

ROAD TRANSPORTATION TECHNOLOGY IN COLONIAL MADRAS CITY, 1895 – 1947

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Abstract

Colonialism was the representative of the modern trade development in the west relocated in the east. In the process of establishing trade administrative centers most of the colonial powers entered into India have constructed on the coastal area. In the east coast, Madras city development from combination of three villages made into a chief colonial administrative town was example of the colonial trade and development port cities. Connecting this city with the other through the road transport became important. The colonial government had introduced and developed road transport projects with grand purpose in Madras city during 1895-1947. Building transport networks was a colonial requirement in the growing administrative colonial towns like Madras. The colonial governments transport policy was mainly to extract the maximum revenue.¹With the vision of applying transportation technology to the country's developmental needs, India had started its transportation technology in East India Company. It argues that the colonial Government had introduced and development of these project with grand purpose. Building transport networks in growing administrative colonial towns like Madras were

Keywords:

Transportation

Technology

Road

Colonial Madras

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important colonial requirement. The colonial transport policy was mainly to extract the maximum revenue. The European introduced horse drawn carriage and they started bus transport under the private firms. It was in 1930s, the Government was begun to think about nationalization. However, it was not realized even by the time of Independence. The road transport is the most dominant mode of transport both for movement of passengers and goods. The user's preference towards the road transport was an account of its inherent advantage and easy availability, adaptability to individual needs, door to door service and reliability².

1.Introduction

Transport is defined as the conveyance of persons and goods from one place to another. The quick and efficient transport builds up good will and trade between the nations of the world and contributes to economic progress and social development of each individual nation. It has a vital influence on all human relations, economic, social, cultural, political and religious.³ The development of transportation had brought different parts of the world together as well as nearer. In earlier period man employed many animals for his need and beast of burden.⁴ In pastoral stage of civilization, animals were domesticated; Dogs, Oxen, Horse, Donkeys, Camels and Elephants were used as beasts of burden. Even today their importance has not been reduced in many countries.

The next improvement in transport was the use of wooden carts with roller wheels, which were substituted later by spoked wheels. Animals were harnessed to the carts. At the outset railways used horses to drag wagons till steam locomotives were used.⁵ Carts and packed animals were the best mode of goods transport. During earlier period, merchandise was carried in carts. Passenger used carts and horses to travel depend upon their purse and status. India with its rich and varied heritage has always been an important place of any country's choice of reference

to resources and trade. This made the world to look to India from Portuguese, French and English to make it as their important colonial possession.

Though India had everything with it. But it did not grow due to poor management and lack of good administration. This made the foreigners to colonize India. Once they established in India, apart from the looting of its resources, they left their foot prints over here even after they left India. The traders who focused everything as a business was to get benefit from this country. In the process of making gaining benefits at necessary, it has become for the colonial government to build the network of roads and develop transport system to transport of goods far and wide. The colonizers settled in different parts of India and found it difficult to travel. During this period they introduced the sophisticated modes of transport such as buses and trams and motor vehicles for convenient travel and transport.

The important headquarters of British rule in India were Madras, Calcutta and Bombay which used all their sources and expertise to improve all the aspects in these places. Considering – “Chennai”, the Madras of those days takes one of the top places while reviewing the legacy of British in India. With reference to transportation technology in particular during colonial times, Madras was found to have a major advancement in transportation facility during that time to its credit. In fact, the first railway line the whole of India was planned to be laid in Madras only.⁶

1.1. Review of Literature

Susan M. Neildhad stated that the colonial port cities, founded by Europeans or developed by them as central links in worldwide colonial political and economic networks, stood apart from pre-colonial urban centers.⁷ Their foreign origins or control, their coastal locations, their central positions within European colonial systems, their emphasis on commercial, rather than ritual activities and their ethnic and cultural heterogeneity were important features which distinguished them from most indigenous cities in Asia.

