

MADRAS RECORD OFFICE

Government of Madras.

DEPARTMENT

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Read again the following papers.

From Messrs. A. C. Brice and Co., Bombay, dated 16th June and recorded in Diary to Consultation, 13th July 1858, No. 1336.

From Officiating Chief Engineer, dated 10th August and recorded in Diary to Consultation, 12th October 1858, No. 2099.

From Messrs. A. C. Brice and Co., dated 20th October and recorded in Diary to Consultation, 16th November 1858, No. 2384.

From Messrs. A. C. Brice and Co., dated 20th November 1858, and recorded in Diary to Consultation, 11th January 1859, No. 67.

From the Secretary to the Government of Bombay, dated [redacted] recorded in Diary to Consultation, 25th January 1859, No. 92.

No. 96. Read also the following letter from H. YOUNG, Esq., Chief Secretary to the Government of Bombay; to J. D. BOURDILLON, Esq., Secretary to the Government of Madras, dated Bombay Castle, 2nd February 1859, No. 307.

SIR,

In June last, Messrs. A. C. Brice and Co. forwarded to this Government copy of their letter to the Madras Government, dated 16th June 1858, having reference to the Port of Tuddry, near Coomptah, and the roads leading from the interior to that Port, and at the same time applied in behalf of a Private Company for the concession, on certain conditions, of a road in the Dharwar Districts, for the purpose of conveying produce by Boydell's Traction Engine.

2. In reply to this application it was intimated to Messrs. Brice and Co., that the construction of roads across the Dharwar District has been lately sanctioned, with a view of affording permanent and easy communication throughout the year between the Cotton producing country and the coast, and that this Government could not consent to give up the right of exclusive Cart Traffic on these roads to any Private Company.

3. Messrs. Brice and Co. subsequently forwarded Extract from the Proceedings of the Madras Government, dated 9th October 1858, on the subject of their application of 16th June 1858, and reiterated their request for a concession of the portion of road in this Presidency, between Hoblee and the Madras boundary.

4. The Right Hon'ble the Governor in Council very much questions the propriety of giving at any rate, for the present, the monopoly sought for by Messrs. Brice and Co., and it does not appear from the Proceedings of the Government of Madras above referred to, whether that Government have yet decided on accepting the proposal of Brice and Co., in so far as it relates to the portions of roads which are within that Presidency.

5. This Government moreover, know nothing whatever of Messrs. Brice and Co., or the Company which they propose organizing and I am directed, therefore, to request that you will be good enough to furnish this Government with any information which the Government of Madras may possess on these points, and as to the terms on which they may make the concession solicited from them by Messrs. Brice and Co.

No. 97. ORDER THEREON, No. 577; dated 15th March 1859.

In now re-considering the proposition made by Messrs. Brice and Co. to work the road between Tuddry and Hoblee by means of Boydell's Traction Engines, the attention of the Governor in Council has been more particularly drawn to the scheme as involving a monopoly of a main line of communication by a single party. A leading condition of the proposal is that the

Letter from Messrs. Brice and Co., June 16th 1858, para. 8. "exclusive use of the road for all purposes other than the traffic of foot passengers, should be granted by the Government to the Company."

Fort Saint George, Public Works Consultation of 15th March 1859.

2. The Governor in Council fully recognizes the advantages which would accrue from the successful introduction of the improved means of transport contemplated, and they appreciate the energy and enterprize which the proposal manifests. But they are of opinion that on the terms stated the evils might even exceed the good. Greatly superior as the Traction Engine is to common Carts, it might often happen that it would be more convenient to use the latter on the road for short distances, especially for parts of long journeys. It would be extremely unjust to forbid such option, and not less so to exclude from the road all Horses and Cattle, whether employed for business or pleasure. Again the Government cannot consent to give any party so absolute a monopoly as against other carriers, as that now sought would apparently be; a monopoly which is not possessed even by Railway Companies. And this is the more objectionable, when as in the present case the monopolists would be themselves the chief owners of the goods conveyed; a state of things much against the fair and equal treatment of other transporters of produce.

