Proceedings of the Madras Government, Revenue Department, 1*st June* 1872.

No. 1. Read the following Proceedings of the Board of Revenue, dated 19th April 1872, Miscellaneous No. 2,616:—

Read again Board's Proceedings, 20th May 1868, No. 3,780.

Read also the following letter from the Collector of Malabar, to the Secretary to the Board of Revenue, Madras, dated Calicut, 16th March 1872, No. 73.

With reference to paragraph 2 of Board's Proceedings of the 29th February 1872, No. 388, I have the honour to refer to Mr. Ballard's letter printed with Board's Proceedings dated 20th May 1868, No. 3,780.

2. I have already forwarded Proceedings of the Local Fund Board on the subject of withdrawing the moiety of the toll payable to Coorg. The case is much the same as in Canara. We have an enormously expensive bridge soon to be rebuilt and a costly line of road, and if these funds are not allowed to remain in our hands, I confess I am at a loss to see how the line can be kept open. The Coorg authorities can levy this amount by a toll of their own at 2 Annas a bandy, the site of which toll will be seventeen miles distant, with an expensive ghaut between.

3. Considering the great change of policy as regards tolls involved in the Local Fund system, there seems no reason why an arrangement entered into under other conditions should be adhered to. It was expressly stated to be in force merely on condition of no toll being levied in Coorg. If the Coorg authorities put up a toll, they are in as good a position as before.

Submitted to Government in continuation of Board's Proceedings, 29th February 1872, No. 388.

2. The tolls levied at the Malabar ferries being sanctioned by long usage, though not authorized by Acts VIII. of 1851 and XV. of 1864, the Board have not thought it necessary to alter them. The aid of the law has never been invoked in order to obtain payment of tolls or toll-rents.

3. The question whether the payment to Coorg should be continued is settled for the present by Government Order, 2nd October 1871, No. 509. There is, however, a great deal of force in the objection urged by the Collectors of Malabar and South Canara, and the Board would be glad if Government resolved o give notice that the propriety of the contribution will be reconsidered after 872-73.

No. 2. Order thereon, 1st June 1872, No. 857.

Local Funds, No. 1.
Accounts.

On reconsideration of all the facts connected with the sharing of the tolls collected at the Soolia and Irrity bridges on the roads leading from Coorg to Cannanore and Mangalore, respectively, the Government resolve to inform the Chief Commissioner, with reference to their letter of 13th January 1871, that, under the altered circumstances of the case resulting from the enact-

Proceedings of the Madras Government, Revenue Department,
1st June 1872.

rient of the Local Funds Act, whereby the cost of maintaining the roads below ghaut to the coast has been thrown on the district funds raised by land-cess and tolls, this Government are compelled to withdraw from the engagement to share the tolls so collected, and must leave it to the Coorg authorities to supplement their means for maintaining the ghauts by the establishment of additional tolls.

2. The existing arrangement for distribution will continue to the close of the current official year 1872-73 as suggested by the Board.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

Revenue Dept.

Memo: on No. 1243.

G. O. 15 June 1863, No. 1553. P. W. D.

The Soolia bridge is [illegible] 12 miles [illegible] from the foot of the Ghaut and something farther from the Coorg frontier. The Irrity bridge is some 8 miles from the frontier & perhaps 10 miles from the foot of the Ghaut

G. O. 9 Septr. 1862, No. 2152, P. W. D.

1. The first proposal in 1863 from Coorg in respect to the tolls levied at the Soolia bridge on the Sumpage Ghaut and at the Irrity bridge on the Perambaddy Ghaut, was, that half the amount ~~[illegible]~~ collected during 1862-63 should be transferred to the credit of that Province. This claim was based upon an opinion expressed by the Govt. of India in July 1862, that if only one Toll on the Ghauts was thought best, Coorg

was

was fairly entitled to half the amount collected, but that if the traffic could bear two Tolls, one should be established in Coorg and the net proceeds carried to its credit.

To Commnr. for Coorg
22d July & 25 August 1863,
No. 1994 & 2412, P.W.D.

2. No arrangements, however, were up to that time, made for the collection of Tolls at the Ghauts in question, and the Commissioner was so informed in reply.

On

G.O. 7 Septr. 1868,
No. 2331. P.D.
G.O. 6 April 1869 No. 972 "
To Chief Commnr. of Coorg 14 Do.
No. 1015 P.D.

3. On the claim being renewed in 1868, it was intimated to the Commissioner that this Govt. considered that the full collections 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.