The growth of Madras City illustrated the process of interaction and accommodation which characterized colonial urbanism in Asia. Founded in 1639 by the English East India Company by

a village on a sandy shore along the Bay of Bengal, Madras first existed as a colonial trading post remote in culture, objectives, and location from the major centers of contemporary South India. But its growth and prosperity depended upon its ability to exploit and absorb local commercial, weaving, and agrarian skills, existing social relationships and even prevailing cultural values. Eighteenth and nineteenth-century Madras was an amalgam of three separate though overlapping societies: the suburban villages, which belonged to the pre-colonial agrarian society of Tondaimandalam; the predominantly Indian town centers, which had their own links with indigenous urban and rural society but which grew mainly in response to the new colonial trading settlement; and the colonial urban and suburban society which emerged during the late eighteenth and early nineteenth centuries and reflected British colonial interests and policies. This formal colonial structure of nineteenth-century Madras, however, did not nullify the underlying pluralism of both its spatial and social organization, which has remained a predominant and frequently noted characteristic of the city even in the present century. In the case of Madras, its large physical size, the wide variation in the character and composition of its neighborhoods, the absence of any uniform pattern of land use, the continued existence of small rural-like settlements in many sections have combined with the poverty of most of its population to limit severely the effectiveness of its administrative institutions and to inhibit the growth of a strong urban identity.

Susan J. Lewandowski, mentioned on the routes of the town and noted that city was found and the mid-seventeenth century, was the earliest colonial port city established by the British in India.⁸ Like the other port cities of Asia which were the creation of European powers, Madras functioned primarily as a base for overseas trade. As the British shifted from their role as traders to rulers of the Indian Subcontinent, they added a new dimension to the cities they created - a municipal apparatus to monitor urban growth, to regulate the use of land and to insure that certain areas, especially those where they resided would receive adequate urban facilities.

The late nineteenth century was an important period in the history of India's colonial port cities: it was during this time that Madras, Bombay and Calcutta began to take on a visibly urban form. After 1858, when the British Government assumed full administrative control over its colony from the East India Trading Company, municipal institutions in the three capital of presidencies were granted effective powers of taxation and for the first time were able systematically to

provide urban facilities such as hospitals, burial and burning grounds, markets, housing and transport. This was a time when the city assumed a larger role as a distribution center for goods and services throughout the South; when innumerable buildings were erected to give the city a new urban image and when plans were made for constructing a harbor and for laying railway lines to link Madras with its hinterland and the other major cities of India. This was not, however, a period of large scale industrial growth and although a few tanneries, railway workshops, cotton mills and other small enterprises were begun in the late nineteenth century, they did not radically alter the economic basis of the city, which was trade. In fact, the economically dynamic for the growth of Madras was the development of the administrative and service sectors. By 1900, about one-fourth of the city's total population was supported by those employed in government, professional and personal service occupations. Jobs also appeared in construction, road and rail transport and the food processing industries. The growing attraction of Madras as the colonial capital of the South was clearly reflected in changes in the overall size of the city.

Anthony Webster, in his article discussed on the routes of the town and noted that The East India Company Charter Act of 1813, which ended the East India Company's monopoly of trade with India, has been viewed by historians as a significant event in the emergence of British commitment to free trade.⁹ The reason behind the government's decision to end monopoly in 1813 was the wider question of the efficiency of the E.I.C. It sought to examine government motives in implementing a strategy of its own to combat economic difficulties at home. India was seen primarily as a source of raw materials, rather than as a potential market for British exports. New evidence from ministerial correspondence at the Board of Trade and careful examination of parliamentary papers reveals the essential features of this strategy and provided insight into the failure of the E.I.C and London. Government ministers were motivated by a cogent economic strategy of their own. This strategy was designed to combat inflation and secure essential supplies of cheap raw materials, thus helped to maintain social stability.

The administrations of Liverpool after 1815 displayed strong concern about economic affairs, regarding the security of food and raw material supplies as imperative in the national interest. This outlook emerged in the last years of the war and one consequence was that India, for so

long regarded as a burden providing only luxuries for the elite, began to be seen as a provider of raw materials in time of crisis. The large volume of evidence presented to the government on the value of India as a supplier of raw materials was far more convincing than the few testimonies which depicted India as a potential market for manufacture.

