M.R.O. 14—10,000—21-4-22

MADRAS RECORD OFFICE.

Government of Madras.

Revenue — **DEPARTMENT.**

G.O. No. 2357 — 142-143	Press ~~Mis.~~
Dated 10 - 12 -	18 60.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 10th December 1860.

No. 142. Read the following letter from J. D. SIM, Esq., Secretary to the Board of Revenue, to J. D. BOURDILLON, Esq., Secretary to Government, Revenue Department, dated 26th October 1860, No. 4,926 :—

SIR,

1. I am directed by the Board of Revenue to submit for the consideration of Government, the information collected by them in regard to providing means of conveyance for travellers without resort to impressment.

2. The first point on which the Board sought information was, whether since the issue of the orders of Government forbidding compulsory arrangements, frequent instances had occurred of serious inconvenience to European travellers, from want of the means of conveyance.

3. The Collector of Nellore reports that in that District not only has serious inconvenience been felt, but "there is every reason to believe that death has ensued, in the case of a young child, the daughter of an Officer at Nellore, in consequence of the present very defective arrangements for the conveyance of travellers running dâk." On another occasion "a gentleman and his whole family were prostrated by sickness, the result of exposure on one of the cross roads;" and the Collector adds, that he "could without difficulty cite many more instances, to show the absolute necessity for some decisive measures being adopted at once, for securing to travellers, obliged to run dâk, the means of passing through the District in safety."

From Collector 25th, in Cons. 28th June 1860, No. 3,139.

4. The Collector of the Kistna District mentions two instances of detention, notwithstanding increased rates of hire.

From Collector 8th, in Cons. 12th June 1860, No. 2,826.

5. The Acting Collector of North Arcot states that several complaints of detention between Chittoor and the Cuddapah frontier have reached him, but the inconvenience experienced does not appear to have been very serious.

From Collector 19th, in Cons. 22nd May 1860, No. 2,391.

6. In South Arcot very few instances of inconvenience have been brought to notice, which the Collector ascribes chiefly to the fact, that although physical force may not have been employed, the moral force of the Tahsíldár's position has had the same effect in securing conveyance for travellers.

From Collector 4th, in Cons. 7th May 1860, No. 2,108.

7. The Collector of Coimbatore reports that "much inconvenience has been felt by European travellers for want of means of conveyance, especially at Metapollium," the last station at the foot of the Neilgherry Hills on the east.

From Collector 31st May, in Cons. 8th June 1860, No. 2,720.

8. The above are the only instances of complaints and inconvenience reported to the Board. But the presence or absence of formal complaints is no safe criterion whereby to judge of the effects of the order of Government prohibiting all impressments of carriage, inasmuch as travellers cannot stop in the course of their journeys to substantiate their complaints, and they know that without this the Collector is absolutely powerless to afford them redress.

9. Another reason for the paucity of complaints is the fact that there was really less of actual compulsion than is generally supposed in the arrangements previously in force for the conveyance of travellers, and consequently in several Districts these arrangements have continued almost unchanged.

10. The next points referred to the Collectors were the nature of the existing arrangements, and the rates of hire.

11. The arrangements generally were [illegible]. On receipt of an application for a dâk, the Collector issued orders to his Tahsíldárs to have [illegible] carts or cattle ready at the appointed station. The Tahsíldárs in like manner [illegible] on the village Officers or deputed persons specially for the purpose. In particular Districts the arrangements partook more or less of the nature of contracts.

12. There can be no doubt that the [illegible] of the principle of impressment, the [illegible] compulsion would ultimately be resorted to. [illegible] equally clear that as a general rule, the people [illegible] one of the natural incidents of their position [illegible] they were fairly and promptly paid and secured [illegible] they regarded lightly the occasional inconv[illegible] the obligation.

Fane writes: "It is so popular an occupation, that I have often had two sets (of bearers) fight for the right of carrying me, the respective parties claiming it as their turn."

