M.R.O. 14—13,000—27-9-24.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 140	Press ~~Mis.~~
271. 272	
Dated 26. 1- ~~19~~ 1864	

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 26th January 1864.

No. 271. Read the following Proceedings of the Board of Revenue, dated 7th January 1864:—

Read the following letter from G. A. BALLARD, Esq., Collector of Malabar, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Calicut, 11th December 1863, No. 267.

SIR,

1. Last year* I had the honor of addressing the Board and Government on the subject of a Tramway between Calicut and Beypoor.

I was then sanguine that the project would be worked out by a local Company. To encourage the scheme Government† was pleased to say that the tram lines might be laid on one side of the present high road, and that the Company might have the lease of the Beypoor Ferry and Kalai Bridge (which occur on the line of communication) for three years at Rupees 5,000 per annum.

* Vide Collector to Chief Secretary, dated 28th August 1862, No. 72. Board's Proceedings dated ——.

† G. O. dated 24th September 1863, No. 530.

The ferry and bridge had been leased for the then current Fasli for Rupees 9,000.

2. I regret to have to report that, promising as prospects were, no practical results have ensued. Shares to the amount of between 60 and 70,000 Rupees were indeed subscribed for, and competent individuals expressed their willingness to provide the balance that might be required, but all endeavours have failed to get together a working direction. The local capitalists want enterprize or will, themselves to organize and work a Company. Several private individuals who have moved in the matter have failed to command general confidence, and I have reluctantly come to the conclusion that the working of a purely local Tramway Company at present is hopeless, without much more direct interference and action on the part of Government officials than is desirable.

3 I am in hopes, however, that the Indian Tramway Company may enter on the field. The Company's Engineer was here lately, and carefully examined the lines over which a tramway between Calicut and Beypoor might run. The Company has not yet, I believe, decided on taking up the work, but it seems not improbable that it will do so.

4. The Secretary of the Company has asked me at what rate the Government would rent to it the ferry at Beypoor. I wish, in the event of the Tramway being undertaken, to be in a position to return a definite answer to this query, so that hereafter there may be no delay or misunderstanding on this account, and I beg to offer a few remarks on the subject.

‡ Vide Collector to Board, dated 10th December, No. 265.

5. I have elsewhere‡ written on the general question of ferries. The case under notice has some peculiar features.

The Beypoor Ferry is on the great coast line. It has hitherto been leased for a considerable rental and shows tendency to increase.

Common canoes and rafts are now used to cross the river, but the inconvenience and inefficiency of these rude means as regards both passengers and traffic is much felt.

6. From the position of the ferry on the great coast line, and between the present Railway terminus and the important town of Calicut, Government should provide efficient crossing, or enter into arrangements with private enterprize to do so.

In the latter case Government should (I think) guarantee freedom from competition, fix a maximum schedule of toll rates, and reserve some share of the toll profits.

7. Supposing then the Indian Tramway Company to propose to provide efficiently for the passage of the Beypoor river in connection with a Calicut to Beypoor Tramway.

If they cross by a simple ferry, laying their tram lines along the high road, I think that somewhat similar terms to those before sanctioned in correspondence regarding the intending local Company would not be unreasonable. But I must remark that the Kalai bridge toll was included in the arrangements then contemplated. Now any Company will probably have to provide its own means of crossing the Kalai river, as the bridge in its present state will not bear Tramway traffic.

G O 24th September 1863, No. 530, para. 2.

Rupees 5,000 per annum for three years was the lease before contemplated for the ferry and bridge. I would suggest Rupees 3,500 per annum as the amount for which the ferry alone

might be left to a Tramway Company for the same period; the lease thereafter to revert to Government, who would be at liberty to make their own further arrangements.

8. But if the Indian Tramway Company take up the work at all I am in hopes they will do so in a more thorough manner, that they will provide a steam ferry, or suitable description of bridge at Beypore, and take a fresh line for the rails, nearly or altogether independent of the high road.

Under such circumstances the Beypoor Ferry question evidently wears a different aspect. If a Company goes to considerable expense to provide improved and permanent means of passage, Government will not, I presume, demand such a rental as if Government itself had made the provision, or merely let the right to others of making temporary and comparatively rude provision.

9. It is certainly desirable there should be one thoroughly efficient crossing, rather than two rival, and probably less efficient, ones. The crossing therefore should be such as would be available for general traffic and passengers whether going by Tramway or not. To render the success of the work financially more secure, Government should guarantee freedom from competition fixing a maximum schedule of tolls. But then as Government gives this advantage, and relinquishes some present revenue; and moreover as revenue derived from this source does not go to swell the Imperial Funds but is strictly applied to the improvement of district communications, Government may fairly claim participation in the eventual profits.

10. I would suggest that a Company should be allowed the full returns from the toll collections at Beypoor until the prime cost of the works undertaken for the passage of the river has been defrayed, and that then Government should have a moiety of the net toll collections, or it might be provided that the Company should enjoy the full returns until the net profits exceeded five per cent. on the capital expended, when a stated portion of the excess might be claimed by Government.