According to *Christopher Baker* throughout the colonial period, the government played a substantial role in structuring India's foreign trade and in molding the economy of the great port cities and their immediate hinterlands.¹⁰ The essay deals with the Madras Presidency had fewer big businessmen than in the other major areas of India and less powerful and coherent as a class. Much of the material was drawn from the Tamil districts but it was necessary to shuffle uneasily between these localities, the provincial government and the imperial umbrella in Delhi. The focus was fixed mainly on food and cloth, the two main items of internal consumption and the systems of production and trade which they involved. The rail and road developed and they also complained that the Zamindars were even worse than government at providing the irrigation, transport and other forms of infrastructure for agricultural growth. In some parts, the Zamindars actively tried to prevent the spread of commercial agriculture in their estates because it tended to create over-mighty subjects among the tenant.

2. Research Method

The present study adopts the grouping of facts in chronological order by using of heuristics of primary, secondary and tertiary kinds of information. Accordingly, the natures of events are narrated in logical order. Analysis and interpretation with traditional historical method is the mode of research exposition.

2.1.Objectives

1. To analyze the growth and development of road transport technology in Madras presidency
2. To find out of the service city transportation in Madras

2.2. Data Collection

Data have been collected from various newspapers, books. The source have been collected from Libraries of Tamil Nadu Government, Chennai, Government Orders, the

fortnightly reports and Native newspaper reports preserved in the Tamil Nadu archives. The sources have also been collected from Tamil Nadu Archives, Egmore, Chennai, Connemara Public Library, Anna Centenary Library Chennai, Madras University Library, Anna Centenary Library Chennai, Madras Institute of Development Studies, Chennai, RojaMuthaiah Library and Research Center, Chennai, Theosophical Society Library, Chennai and Bharathidasan University Library, Tiruchirappalli.

3. Results and Analysis

Public road means any street road square court ally passage or riding path over which the public have right of way which the public have a right of way whether a thorough face or not and includes the road way over any public bridge or causeway.¹¹

3.1. Ancient Roads in Madras

In ancient time, Fahien's account mentioned about road transport in Madras. This account which was in 1845 may be the earliest mention of the roads. His records provided even the minutest details of the route and locations of the place he visited. The travelogue of Hiuen-T-Sang, another Chinese traveler who paid visit to India during the first of the 7th century B.C, when Harshain the north and Pallavas in the south were ruling, leaves a vivid account of the ancient highways in the Madras.¹²

3.2. Bullock Carts

In ancient times, the people used animals for the purpose of goods transport. The bullock carts have been traditionally used as transport, especially in rural area. The arrival of the British Show drastic improvements in the horse carriages which were used for transport since early days.¹³ In the year 1900 the cart-stand in Madras were not provided with drains but they were rendered very nasty and stinking by the horses and bullocks making water there in Madras. The paper draws the attention of the sanitary authorities to the insanitary condition of the said cart-stands.¹⁴ Later East India Company had introduced the European horse drawn carriage which was new to the South Indian Society. The goods transport in villages was through bullock carts. In the past

motor cycles and scooters had made their entry on the roads. Motor car was however the mode of transport of the effluents.¹⁵

3.3.Jutka Drawn

In early time the popular mode of local transport was jutka drawn by horse. These vehicles were used even by Britishers to move from one place to another. These vehicles had natural death when more number of motorized vehicles was put on road. But still one can find jutka operating on older parts of Chennai in very small numbers.¹⁶

3.4. Development of Road Transport

In the year 1639, the company had got their permission to build a fort at Madras. Once they developed this coastal town intending to serve trade and administrative purpose the need for military roads became essential and these military roads naturally enough came under the Military Engineering Department (M.E.D) but even so the maintenance of such roads depended upon their military significance. As the company had slowly gained control over the trade, certain military roads, being of no further use went into disrepair and others were extended certain of the old military roads remain to-day, some of them being the original site and direction of some of the trunk roads leading out of Madras today.¹⁷