13. The following table shows the rates of hire in each District.

Districts.	Bearers.		Posted Bullocks.		Remarks.
	Hire per set of 14 per mile.	Detention batta per diem.	Hire per pair per mile.	Detention batta per diem.	
	Annas.	Annas.	Annas.	Annas.	
Ganjam	No return.	...	...	...	The roads do not admit of travelling with posted bullocks.
Vizagapatam	3½	...	...	...	
Godavery	5	...	...	...	Do.
Kistna	No return.	...	...	...	Do. except road to Hyderabad on which a private Transit Company is established. Carts are supplied by contract with the Vulloor Rájah.
Nellore	5	14 As. for 1st day. 4 9 for 2nd and 3rd days.	1 in Pl. Division. 1-2 ½ in Sub-Division.	4	
Chingleput			2 *	8 in Sydapet Táluq. 4 Elsewhere.	* On Bangalore and Ramandroog roads. † A private Transit Agency exists in Hyderabad road.
North Arcot			2	...	
Bellary	...	...	*3½ †3	6	* Elsewhere. † On road from Bellary to Kurnool and Secunderabad.
Cuddapah	...	...	2	6	
Kurnool	...	...	3½	4	Do. on road from Bellary to Kurnool and Secunderabad.
South Arcot	...	...	2	4	1 Anna per mile back hire when posted out.
Tanjore	...	...	2	3	Do. travelling allowance to posting station.
Trichinopoly	...	...	2	4	½ Anna do.
Madura	5	...	+2	...	† The rates have since been largely raised. Vide Board's Proceedings to Government.
Tinnevelly	...	...	2	4	In two Táluqs 3 annas is the rate. For a cart 1½ anna per mile. These were the rates asked by the people themselves.
Salem	...	...	2 to 3	6 to 8	Travelling hire 1 to 1½ anna per mile. Cart 1 to 2 annas per mile, with travelling hire 1¼ anna per mile. Cart 1 to 2 annas per mile, and detention batta 6 to 8 annas per diem.
Coimbatore	...	...	2½	4	Travelling hire from 6 pice to 1 anna per mile, and detention batta 6 to each person as per diem.
North Canara	...	...	...	...	No roads on which bullocks can be posted.
South Canara	...	...	...	...	Posting bullocks not procurable.
Malabar	...	...	...	...	Do. Carts 2 annas per mile. Bearers and boatmen ½ anna per mile.

14. The third question put to the Collectors was whether an arrangement founded on the European Public Carriage principle could be carried out with effect. The general opinion is that this plan is impracticable except in a few localities. The owners of cattle have virtually a command of the market, and are not likely to enter into penal engagements which would secure them no material advantage that they do not already possess. Even if this difficulty did not exist, the enforcement of such contracts would be almost impossible, as the traveller's attendance to prosecute, or prove the breach of engagement, could rarely be procured.

15. The point remaining for consideration is as to the best mode of procedure for the future.

16. There can be no doubt that, except on a few roads where private Transit Agencies exist, travelling by post is impracticable without the assistance of the Officers of Government, but this can be afforded, the Board believe, without recourse to impressment, the revival of which they would earnestly deprecate. In fact, impressment is out of the question, for (as pointed out by the Board on a previous occasion, when they suggested arrangements for the supply of conveyance for troops without recourse to it) the law does not permit of it. In 1816, the Magistrate was vested with power to determine the rates of hire, but the power of compelling persons to work or provide carriage was advisedly withheld. Whatever arrangements are now made must obviously not be opposed to this state of the law.

Board's Proceedings, 24th November 1857, No. 4,129. *Vide* para. 8 of Mr. Knox's letter enclosed.

17. The first point to be settled is, how far the public can reasonably claim the assistance of Government or its Officers. Persons travelling slowly, with a single set of bearers or bullocks for their whole journey, have time to make their own arrangements beforehand, and can do so if they are willing to pay a fair price. In this case it has not hitherto been usual for Collectors to interfere, and the Board see no necessity for their doing so now. Again, on unfrequented cross roads, it cannot be expected that owners of cattle should keep them in readiness for the convenience of an occasional traveller. In such localities few cattle are kept except for agricultural purposes, and posting is really almost impracticable. Nor can it be expected that men of the bearer caste should abandon their ordinary occupation for chance employment as bearers at uncertain intervals. In these cases a traveller must be content to journey slowly and make his own arrangements before starting. Further, on roads where Bullock Transit Agencies are organized, the interference of Government, so long as the wants of the public are fairly met, is unnecessary, and would only discourage private enterprise. Lastly, there is no necessity for Collectors to undertake the supply of common carts and coolies, as these are procurable in every bazaar without difficulty.

18. Hence the only cases in which, in the Board's view, the intervention of the Officers of Government is necessary, is that of travellers requiring post on roads where a reasonable number of travellers may be expected.