3. Before deciding finally against the proposal, however, Government resolve to transmit the papers to the Collector of Canara, for his opinion generally on the scheme, and more particularly on the point how far its character as a monopoly is affected by the existence of the line from Coomptah by the Davamany Ghaut and Sirey. Mr. Fisher will give careful attention to the considerations set forth in the preceding para., and will bear them in mind in making his report which will be expected at an early date.

4. The Governor in Council would wish also to have the opinion both of Messrs. Brice and Co. and of the Chief Engineer how far it is necessary to exclude all other conveyances and all cattle from a road on which Traction Engines are to be used. The pace of these Engines, it is believed, is not such as to be dangerous to other vehicles, and the willingness to admit foot passengers confirms that impression. On the other hand, it does not seem likely that their appearance or the incidents of their working would be such as to strike animals with fright and make them unruly. Colonel Faber's particular and early attention is requested to this question. If divested of its character of monopoly, the proposal now under reference would contain little or nothing to object to; and the advantages of the Traction Engine being so great, Government cannot suppose that the proposers of the scheme would fear to encounter the competition of common Carts, or would seek a monopoly for the sake of protection.

5. The correspondence* respecting the management of Lieutenant Goddard when District Engineer of Canara sufficiently explained the circumstances under which the Ghauts and Roads of the District were allowed to fall so much out of repair. The Chief Engineer will now ascertain and report what has been done to retrieve their condition; and the Government resolve also to call on the Collector to report on their present state so far as he can without material delay.

6. The Governor in Council resolves also to recall the attention of the Chief Engineer to the order of October 9th 1853, calling for an estimate for the repair of the Ardule Ghaut.

(Signed) J. D. BOURDILLON,
Secretary to Government.

*From Chief Engineer, 18th January 1853, No. 6359.
Extract Minutes Cons., 6th February " " 214.
From Chief Engineer, 4th January " " 6371.
do. do. 23rd " " 7011.
do. Lieut. Goddard, 27th April " " 734.
Ex. Mins. Consultation, 27th May " " 993.

No 307 of 1859 -
Public Works Department
Communication
to the Secretary to the Government
of Madras

The Secretary to the Government
of Madras

In June last Messrs. B. & Co. forwarded to the Government copy of their letter to the Madras Government, dated 16th June 1858, having reference to the Port of Tuticorin, Coomptah and the roads leading from the interior to that Port and at the same time applied in behalf of a private Company for the construction on certain conditions of a road in the Madras District for the purpose of conveying produce by Road to the Port of Tuticorin. In reply to this application it was intimated to Messrs. B. & Co. that the Government were of opinion that the construction of a road in the Madras District had been lately sanctioned with a view of affording permanent and easy communication throughout the district between the Port of Tuticorin and the Coast, and that

that the Government could not be
said to give up the right of exclusive
cart traffic on these roads to any private
company.

Messrs Bruce & Co. have
by forwarded extract from the proceedings
of the Madras Government dated
24th October 1858, on the subject of their
application of 16th June 1858, and
reiterated their request for a concession
of the portion of road in the Presidency
between Koolle and the Narasimhan.

The Right Honourable the
Governor in Council very much ques-
tioned the propriety of giving at any
rate for the present the monopoly
wanted for by Messrs Bruce & Co. and it
does not appear from the proceedings
of the Government of Madras above
referred to whether that Government
have yet decided on accepting the
proposal of Messrs Bruce & Co. as far as it
relates to the portion of road wanted
and within that Presidency.

The Government have
been nothing whatever of Messrs Bruce
& Co.

Messrs Bruce & Co. or the Company which they propose
organizing, and I am directed therefore
to request that you will be good enough
to furnish the Government with any
information which the Government
of Madras may possess on these
points, and as to the terms on which they
may make the concession solicited
from them by Messrs Bruce & Co.