In the initial years, the older settlements were along the water fronts in Chennai. The Britishers were also living along Cooum River and roads were laid to give access to them. The important roads developed during the late 1700 were Marshall Road, Halls Road, Mounties Road, Casa Major Road; Mow Brays Road and Royapettah High Road. The roads which were of radial pattern before 1800 were developed on circular pattern at latter stages. Mount Road, the important radial road even during that time was given access through other roads like Triplicane High Road, Chamiers Road, Edward Elliot's Road, Royapettah High Road etc. In addition to this, new link roads were formed to connect the newly formed residential area.¹⁸ The Engineering Department started back in 1785, had jurisdiction over roads and other means of communication on the cantonments. Till the abolition of this department in 1858, this system remained in force.¹⁹ At the commencement of British rule, the responsibility for roads came under the Maramat Department (M. D.). This department worked through the district collectors

and exercised charge of all irrigation work, civil buildings, and roads, and collectors being responsible, but receiving no professional aid of any kind. In 1819 the question of communications received some attention and engineering including road came under the control the whole presidency, which was styled “Inspector general of civil estimates.”

In 1825, the whole M. D. was placed under the board of revenue and in 1836 the chief engineer received a seat at the board to look after public works interest. The office of the inspector-general was abolished and the Public Works Department (P. W. D.) could be said to have been born by the appointment of a public works secretary to the board of revenue. The history of road repairs in Madras had been for some time under a dual control of the justices in session and the Lottery Committee (L. C.). A report of the Military Board in 1838 gives however, a tolerably clear account of the matter. A portion of the roads outside the Black Town had already been repaired out of the lottery profits and when the assessment was extended a portion was granted to the L. C. When the L. C. was abolished some of the roads outside black town were made over to the Military Board. In 1838 however they were all handed back to the justices except Mount Road and the Poonamallee Road which as Military Roads were maintained by government.²⁰

In the same year, main lines of roads viz, the imperial roads, were kept under the care of a civil engineer and were transferred to the newly created trunk road development, which was headed by the superintendent of roads. Actually the revenue M. D. who worked by the orders of Tahsildar only executed the road construction work. Thus department was consisted of 12 superintendents of maramat or maistries assisted by a number of talk masteries.²¹

A commission however was appointed to examine the P.W.D system and in 1856, the commission submitted a report. Prior to this back in 1800, the original plan drawn roughly along Mount Road between Madras and St. Thomas Mount Road, the first base line being approximately was seven miles long. The first survey at India therefore started in Madras and it can be assumed that the forth coming maps provided excellent data for generally for the development of a road system from Madras into the interior for military purposes. By 1845, a Trunk Road Department (T. R. D.) had been formed and railways had already become inaugurated although curious, Madras remained for a long time without being directly connected with any of the major railways.²²

The Local Fund Act 1871 which succeeded the District Roads Cess Act (D. R. C. A.) 1866, transferred the Road Cess Fund (R. C. F.) to the Local Fund Board and Authorized the Local Bodies (L. F. B & A. L. B.), the tolls and two thirds of the cess was earmarked for road developed. The Local Boards Act (L. B. A.) 1884 empowered the local bodies to spend not less than half the income from land less open road. By passing the Madras Motor Vehicle Taxation Act(M. M. V. T. A.)in the year 1930-31 the system of tolls on roads was abolished.²³

In 1924 the proposal to carry out certain improvements to the roads in Chepauk Park through the Agency of the corporation was approved. In furnishing the list with the requires information the Superintending Engineerrecommended that the following items only need be transferred to the corporation as continue to be maintained by the P. W. D.1. Road from the Chepauk Gate to the South Beach road 2. The road west of Buckingham canal from the revenue board bridge to the Gosha Hospital gate.3. Information was to be obtained from the cost of tarring and metalling on the assumption that tarring will be done once in every two years and metalling once in four years, the cost of annual maintenance of these roads.