Under this rule the Collector of Chingleput would have to arrange for travellers on the great Northern and Cuddapah roads, and on the [illegible] road on which a Horse Transit alone is at present established; while the Railway [illegible] in the Western direction, there is no occasion for any arrangements on that side. In North Arcot, the Collector would have to arrange any where between Vellore, Chittoor, and the Cuddapah frontier; in Nellore, there would be only the Northern lines towards Calcutta and Hyderabad, and so on in other Districts.

19. If Government approve of this course, the Board will, in communication with the Collectors, draw out a list of post-roads for the information of the public, and frame the necessary rules.

20. At each stage on the selected roads, the Collectors will have to arrange with resident owners of suitable cattle to supply a fixed number, on receiving due notice of their being required. This may be done through the agency of the Village Officers, and if fair remuneration is allowed, there will be little difficulty. This system is in fact in force in some Districts, as Bellary, and may be generally carried out with[illegible]. In some places where there may be no village at the close of the stage, some [illegible] inducement may be necessary, but such

cases will not be of frequent occurrence, and must be exceptionally treated. If this plan is followed, the traveller will be required to give a reasonable number of days' notice of his journey; he will be furnished with a way bill, showing the stages, the sums payable by him, and the time to be occupied under ordinary circumstances. Intimation of the dâk will be sent by the Collector to the head of each village, who will give immediate notice to the owners of the cattle, and take care that they are ready for the traveller at the appointed hour. In regard to bearers, similar arrangements will be requisite, the revised Rules sanctioned by Governmen on 31st October 1851, being followed.

Fort Saint George Gazette, 31st October 1851, p. 935.

21. This plan amounts simply to Government becoming the Post Master of the country, wherever private enterprise is wanting, and the Board cannot suggest any more promising system. Regular contracts with penalties for breach of conditions would never be entered into, unless Government guaranteed a minimum profit instead of uncertain gains dependent on the number of travellers. The Board believe, however, that with a little care and management, this plan will work well, though it will require time to be brought fairly into successful operation.

22. The main question, however, and the one on which success will depend, is the rate of hire to be allowed. In their Order, dated 31st August last, Government proposed an uniform rate in all Districts, but the Board, with all deference, do not think it advisable to introduce this principle. The prices of all commodities naturally vary in different Districts, and there seems no advantage in aiming at uniformity in carriage hire more than in other things; and the less Government disturb the current rates, the more chance will there be of private enterprise superseding their agency. The rate fixed by Government must be remunerative, because this will be their only hold on the owners of the cattle; but to pay the same every where will be to make the maximum cost of a few Districts where carriage is scarce and expensive, the standard for all, in disregard of the natural causes which create variations in the value of the same article in different localities, and it would be both impolitic and unacceptable to the public. At present, in Madura, the rate per mile cannot be reduced below 3 Annas for the bullocks only, and if uniformity is insisted upon, this rate must be allowed also in Tinnevelly, and Trichinopoly, where 2 Annas are given, and in Nellore, where 1 Anna is now paid. As the same rate will generally prevail through entire Districts, and the traveller's way bill will show exactly what he has to pay, variations of charge in different Districts will not in practice be found inconvenient. Of late the rate of hire has been raised in most Districts, and the Board think that except in Nellore and Tanjore, and one or two other Districts, little change will be necessary at present.

In Cons. 1st September 1860, No. 4,362.

23. Travelling hire should be allowed in all cases, where the bearers or bullocks have to proceed two miles or upwards to the posting towards the stage. Half the ordinary hire seems sufficient for this.

24. Detention batta is now generally given, but the Board do not gather on what principle it is calculated. They think that batta of the rate of not less than 8 Annas should be paid for each 24 hours' detention.

25. There are sundry petty charges likely to be incurred by the Collector (such as peon hire, &c.), which in Madura, and probably also in other Districts, is included in the mileage. It would be more convenient, the Board think, to charge a fee for laying a dâk, and defraying these petty expenses out of the sums thus received.

26. The hire, according to the way bill, may be paid by the traveller at the end of each stage, or the whole may be paid in advance to the Collector who lays the dâk. The latter plan would be most convenient to travellers generally, but the former is much more acceptable to the people, and far more likely to secure efficient and willing service. The Board consequently recommend its adoption.