Pennsylvania,
2nd February 1859.

I have the honour to be,
Sir,
Your most obed^t servant.

Hailey
Chief Secretary.

Hailey

CR

Monopoly

N^o 577.

Extract from the Minutes of Consultation
Under date the 15th March 1859

Read again the following letter

From Mr. Bruce Esq. Bombay dated 16 June & recorded in
87 to Jan 13 July 58 at 1338
From Mr. G. G. G. dated 10 Aug^t and recorded in 87 to Jan
12 Oct 1858 at 2099.
From Mr. Bruce Esq. dated 20th Jan and recorded in
87 to Jan 13 July 58 at 1338.
From the same dated 20th Jan 1858 and recorded in 87 to Jan 11
July 1859 at 1339.
From the Esq. to the Esq. Bombay dated 20 Dec 1858 and
recorded in 87 to Jan 25 Jan 59 at 92.

Read also the following
letter from the Chief Esq. to the
Esq. of Bombay.
(Received 2nd Feb 1859 at 1307)
In now records

A
G
W

during the proposition
made by Mr. Bruce Esq.
to work the road between
Teddry and Boodle by
means of Roydell's Trac-
tion Engine the attention
of the Governor in Coun-
cil has been more par-
ticularly drawn to the
scheme as involving a
Monopoly

17 to Dec 1858 at 1338 at 1339
12th Oct 1858 at 2099

Copy in as before is E.
of 25th March 1859 at 134

From Mr. Bruce Esq. dated 15th March
1859 at 1341.
From the Esq. Esq. Esq.
to the Esq. Esq. Esq.

Received 10th July 1859
at 1342

Received 10th March 1859
at 1343

Copy in as before is E.
of 25th March 1859 at 134
17 to Dec 1858 at 1338 at 1339
12th Oct 1858 at 2099
From Mr. Bruce Esq. dated 15th March
1859 at 1341.
From the Esq. Esq. Esq.
to the Esq. Esq. Esq.
Received 10th July 1859
at 1342
Received 10th March 1859
at 1343
Copy in as before is E.
of 25th March 1859 at 134
17 to Dec 1858 at 1338 at 1339
12th Oct 1858 at 2099
From Mr. Bruce Esq. dated 15th March
1859 at 1341.
From the Esq. Esq. Esq.
to the Esq. Esq. Esq.
Received 10th July 1859
at 1342
Received 10th March 1859
at 1343

monopoly of a main
line of communication
by a single party, a lead-
ing condition of the
proposal is that the
"exclusive use of the
road for all purposes
other than the traffic
of foot passengers, should
be granted by the Go-
vernment to the Company."

Letter from Messrs. Messrs. Messrs.
Luko 16/58 Paris.

2. The Government in
Council fully recognize
the advantages which
would accrue from the
successful introduction
of the improved means
of transport contem-
plated, and they appre-
ciate the energy and en-
terprise which the pro-
posal manifests. But
they are of opinion that
in the terms stated the
evils

evils might even exceed
the goods. Greatly su-
perior as the Traction
engine is to common
cars, it might often
happen that it would
be more convenient
to use the latter on the
road for short distances,
especially for parts of
long journeys. It would
be extremely unjust to
forbid such option, and
not less so to exclude

from the road all horses and cattle,
whether employed
for business or pleasure.
Again the Government
cannot consent to give
any party so absolute
a monopoly as against
other carriers, or as
that now sought, would
apparently

apparently be, a mono-
poly, which is not
possessed even by
Railway Companies.
And this is the more
objectionable, whenever
in the present case
the monopolists would
be themselves the chief
owners of the goods con-
veyed, a state of things
much against the fair
and equal treatment
of other transporters
of produce.