The corporation was informed that a sum of Rs. 2,760 would be paid to them for the initial cost of the lamps along the road west of Buckingham canal and that a recurring charge of Rs. 2,350 would be paid annually in case they own the charge of the two roads. The corporation has agreed to these conditions.²⁴ The Madras Government contemplated a comprehensive road development programmed in 1933, A.Vipan was appointed as special officer for this purpose. He submitted his report in 1935. The great northern trunk road 28 miles (45) km and the great southern trunk road (55) miles km, had promoted enthusiasm of better and more roads. During the year 1938-39, the P. W. D maintained about 1,270 miles of road at a cost of approximately Rs7.42 lakhs while local bodies excluding the corporation of madras maintained nearly 38,000 miles including 23,883 of metalled roads.

The budget for 1939-40, provinces for a sum of Rs. 4. 35 lakhs to be spent on communications under the control of the public works department and drafts in aid to local bodies towards the road charge amount to Rs 72.54 lakhs.²⁵In the year 1940, the P. W. D had maintained 1.272

miles of roads at Rs 607 lakhs; 85 miles including 22 miles treated during the year had improved types of road surfacing. The total length of roads maintained by local bodies in the mufassal was nearly 37, 564 miles including 23, 812 miles of metalled roads.²⁶

During the year 1942 the department maintained about 1,400 miles of road, cost Rs 6. 51 lakhs. The local bodies excluding the Corporation of Madras maintained nearly 38, 388 miles of which 23,987 miles were Metalled roads.²⁷ As a consequence a conference of chief engineers was convened at Nagpur in 1943; Five year post-war development plan for the construction of new National Highways, Provincial Highways, Major District Roads and Villages Roads was formulated in Madras. A special officer H. R. Dodra was appointed to review road development and he submitted his report in 1945. It was on his suggestion that the Highways Department was created in the year 1946.²⁸

3.5. Madras City Transport

The Motor Transport was another one the mode of Transport in Madras. The horseless carriage was a wonder of wonders, and all the people of the city big and small had thronged the road on which it was passing to have a glimpse of this new-fangled innovation. In the year 1894, the city of Madras Mount Road; the horseless carriage was driven for some distance on Mount Road for the public's edification. The Englishmen and Scotsman of the common firms brown sahibs and the common folk of all gaped in wonder at the newest achievements of modern science. The wonder and amazement of the citizens of Madras at the advent of what was to be later called the "Automobile" and still later the "Motor Car" quite understandable.

In 1894 when the first motor car visited the city, barely ten years had passed by since the "Internal combustion discovery of the engine by Daimler." Madras hosted its first Motor car to remain in the city a few years after the visiting show piece was seen on Mount Road in 1894. The credit for bringing the city's first permanent car goes to A. J. Yorke, a Director of Parry & Co., who while on "home leave" in England bought it and brought it with him. Yorke lived in Adyer and every day his motor car, a wonder to the cities, inhabitants, went in the morning from Adyer through Mylapore, San Thome and the Beach Road to Parry's Corner.²⁹

In 1906 the motor cars were exempted from the operation of the Steam Boilers and Prime Movers Act (S. B. P. M. A), though they were like other hackney carriages let out for hire to the public. In the same year, the people saw the first accident in the road, which have lately occurred from these cars still in the memories of the public. In Madras town itself not less than fifty cars were running. Their speed in places of overcrowded traffic such as Mount Road etc was high. There was visible growth in number of vehicle from 1930-1940s which can be seen in the following table.³⁰

Table - 1

The details of Number of Motor Vehicle in 1929-1936

Year	Total	Total Madras City	Total Madras Presidency (excluding Madras city)
1929-30	1,92,690	15,931	15,230
1931-32	2,10,726	18,096	15,728
1933-34	2,02,960	19,741	14,675
1935-36	1,61,812	5,296	14,675
1937-38	1,46,429	6,680	15,110