27. In all cases the owner of the cattle or his servants must be the driver, unless he *voluntarily* allows the traveller's servant to drive.

28. It occasionally happens that a traveller defers his journey, after his dâk is laid, and in some cases difficulty is experienced in recovering the detention and other charges payable. It is necessary, therefore, that a Collector should have power at his discretion to require some kind of security, before laying the dâk. It would be hard on a traveller to expect him to deposit the probable charges of his journey with the Collector, and also to pay its expenses stage by stage, as he proceeds: on the other hand to relieve travellers of the latter necessity when deposits are made, would end in deposits becoming the rule, in consequence of their being more convenient than payments on the road. Still, if Collectors are to be answerable, they must be allowed the discretional power of requiring references or deposits for their own security, unless Government accept the alternative of incurring the risk themselves, and merely holding the Collector answerable for exercising reasonable care in complying with the applications of strangers.

29. The Government in paragraph 7 of their Order, dated 31st August last, require also limitations "as to the number of travellers, weight of baggage and size of vehicle." The Board think that two adults and a servant may be taken as the limit of passengers in a bullock coach; two children between 3 and 12 might be considered equivalent to one adult. Children under 3 not to be taken into account. For every adult in excess they would allow a quarter of the full hire per mile. As regards size of carriages and weight of luggage, the Board would not advise any interference. The best restraint on travellers in these respects is the knowledge that their progress depends materially on the size and weight of their carriages. With liberal rates of hire, the Board think that regulations on such matters as these are not necessary, and should be avoided as merely increasing the openings for differences between the employers and the employed.

In Cons. 1st September 1860, No. 4,362.

30. The Board take this opportunity of submitting for the consideration of Government, the propriety of issuing such orders as will secure the aid of their Native officers for travellers meeting with difficulties in the Provinces at places where there are no European officials. In some Districts even the Officers of Government meet with great difficulty in procuring articles of ordinary consumption, though willing to pay fair prices. But Government are represented in every village by at least two influential native officers,—the Moorsid and Kurnum—and in the present state of the country there appears to be nothing unreasonable in requiring these persons as paid servants of the public, to afford reasonable assistance and protection to travellers, instead of, as is now often the case, evincing the utmost indifference to the necessities of all but their own superiors. The Board by no means advocate the system of requiring public Officers to cater for the public generally or on ordinary occasions, but there is a wide difference between this and the disregard for the comfort and even safety of European travellers which has lately been and not unfrequently displayed by the village authorities.

No. 143. ORDER THEREON, 10th December 1860, No. 2,357.

1. The Governor in Council is pleased to learn from the Board of Revenue that arrangements can be effected for supplying travellers with bearers and bullocks without recourse to compulsion, from which, in reality, the arrangements previously in force were more free than was generally supposed. Of the necessity and propriety of Government affording assistance to travellers in this respect, His Excellency entertains no doubt.

2. The arrangements now proposed by the Board partake of the character of private contracts, and have his approval.

3. His Excellency concurs with the Board that it is only on the more frequented roads and for travellers journeying with *relays* of bearers or bullocks, that the intervention of Government is necessary. In these cases, arrangements will be made to have bearers or bullocks posted at regular stages. In other cases, as when travellers proceed with a single set of bearers or

bullocks for their entire journey, as well as on unfrequented cross-roads, and even on important roads where private enterprise has supplied satisfactory means of conveyance, the interposition of Collectors is unnecessary, but this rule of course does not dis-entitle travellers to assistance in difficulties. He agrees with the Board that Collectors need not and should not interfere in regard to coolies or baggage carts, as these can always be easily procured by travellers on fair rates of remuneration.

4. As regards the rates of hire, the Governor in Council considers that these must be liberal, in order to ensure regular and efficient service, and also because Government cannot guarantee constant employment, inasmuch as this must depend on the number of travellers passing along each road. The hire should be fixed with reference to the circumstances of each District and not with the object of having one uniform rate throughout the Presidency. Detention batta and travelling hire, fixed on similar principles, should also be allowed. The latter of course will not be granted when the bearers or bullocks return with the traveller over the *same* ground or when the distance *to* the stage does not exceed a couple of miles. The former will be claimable only after 24 hours detention.

5. The petty contingent charges mentioned by the Board in paragraph 25 of their Proceedings would be most conveniently provided for by a light fee to be charged on all dâks laid by Government Officers. The fee should merely suffice for this purpose and its amount can be periodically adjusted as experience is gained.