3. Before deciding
finally against the
proposal, however,
Government resolve
to transmit the papers
to the Collector of Co-
mand, for his opinion
generally on the scheme,
and more particularly
on

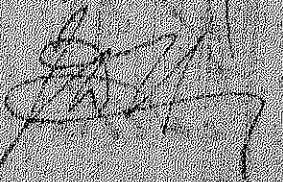
on the point how far
its character as a mo-
nopoly is affected by
the existence of the line
from Comptah by
the Davanang shan
and Lingelt Fisher
will give careful at-
tention to the consi-
derations set forth in
the preceding Para,
and will bear them
in mind in making
his Report which
will be expected at an
early date.

4. The Governor and
Council would wish
also to have the opinion
both of Messrs. Price &
and of the Chief En-
gineer how far it is
~~absolutely~~ necessary
to

to exclude all other con-
veyances and all cattle
from a road on which
traction engines are to
be used. The pace of
these engines, it is be-
lieved, is not such as
to be dangerous to other
vehicles, and the wil-
lingness to admit foot
passengers confirms
that impression. On
the other hand, it does
not seem likely that
their appearance or
the accidents of their
starting would be such
as to strike animals
with fright and make
them insane. Colonel
Stibbs' particular and
early attention is re-
quested to this question.
If directed of its character
of

13
of monopoly, the pro-
posal now under re-
ference would contain
little or nothing to
object to; and the ad-
vantages of the traction
engine being so great,
Government cannot
suppose that the pro-
posers of the scheme would
fear to encounter the
competition of common
carts, or seek ^{would} a monopoly
for the sake of protection.
5. The Government
Council resolves fur-
ther to call the atten-
tion of the Chief En-
gineer to the order
of the 9 October 58,
calling for an estimate
for the repair of the
road by the Arbyls
Grant. In sending up
the

The Estimate, Colonel
 Faber will explain
 how it has happened
 that this road and
 the other roads of the
 District have been
 permitted to fall into
 the condition described
 in Messrs Price & Co's
 letter of June 16/58 Para
 1. He will call, and
 submit Estimates for
 repairing the other papers,
 besides that of Arbyle,
 and will state what
 maintenance allowance
 should be assigned to
 each, where there are now
 none or to and inadequate
 amounts.



The correspondence
 respecting the manage-
 ment of South Goddard
 which

June 16th 1858
 Col Faber's letter of July 1st 1858
 Messrs Price & Co's letter of June 16th 1858
 The Chief Engineer's letter of July 1st 1858
 The Chief Engineer's letter of July 1st 1858

The estimate for
 the repair of the
 roads of the District

where District Engineer
 of Canara sufficiently
 explained the circumsta-
 ces under which the
 Grants and Roads of the
 District were allowed
 to fall so much out of
 repair. The Chief
 Engineer will now
 ascertain and report
 what has been done to
 improve their condition,
 and the Government
 resolve also to call on
 the Collector to report on
 their present state so far as
 he can without material delay.
 The Governor in Council
 resolves also to recall the
 attention of the Chief Engineer
 to the order of Oct 9th 1858,
 calling for an estimate for
 the repair of the Arbyle Road
 of Canara with do.
 Messrs A. C. Smith &

10 Copies to the Chief Engineer
 10 Copies to the District Engineer
 10 Copies to the District Engineer
 10 Copies to the District Engineer

Copy in a Letter to C.
of 25th March 1859 No. 4.

Public Works 1859 Report
Cons. 15th March.

2 to 577.

Contract of the
of 15th March 1859.

From the B. & C. 16th 25th March 1859
at 10th May 1859 at 10th May 1859 at 10th May 1859

From the B. & C. 16th 25th March 1859
at 10th May 1859 at 10th May 1859 at 10th May 1859

Before finally deciding
against the proposal made by
Messrs B. & C. to work the
road between Ind. by and Th. by
by means of Poydell's traction
engines call for the opinion of the
Council of the B. & C. on the
proposal and also of the
B. & C. and of the Chief
Commissioner if it is necessary
to acquire all other companies
and all cattle from a road on
the B. & C. and Poydell's traction
engines.

2 to 577 + 977

of March 1859