Source: Native Newspaper Report, January-December 1936

The first three years refer to the number of cars registered whereas the last two years refer to the actual number of vehicles running on the road. The other following years there was a marked fall in the figures for all India and for the Madras presidency excluding Madras city. This increase in number of vehicle caused lot of accidents with in the town. This increased number vehicle resulted in unnumbered accident which could see in the following.³¹

Figure– 1

The details of Madras Motor Vehicle Accidents in 1935-1937



Source: Reports on Administrative of Madras Presidency 1937-1938, Madras: Government of Madras, 1939

From the graph it could be understood that there is steep increase in the number of accident inside the town. During 1935-1937 the number of accidents inside of the town was less in number of compares the outside. In 1937 it visible the more number of accidents were suddenly increased outside of the town when compare to 1936 rather than inside of town.³²

In 1946, the proposals were under consideration for the formation of district traffic boards and the appointment of district transport offices to be in charge of transport problems in each district, related to the regulation of traffic and the maintenance of law and order. The decision to nationalize motor transport was perhaps one of the most import decision taken by government during the year.³³The Madras Government hereby draws the alternation of the public to the fact that under section 9 of the Madras Essential Articles Control and Requisitioning Act (M. E. A. C. R. A.) 1946, would regulation the sale and price of motor vehicles.³⁴During the year 1946-1947, the provincial transport authority hasprovided information on total number of motor vehicle such as Motor cycle, Motor car, Buses, Lorries, Cars and others in use during the past five years, this is expalined in the following table.

Table – 2**The details of Motor Cycle, Motor car, Buses, Lorries and Cars between 1942-1947**

Year	Motor Cycle	Motor Cabs	Buses	Lorries	Cars and Others	Total
1942-43	1,401	367	3,167	1,250	11,500	17,685
1943-44	1,367	329	3,020	1,841	10,683	17,240
1944-45	1,458	404	3,091	2,663	10,430	18,046
1945-46	1,513	371	3,662	3,311	9,769	18,653
1946-47	2,823	521	5,057	6,341	15,972	30,714

Source: Reports on Administrative of Madras Presidency 1946-1947, Part. II, Madras: Government of Madras, 1948

It could be seen from the above statement that there was a record increase in all classes of vehicles during the year. This was due, in a large measure, to the release of a large number of surplus vehicles through the disposals organization of the government of India and also to arrivals of new vehicles.³⁵

3.6. Bus Transport in Madras

Madras people did not see the bus in old an days, but thus new transport came to Madras as when they came British people transport conveyance of bus in people. In ancient time roads did not exist and people used to walk along the tracks. Pack of animals began to be used and people traveled in caravans. The palanquin and the horse were the standard means of getting people from once place to another within the city itself. There were horse drawn vehicles, bullock drawn vehicles, jutka, bangles and hackneys all used for short distances. In the beginning of the 20th century the city of Madras had an organized transport service. The service was first provided by private companies, it was all profit oriented and did not care much for convenience of the public. Although it was many years before Madras had a properly organized bus service, Messrs Simpson and Co. Ltd, had some interesting catalogues buses dating back prior to 1910. The types of buses illustrated were essentially similar to the open type of bus. From 1910 onwards there was a steady increase in the number of buses running. Before government expresses, it intended of the

nationalization of the bus service in the city of Madras. The bus transport was undertaken by the Madras Electric Tramways (M. E. T.) Ltd (1904).