6. The Governor in Council is decidedly of opinion that the hire should invariably be paid by the traveller at the end of each stage; prompt payment into the hands of the persons who have earned it, is the surest way of securing willing and efficient service, and saves much official correspondence and interference. Travellers will of course be supplied with "Way Bills" showing clearly what they have to pay at each stage, and probably the Accountant General will be able to arrange for the issue to them of Circular notes, immediately payable at the Treasuries on their route, so as to save them the inconvenience of carrying so much coin as will otherwise be necessary. The Board will effect this in communication with the Accountant General. It will be a standing rule that on failure of payment the traveller's further progress, with Government aid, will be stopped. Complaints of overcharge or misconduct must be subsequently made and settled, and payment of the sums entered in the way bill is not to be withheld on such pleas.

7. The Governor in Council agrees with the Board that Collectors must have the discretionary power of requiring a reference or deposit from strangers, before laying dâks for them. The necessity for such a course will not often arise, and, if a deposit is made, the money should be returned when the traveller has accomplished his journey through the District.

8. The views of the Board in regard to extra passengers, luggage, &c., as set forth in paragraph 29 have the concurrence of Government.

9. The Governor in Council requests that the Board will carry out the arrangements proposed by them and approved of by him, as expeditiously as possible. Their completion will be reported to Government and notified to the public.

10. The Governor in Council fully concurs in the views expressed by the Board in paragraph 30. He desires that they will issue orders accordingly, distinctly declaring it to be the duty of village and Tâluq Officers to afford assistance and protection to travellers when in difficulties, and that they will enjoin Collectors to enforce this responsibility, and ensure a proper regard for the safety and comfort of travellers on the part of their subordinates.

(Signed) J. D. SIM,
Acting Secretary to Government.

Revenue Board Office
Fort St. George
26 October 1860

N° 4926

From
J. D. Sim, Esqre
Secretary to the Board of Revenue

To
J. D. Bourdillon, Esqre,
Secretary to Government
Revenue Department

Sir,

I am directed by the Board of Revenue to submit for the consideration of Government the information collected by them in regard to providing means of conveyance for travellers without resort to impressment.

2. The first point on which the Board sought information was, whether frequent instances had occurred of serious inconvenience to European Travellers, from want of due means of conveyance.

3. The Collector of Nellore reports that in that District not only has serious inconvenience been felt but "there is even reason to believe that death has ensued, in "the case of a young child, the daughter "of an Officer at Nellore, in consequence "of the present very defective arrangements "for the conveyance of travellers running dâk

"dâk". On another occasion "a gentleman and "his whole family were prostrated by sickness "the result of exposure on one of the cross roads" and the Collector adds that he "could without "difficulty cite many more instances, to shew the "absolute necessity for some decisive measures being "adopted at once, for securing to travellers, obliged "to run dâk, the means of passing through the "District in safety".

4. The Coll.r of the Kistna* District mentions two instances of detention notwithstanding increased rates of hire.

5. The Acting Coll.r of North Arcot* states that several complaints of detention between Chittoor and the Cuddapah frontier have reached him, but the inconvenience experienced does not appear to have been very serious.

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8. The above are the only instances of complaints of inconvenience reported to the Board. But the presence or absence of formal complaints is no safe criterion whereby to judge the effects of the order of Govt prohibiting all impressments of carriage, inasmuch as travellers cannot stop in the course of their journeys to substantiate their complaints & they know that without this the Coll.r is absolutely powerless to afford them redress. Another cause certainly not the Newspapers have contained numerous complaints & the general inconvenience & difficulty which have been experienced is a matter of notoriety.

* From Coll.r 28th Inwards 12th June 1860 No 2826.

* From Coll.r 19th inwards 22nd May 1860 No 2391.

From Coll.r 4th inwards 7th May 1860 No 2108.

From Coll.r 31st May inwards 8th June 1860 No 2720.

9. Another reason for the paucity of complaints is the fact that there was really less of actual compulsion than is generally supposed in the arrangements previously in force for the conveyance of travellers - and consequently in several Districts these arrangements have continued almost unchanged.

