the tolls with  
Cory was contemplated  
in the letter from the  
Govt of India dated 29<sup>th</sup>  
July 1862 in Pro. of this  
Govt dated 9 Sep. 1862  
N2152 P.W.

The papers above quoted  
were not before Govt. When  
the subject was formerly  
under consideration, and  
as the establishment of  
laws on the Shanti themselves  
is objectionable, and the  
imposition of a second toll  
at present is considered  
to be inadvisable, the Govt.  
considers it right that  
the net proceeds of the tolls - at the Sookial & Sooty  
Bridges -  
(The Sooty Ferry is a distinct station)

should be equally charged  
 to the Gov. and receiver  
 & direct the Bd of Rev. in  
 communication to the  
 the Acct Gen. & make  
 issuing the necessary  
 instructions to the Col<sup>l</sup>.  
 of Canada & Malabar  
 respectively. The proceeds  
 lying at present credited  
 to this A<sup>d</sup>. Road funds.  
 & B. the charges for  
 the bars are debited.  
 New expenses with of  
 course in future be a  
 first charge on the toll  
 receipts. It is to be considered  
 that this assignment  
 should remain in force  
 until a decree has been  
 issued on the same by  
 the Gov<sup>l</sup> authorities.  
 Run the proceeds of  
 the tolls & tolls are  
 before the Gov<sup>l</sup> should  
 be wholly retained by the  
 Road funds of the A<sup>d</sup>. in  
 B. the bars are

Attached -  
 Orders that copies  
 the proceedings be  
 communicated to the  
 Ch. Commr. of Hogg.

Proceeds of toll  
 on certain farms  
 near the Mill  
 near L. Curran

11/19/64-197

L.H.

14. For the B of Paul Sept 14

$$\frac{35}{4}$$

\* I would also save  
 the contingency of the  
 roads being transferred  
 to the Dist. list - The Molitor road  
 is now wholly tributary  
 from local funds

Lot

But why save the  
 contingency?

A.A.

Circ

I wouldn't allude  
 to this contingency.

J.P.

Respected  
 soon

Put in next (month)  
 box - to get G.D.'s list