This in the year 1925-27 operated a fleet of 50 motor buses. The Important city bus operators were; The City Motor Service Ltd, The Public Passenger Service, Presidency Transport Ltd, Sri Rama Vilas Bus Transport Ltd. Presidency Transport Limited and The South India Bus Transport Ltd. This scheme was abandoned in 1928 owing to the uneconomical competition offered by unorganized bus owners and madras reverted to its unsatisfactory bus system until about 1933.³⁶

It was M.E.T which from 1925-28 operated the first organized bus system in the city. But it had to windup this operation which provided an excellent link with the suburbs organized bus transport then come The Red Ladies; red and yellow buses. But as far as 1910, Simpson was selling to owner who ran disorganized services both in the city and mofussil. Presidency transport with its red buses and city motor service, with its blue ones, long dominated this transport service.³⁷ Since 1934, the bus competition has been especially acute and has accounted for a reduction in the number of both of passengers and miles in 1934-35.³⁸ The total strength of the fleet continued to be 321 as no bus was registered during March 1949. With the effect from 4th March 1949, government buses had introduced on some of the suburban routes. Special buses were run on several occasions for the convenience of the public attending the races. The government bus service had three auxiliary institutions the government automobile workshop, the government couch-building factory and the central stores.³⁹

3.7. Motor Vehicle Act and Amendments

The Colonial Madras Government had introduced the Madras Motor Vehicle Act (M. M. V. A.) in 1907 rules and regulations. Later this act, become model act which to be used in all presidencies. This act explained that every motor vehicle which was registered under the rules formerly in force M. M. V. A 1907, such registration being still in force on the date from which these rules take effect, shall be deemed to have been registered under their rules. Later in 1923, M. M. V. Act was modified which laid down the regulations regarding “registration, fee for registration, transfer of ownership, change of address, validity of registration certificates, motor vehicles of manufactures and dealers, distinguishing marks[mc and mc/p Madras city] ,

conditions of registration of motor vehicles, subsequent defects, lights, use of cut-outs and similar devices, use of horns, driving licenses, provisional licenses, validity of licenses, fees for the grant of licenses, speed limit, and rules of road. This rules extended to Madras presidency in this act.⁴⁰

In 1935, the Madras Government introduced another act which was Madras Motor Vehicle Taxation Act (M. M. V. T.). This was exclusively on taxation. This was supplemented by Motor Vehicle Act in 1939. This was the outcome of slow consolidation of various provincial acts and of the recommendations of various committees which studied the Indian transport. The act required permit holders to observe well recognized conditions such as satisfactory maintenance of vehicles, the observance of prescribed speed limits and rules of the road avoidance of overloading overcoming overworking of the drivers. With this act motor transport has grown from infantry to adolescence.⁴¹

The Transport Motor Vehicles Control Order (T. M. V. C. O.) of 1945 was introduced on the question of transfer of ownership. It required the applicant for entry of transfer of ownership in the registration certificate to complete his report. Every motorist should follow these rules and regulations.⁴² The subsequent act: the Amendment of the Motor Vehicles Act (A. M. V. A) in 1945 was proposed to collect opinions on the amendment bill as differences of opinions have emerged. It was decided to make a few changes in the amending Bill and to circulate it to provincial governments for comments before the end of the year. It would then be published when the Legislative Assembly was constituted prior to introduction in the Budget session.⁴³

The changes were as follows:

- 1) The powers of provincial Government to give directions.
- 2) The need for regional transport authorities and
- 3) The reservation of the grating of public carriers permits to the transport commissioners.
- 4) The composition of the provincial Transport Authority.

The A.M.V. Act rules and regulation extended to the Madras presidency.⁴⁴

3.8. Nationalization of Transport

The British had introduced the Motor Vehicles during the Second World War in India. Since then there has been a steep increase in the use of motor vehicles by the people. Recognizing the importance of motor vehicles, the Madras Government wanted to nationalize this mode of transport. The first step then taken after the war was the nationalization of Transport.