10. The next points referred to the Collectors were the nature of the existing arrangements and the rates of hire.

11. The arrangements generally were as follows. On receipt of an application for a dâk the Coll.r issued orders to his Tahsildars to have the required bearers or cattle ready at the appointed stations. The Tahsildars in like manner made requisitions on the village Officers, or deputed Peons specially for the purpose. In particular Districts the arrangements partook more or less of the nature of contracts.

12. There can be no doubt that the system generally was based on the principle of impressment - the people believing that compulsion would ultimately be resorted to, if necessary. But it seems equally clear that as a general rule the people accepted this as one of the natural incidents of their position, and that so long as they were fairly and promptly paid and secured from ill-treatment, they regarded lightly the occasional inconveniences resulting from the obligation.

Mr Fane writes - "It "is so popular an "occupation that "I have had two sets "(of bearers) fight for "the right of carrying "me, the respective "parties claiming it "as their turn"

13 The following table shews the rates of hire in each District.

Districts

14. The third question put to the Collectors was whether an arrangement, founded on the European public carriage principle, could be carried out with effect. The general opinion is that this plan is impracticable except in a few localities. The owners of cattle have virtually a command of the market and are not likely to enter into penal engagements which would secure them no material advantage than they do not already possess. Even if this difficulty did not exist, the enforcement of such contracts would be almost impossible, as the travellers attendance to prosecute or prove the breach of engagements could rarely be procured.

15. The point remaining for consideration is the best mode of procedure for the future.

16. There can be no doubt that except on a few roads where private branch agencies

agencies exist, travelling by post is impracticable without the assistance of the officers of Govt. but this can be afforded, the Board believe, without recourse to impressment, the revival of which they would earnestly deprecate. In fact impressment is out of the question for, as pointed out by the Board on a previous occasion when they suggested arrangements for the supply of conveyance for troops without recourse to it, the law does not permit of it. In 1816 the Magistrate was vested with the power to determine the rates of hire, but the power of compelling persons to work or provide carriage was advisedly withheld. Whatever arrangements are now made must obviously not be opposed to this state of the law.

17. The first point to be settled is how far the public can reasonably claim the assistance of Govt. or its officers. Persons travelling slowly with a single set of bearers or bullocks for their whole journey have time to make their own arrangements beforehand. And can do so if they are willing to pay a fair price. In this case it has not hitherto been usual for Collectors to interfere and the Board see no necessity for their doing so now. Again on unfrequented cross roads, it cannot be expected that owners of cattle should keep them in readiness for the convenience of an occasional traveller. In such localities few cattle are kept except for agricultural purposes, & hooking is really almost impracticable; nor can it be expected that men of the bearer caste should abandon their ordinary occupation for chance employment as bearers at uncertain intervals. In these cases a traveller must be content

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18. Hence the only cases in which in the Board's view the intervention of the officers of Govt. is necessary, is that of travellers proceeding post on roads where a reasonable number of travellers may be expected. Under this rule the Collr of Chingleput would have to arrange for travellers on the great northern and Cuddapah roads. The railway being open in the western direction there is no occasion for any arrangements on that side. In North Arcot the Collr would have to arrange only between Vellore, Chittoor, and the Cuddapah frontier. In Vellore there would be only the northern lines towards Calatta and Hyderabad and so on in other Districts.

19. If Government approve of this course the Board will, in communication with

in all Districts but the Board with all deference do not think it advisable to introduce this principle. The prices of all commodities naturally vary in different Districts and there seems no advantage in aiming at uniformity in carriage hire more than in other things. and the less Government distur the current rates, the more chance will there be of private enterprise superseding their agency. The rate fixed by Government must be remunerative because this will be their only hold on the owners of the cattle. but to pay the same every where will be to make the maximum cost of a few districts where carriage is scarce and expensive the standard for all, in disregard of the natural causes which create variations in the value of the same article in different localities, and it would be both impolitic and unacceptable to the public. At present in Madura the rate per mile cannot be reduced below 3 Annas for the bullocks only and if uniformity is insisted upon, this

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The rates must be liberal but fixed hereafter fixed according to the Census & present rates of the Districts

rate must be allowed also in Trichinopoly where 2 Annas are given and in Nellore where 1 anna is now paid. As the same rate will generally prevail through entire Districts, and the Travellers way bill will show exactly what he has to pay, variations of charge in different Districts will not in practice be found inconvenient. Of late the rate of hire has been raised in most Districts and the Board think that except in Nellore and Tanjore and one or two other Districts, little change will be necessary at present.