Say the crossing cost Rupees 1,00,000. Say the net annual returns are Rupees 7,500, which is a moderate calculation *at present.*
The capital would be repaid in 13 to 14 years. Then Rupees 3,750 would accrue to Government, and the same sum, or 3¾ per cent. on the capital, would accrue to the Company, if we only suppose a rapidly increasing traffic to continue stationary. This 3¾ per cent. would be an *additional* profit on the returns of a Tramway Company.
The sacrifice of direct revenue would be considerable for a time, but the benefit to the community, and stimulus to general trade would be great. And indeed the sacrifice is rather apparent than real as the amount should be looked upon as expended on an important communication, and in furtherance of the general purpose for which if collected by Government it would be expended though perhaps on a different item.

11. I think an early expression of the views of Government very desirable.

P. S.—The Agent of the Company is in Madras and the views of the Directors might be ascertained direct if the Board see fit.

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1. Ordered to be submitted for the information of Government. Under the circumstances stated by Mr. Ballard, the Government offer of the Beypoor and Kolai Ferries to the Beypoor and Calicut projected Tramway Company of course falls to the ground, and the Board see no necessity at present for going into the question of what terms Government might reasonably concede in a hypothetical case.

2. They may however remark that they see no reason for sacrificing present revenue, or for demanding for Government a share beyond the rent in the profits to be derived from the expenditure of private capital in working the ferry.

3. In the case supposed by Mr. Ballard, the Board would advocate a long lease on reasonable terms with the reservation of power to revise the rates of toll from time to time, and with strict conditions to ensure the satisfactory performance of the undertaking towards the public.

No. 272. ORDER THEREON, 26th January 1864, No. 140.

The Board of Revenue will observe from the correspondence noted in the margin* that the Beypoor and Calicut line is one of those selected by Sir Macdonald Stephenson, the Chairman of the Indian Tramway Company, and that the Government have intimated to that gentleman that they considered the line a most important one, and that the terms on which the Company proposed to construct it would be taken into consideration as soon as Estimates of the cost of completing the suitable and substantial substratum, which is to be provided by the State, shall have been received. No special orders are therefore necessary on the Board's present Proceedings.

(True Extract.)

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

* From Chairman Indian Tramway Company, 22nd December 1863.
To Do. 14th January 1864, No. 12, Public Works Department.

To the Board of Revenue.
„ Public Works Department.

Exd. S. T. Augustin.

P. S.

The Agent of the Company is in Madras and the views of the Directors might be ascertained direct if the Board see fit.

Sigd J. A Ballard
Collector

Ordered to be submitted for the information of Government. Under the circumstances stated by Mr Ballard the Government Offer of the Beypore and Kolai ferries to the Beypore and Calicut projected Tramway Company of course falls to the ground and the Board see no necessity at present for going into the question of what terms Government might reasonably concede in a hypothetical case.

2. They may however remark that they see no reason for sacrificing present revenue or for demanding for Government a share beyond the rent in the profits to be derived from the expenditure of private capital in working the Ferry.

3. In the case supposed by Mr Ballard the Board would advocate a long lease on reasonable terms with the reservation of power to revise the rates of Toll from time to time and with strict conditions to ensure the satisfactory performance of the undertaking towards the public.

A true Copy
E. Thurston

To J. D. Sim Esqr
Secretary to Government

Rec'd 1/40.

The Board will observe from
the Chairman's Statement
Cust. 223 Rec'd 1863.
to 4th Jan'y 1864 £612,913.3.3

that the Collections
Collection of the Income
by Act Macadam Mc Clintock
Chairman of the Assessed Taxes
Commissioners that the Gross Amount
assessed to that Tax
that the Amount
Net the Commissioners have
received, and that the
return is unlikely the Income
to exceed the Amount
Assessed to exceed
the Estimates of the Charge
Commissioners of the Customs
the Increase of the Income
Tax.

Inl. R. 24 Septr/62 No. 530.

Rev. 1864 - Ord. 4th
Pro. of Govt for Year.
Proceedings of the Board of
Revenue.

Dated 7th
Dep. 7
Rec'd 8th } January 1864.

Submitting with
remarks a letter from
the Collector of Dublin
on the subject of the
Assessed Taxes between Exp.
-ptions and Estimate

No. 271 & 272.

Rec'd 11th 26 Jan'y

Write an Order

Rec'd Jan'y 6th R. 11th

Do enter can now be given - Some months
experience of working the Law from the Commencement
of January last, in Relation to Exemptions
will be required to
enable the Commissioners
to form a correct
Estimate of the Income
to be derived from
the Assessed Taxes
for the ensuing Year

For Orders.

I do not see that
Govt. can say more at
present than that they
will be prepared to
give favourable consideration
to such reasonable
terms as the Co. may
seek?

Wm. Ballantine
Sec'y to
Board of
Inl. Revenue

I do not see that Govt can say more at present than that they will be prepared to give favourable consideration to such reasonable terms as the Co. may seek?

Wm. Ballantine
Sec'y to
Board of
Inl. Revenue

is to be provided by the State shall have been received. No special orders are therefore necessary in the Board's present Proceedings.—

Fort St. George
26th Jany. 1864

14 Copies Letter Bd of Revl Cash 29 Jany
21 — Mo ——— 1