In some of the government orders issued reference was made to the government's intention to nationalize public motor transport in Madras province. It might be noted here that the general committee of the Post-War Reconstruction Committee resolved as early as December 1944 to recommend to the government that the public transport should be stateowned and statemanaged. The ninth meeting of the Transport Advisory Council held at New Delhi on 29th December 1946 unanimously accepted the urgent need for road-rail, co-ordination and for elimination of wasteful competition. At this All-India Conference, some of the provinces including Madras province were in favor of schemes of provincialisation of road transport under the government control and ownership of the Regional Transport Authorities was to issue permits to new entrants.⁴⁵

The Motor and Bus transport was also requested to be nationalized and the recommendation of Madras Government received the earnest consideration of the government and it was decided in December 1946 that in the best interest of the community at large, granted the motor transport service in Madras.⁴⁶ The government appointed a sub-committee of the cabinet under the chairmanship of the Minister for Transport with certain other ministers as members. Before the new committee could complete its work there was a change of ministry, necessitating the reconstitution of the committee. In April 1947, a new committee was formed under the chairmanship of the Prime Minister with the Minister for Transport and two other ministers as members.⁴⁷

The committee considered the matter in all its aspects and drew up a scheme for the nationalization of motor transport. According to the committee, the primary object of nationalization was to provide an efficient and cheap transport service for the travelling public and to utilize the profits for the benefit of the community as a whole. It has therefore been

decided that the provincial government should be the dominant partner in any scheme of nationalization.⁴⁸

The nationalization of bus service was thought of by the Madras Government, as it found that the bus service was an important public facility in Madras city. “The city bus service” policy, the burning need of the hour persuaded one to opt for a change.⁴⁹

In 1947, the Madras Government decided to nationalize bus transport and was the first city to do so. The government had therefore planned to construct new buses and to put up new workshops. This could be done only gradually and it was not till June 1948 that they could replace the entire city service.⁵⁰ The nationalization of Passenger Bus Service in Madras city was completed in June 1948. The nationalization branch was under the Transport Commissioner and consisted of the following departments:

- 1) Transport Commissioner’s office including the Central Account organization.
- 2) Government Bus Service Depot.
- 3) Government Auto Mobile Workshop.
- 4) Central Stores.
- 5) Government Coach Building Factory at Chromepet.⁵¹

The Road Transport Corporation (RTC act) was passed in the Parliament in 1948 to suggest the State Governments to form corporations to run the Passenger Transport Services. In Tamil Nadu, Justice Somasundaram Committee went into the working of state. The Transport Commission recommended forming autonomous corporations either under RTC act or under company’s act which gave birth to Pallavan Transport Corporation Ltd., (P. T. C.) in Chennai which was formed under company’s act on 1st January 1972. From then, there has been a steady growth of population, industrial activities, educational advancements, social and recreational centers and so on, which in turn has constructed to more number of trips in public transport.⁵²

4. Conclusion

Transport facility is the one of the essential thing to determine the country development. An attempt has been made to analyze and investigate the transportation development of colonial Madras. On the whole, Madras had an excellent record of the development of transport when

compare with other cities in India. Colonialism was the representative of the modern trade development in the west relocated in the east. This paper covers the special emphasis on the related aspects of the transport in the colonial Madras and also deduces some conclusions and suggestions on certain issues of the matter which dealt with the previous debates. This study reveals that Madras city has witnessed a model for the evaluation of transport and communication.

The British Government introduced the motor transport and helped to the development of road transport. The motor transport increased by the number of motor vehicles during the year of 1929-1936. The first three years refers to the number of cars registered, whereas the last two years during 1935-36, refers to the actual number of vehicles running over the road. The reason of increase in the transport facility in Madras was depends on the number of motor vehicles and population. The steep increased in the motor vehicle transport created more accidents in inside and outside of the town during 1935-37. Reasons for increasing accidents were unfamiliarity of local people with the motor vehicles. In course of time, especially, towards the year 1946-1947, the number of motor cycle, motor cars, buses, Lorries, cars increased.

Madras people have not been seen any buses in olden days, but after the entry of British people they came to know about the bus transport. In ancient time roads facility didn't exist hence people used to walk along the tracks. In the beginning of the 20th century Madras city organized the transport service first. Though the service was started, it was provided by the private companies, and it was fully profit oriented and didn't care much for convenience of the public. The bus transport has become popular and the buses are slowly tried to reach every place and corner of the Madras. The bus transport system development was based on the good road system. The colonial Madras Government had introduced many more acts through which they collected the funds and used to development of road transportation.

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