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Letter from Collector of Madura Dated 11th

Mr Boundaries Rules on the 5 Para of his memo

Mr Hall

after his dâk is laid, and in some cases difficulty is experienced in re-covering the detention and other charges payable. It is necessary therefore that a Collector should have power at his discretion to require some kind of security before laying the dâk. It would be hard on a traveller to expect him to deposit the probable charges of his journey with the Collector, and also to pay its expenses stage by stage, as he proceeds: on the other hand to re-lieve travellers of the latter necessity when deposits are made, would end in deposits becoming the rule, in con-sequence of there being more conve-nient than payments on the road. Still, if Collectors are to be answerable, they must be allowed the discretional power of requiring references or deposits for their own security unless Govern-ment accept the alternative of in-suring the risk themselves, and mee-ting it by holding the Collector answerable for exercising reasonable care in com-plying with the applications of Strangers

strangers.

29. The Government in para 7 of their order dated 31st August last, require also limitations "as to the number of travellers, weight of baggage and size of vehicle". The Board think that 2 adults and a Servant - 2 Children between 3 and 12 might be considered equivalent to one adult. Children under 3 not to be taken into account. For every adult in excess they would allow ¼ of the full hire per mile. As regards size of carriages and weight of luggage the Board would not advise any interference. The best restraint on travellers in these respects is the knowledge that their progress depends materially on the size and weight of their carriages. With liberal rates of hire, the Board think that regulations on such matters as these are not necessary, and should be avoided as merely increasing the openings for differences between the employers and the employed.

30. The Board take this opportunity of submitting for the consideration

I suppose the Postals intended this paragraph to be Subsequent Minute rules are not advisable.

Will — Yes - if the two parties cannot agree about baggage the Specials on the spot must decide what is proper. The amount of baggage which can be taken must depend much on the wealth of the travellers whom the barkoche have to drive &c.

of Government the propriety of issuing such orders as will secure the aid of their Native officers for travellers meeting with difficulties in the Provinces at places where there are no European officials. In some Districts even the officers of Government meet with great difficulty in procuring articles of ordinary consumption though willing to pay fair prices. But Government are represented in every Village by at least two influential Native officers - the Mowsiff and Patwar - and in the present state of the country there appears to be nothing unreasonable in requiring these persons as paid Servants of the public to afford assistance and protection to travellers, instead of, as is now often the case, evincing the utmost indifference to the necessities of all but their own superiors. The Board by no means advocate the system of requiring public officers to cater for the public generally, or on ordinary occasions,

but

but there is a wide difference be-
tween this and the disregard for
the comfort and even safety of Euro-
pean travellers which has lately
been not unfrequently displayed
by the Village authorities.

I have the honor to be,
Sir,
Your most obedient servant.

J. D. Sim
Secretary.

Penang Br. Office,
Fort St. George,
26th October, 1860.

To
J. D. Bourdillon, Esq.,
Secretary to Government
Revenue Department.

Thankfully agree in this

In order should certainly be issued, reminding Village Officers of their duty to Land Travellers

The Penang Board have done their work well - & I am satisfied that the rules framed as proposed will have a most beneficial effect - that it is the duty of Govt to act as now proposed is not to be disputed

R. 31 August/60 № 401-

Copy in a Letter to England
Sep 6th April/61 № 48.

Rec: 1860 Depart.
Pro: of Govt for December.
№ 2403.

From.
The Secretary to the
Board of Revenue

To
The Secretary to
Government R. D.

Dated 26
Dish 26 } October 1860.
Rec 27

№ 4926.

Submitting for the consideration of Government the information collected in regard to providing means of conveyance for travellers without resort to impressment.

№ 142

For orders
with a memo

№ 2357- 10 December

R. D. 13

№ 2357.

Proceedings of the Madras Government.
Under date the 10th December 1860
Read the following Letter
from the Secy to the Bd of Revenue

Submitting information on the subject of providing means of conveyance for travellers without resort to impressment.

(Were enter 26th Oct. 60 № 4926)

The Govt is gratified to learn from the Bd of Revenue that the arrangements to carry into effect for supplying Travellers with Bullocks ~~the means of conveyance~~ without recourse to compulsion - from which, the inability, the arrangements to previously in force were more free than was generally believed of the necessity & propriety of such a provision as is there in this respect to Travellers H. E. Entertainment &c &c

The arrangements proposed by the Board partake of the character of private contracts and have received approval.