G.O. 8 July 1869,
No. 1970 P.D.

4. This measure, however, the Commnr. declined to adopt, as he thought it would be a vexatious impediment

to

to traffic –

5 In January 1871, the Govt. had under consideration a proposal from that Officer to transfer the toll bars to within Coorg limits. On reference to previous papers on the subject, the Govt. found that the tolls on both bridges were originally established partly for the maintenance of the Ghauts, that the bridges had been selected merely as the more healthy position than the Ghauts, while the bars would less obstruct the traffic at those points, and that an equal partition of the tolls with Coorg was contemplated by the Govt. of India. Under these

G. O. 13 Jany: 1871. No 70. R.D.
To Chief Commr. of Coorg 13th D°. No 96. R.D.

circumstances, and as the establishment of bars in the Ghauts themselves was objectionable, and the imposition of a second toll at present was considered inadvisable, the Government decided that the net proceeds of the tolls at the two bridges should be equally shared with Coorg.

6 The Collectors of South Canara and Malabar have both objected to this Order, chiefly on the ground of the inadequacy of their Road Funds to meet the heavy outlay necessary for the road requirements of their districts, and they suggest

suggest that the Coorg Authorities should be required to establish a Toll of their own. The references from South Canara were disposed of in the G.Os of 2nd October 1871 and 6th April 1872. In the first order, the Government declined to reconsider their decision of 18th January 1871. In the second order, the Government, with reference to another objection started by the Collector, viz. that the old Tolls Act required that toll proceeds should all be spent within the Presidency in which they are levied, remarked that they had no doubt of their competency

G.O. 2nd Octr 1871. No. 509.
Fin. Depart.
〃 6th April 1872. No. 456.
Fin. Departt.

competency to distribute the proceeds in the manner already settled.

7. The letter from the Collector of Malabar is now before Government. The Revenue Board think there is much force in the objection urged by these Collectors, and suggest notice being given by Government that the propriety of the contribution will be reconsidered after 1872/73.

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Mr. [illegible] thinks
there is much force in the
objection urged by the
Collector, and suggests
orders being given by the
[illegible]
[illegible] of the [illegible]
[illegible]

Orders [illegible]
regarding the [illegible]
of the Toll [illegible]
the [illegible]
[illegible] the
Madras [illegible]
GRB

Revenue Department

No.

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the April 1872.

Read the following Proceedings of the Board of Revenue

Submitting letter from Collector of Malabar regarding the payment to Coorg of a moiety of the toll collection at Irrity in Malabar.	(B.R. 10th April 1872 Mis No 2616)

The Government are of opinion that unless the proceeds be shared with Coorg on account of the cost of maintaining the Ghats, no sufficient reason has been shown for maintaining tolls on the Soolia and Irrity

I do not think the argument tenable but I should like to see a sketch of the roads from Mercara or their termini in Coorg - right to the Coast.

J. D.

Irrity bridges, both of which were built from Imperial funds.

I don't think we can maintain this argument now that Imperial roads have ~~[illegible]~~ been handed over to Local Funds – The real question seems whether the traffic will bear a 2nd toll in Coorg. Perhaps the sketch asked for by Mr. [illegible] may throw light on this –

Yes. I am inclined to agree with the Collector of Malabar.

9 B

Regarding collection
of toll at Irrity Malab.
Distt.

[illegible]

Revenue Department

No. 857.

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 1st July ~~May~~ 1872.

Read the following Proceedings of the Board of Revenue.

Submitting letter from Collector of Malabar regarding the payment to Coorg of a moiety of the toll collection at Irrity in Malabar	(H.E. 10th April 1872 Mis No 2816)

On reconsideration of all the facts connected with the sharing of the tolls collected at the Sonkee and Irrity bridges on the roads leading from Coorg to Cannanore and Mangalore respectively, the Government resolve to inform

inform the Chief Commissioner with reference to their letter of 13 January 1871, that under the altered circumstances of the case resulting from the enactment of the Local Funds Act whereby the cost of maintaining the roads below Ghat to the coast has been thrown on the District funds raised by landcess and tolls, this Government are compelled to withdraw from the engagement to share the tolls so collected, and must leave it to the

the Coorg authorities to supplement their means for maintaining the Ghats by the establishment of additional tolls.

2. The existing arrangement for distribution will continue to the close of the current official year, as suggested by the Board

14 Board of Reve 3 June 72

Engd [illegible]

[illegible]

Go. no. 857 Revenue
dated 1-6-1872