22. M.E. concurs with the Bd. that it only on the proposed roads and for travelling & carriage of Beasts or Bullocks, that the intervention of pt. is necessary - In these cases, arrangements will be made to have Beasts or Bullocks tested at regular stages - In other cases - as in the Travellers proceed with a single set of Beasts or Bullocks - as well as on the proposed cross-roads - and other roads even on joint roads where private interest has established the pasturage means of conveyance, the intervention of Govt is unnecessary - but this rule of course does not dis-entitle Travellers & Travellers to apply assistance in difficulties.

The Bd agrees with the Bd that Collectors need not be shackled but in the case in regard to Coolies or Baggage Carts, which always can be laid on these roads by Travellers procured by Travellers, the fair rates of remuneration

As regards the
rates of hire, the
Govt considers that
these should be liberal
in order to
Ensure regular
& efficient Service
and also because
Govt cannot guarantee
constant employment
as much as this
Govt depends on
the number of Travellers
passing along Each
road - The hire should
be fixed with reference
to the circumstances
of each district
& not with the object of
having one uniform
rate throughout the
Presidency. Detention
Batta and Travelling
Hire - fixed on simi-
lar principles - should
also be allowed - The
rate of camel hire to

Get be paid to
the Bearers or Bullocks
returning with the Travellers
over the same ground
and or when the dis-
tance to the stage does
not exceed a couple
of miles - The farmers
will be claimable only
after 24 hours detention.

The petty conveyance
charges mentioned in
the 8th in para: 25 of
these Proc: would be most
conveniently provided
for by a light fee to
be charged on all Bills
laid by Govt officers - The
fee should vary & within
for this purpose and its
amount can be periodi-
-cally adjusted as Ex-
-perience is gained -

The Govt is decidedly
of opinion that the
hire should invariably be paid
by the Traveller at the
end of each stage -
Govt opposed payment in

in & the hands of the persons who rode Earned it, is the surest way of securing skilful & efficient service, and saves much official correspondence and interference. Travellers with of course be published in the "Pay Bills" shewing clearly what they have & pay at each stage and possibly the accounts will be able to arrange for the issue of Circular Notes - immediately payable at the Railways on their route - so as to save Travellers them the inconvenience of carrying so much coin as will otherwise be necessary. The Bt will effect this in conn with the Accounts. It will be a standing rule that on failure of payment the Travellers pass progress - with Post and - with the Station - Complaints of Overcharges or misconduct must be frequently made & settled - and payment of the sums levied in the Pay Bill is not to be withheld on such pleas. . . . .

The first agent with the Bt that offers must have the discretionary power of deducting, depositing or reference or deposit from strangers before paying damages for them. The necessity for such a course will not often arise, and if a deposit is made, the money should be returned when the Traveller has accomplished his journey through the District - has passed

The duties of the Bt in regard to extra

passengers - luggage
& as set forth in the in
para 29 & are the Con.
currence of Govt.

The pet[itioners] requests
that the Govt will
carry out the arrange
ments proposed by
them & observed of by
them, ~~with~~ as ~~much~~
& the Returns as possible.
Their completion ~~of~~
~~the detailed arrang.~~
~~ts~~ will be reports
to Govt. and rectified
by the parties.

The G. in Co: fully
concurs in the ~~Pet.~~
views ~~of the~~ Expressed
by the Pet. in para 30.
He desires that they
will issue orders ac.
cordingly. & strictly
declaring it to be
the duty of Village
& Taluq Officers &

17

to assist this Force
& protection to Pas.
sengers & Rescue in dif.
ficulties, and de- that they will
fining Collrs & enforce
their responsibility -
& to ensure a proper
& adequate supply for the safety
& comfort of travellers
on the line of Railway
from Station to Station.

S. D. S

12 Copies. Board of Revenue Office 12/
3 " Accountant Genl. "
4 " Public Departt. Disp. 17/-

Govt Secl

30/5/10

Copy in a Letter to England
Dd 8th April 61 No. 48.

~~14/6/98~~

Revenue 1860 Dept.
Pro: of Govt. for December.

No. 2357

Pro: of the Madras Govt.
Dd 10th December 1860.

On the subject of providing
a means of conveyance for tra-
vellers without resort to
imprisonment.

No 142 & 143.