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# MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

|                      |               |
|----------------------|---------------|
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Not to be folded or roughly handled

PUBLIC WORKS DEPARTMENT.  
FORT SAINT GEORGE,  
16th October 1865.

No. 3,072.

No. 359.

From

COLONEL C. A. ORR, R. E.,  
*Secretary to the Government of Fort Saint George, P.W.D.,*

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,  
PUBLIC WORKS DEPARTMENT.

SIR,

RAILWAY, No. 30.

1. I am directed to forward, for submission to the Government of India, the accompanying report from the Consulting Engineer for Railways, with the Revenue Accounts and Analysis of the traffic operations on the South-West and North-West Lines of the Madras Railway (including Bangalore branch) for the half-year ending 30th June 1865.

2. Referring to paragraph 16 of Colonel Anderson's letter, I am to state that the letter from the Agent and Manager, recommending an increase in the Passenger Fares and Goods rates has been received, and is now under the consideration of Government.

I have the honor to be,  
Sir,

Your most obedient servant,

(Signed) CHARLES A. ORR, Colonel, R. E.,  
*Secretary to Government.*

No. 357. Read the following letter from Lieutenant-Colonel J. C. ANDERSON, R. E., Consulting Engineer for Railways, to Major J. H. M. SHAW STEWART, R. E., Under Secretary to Government, Department Public Works, dated Madras, 28th September 1865, No. 477 :—

SIR,

1. I have the honor to submit, for the information of Government, the Revenue Accounts and Traffic Analysis for the South-West, including Branch to Bangalore, and North-West Lines of the Madras Railway, for the half-year ending 30th June 1865.

2. The number and description of Trains running each way on week days and Sundays during the half-year will be more clearly explained by the accompanying copies of the Time tables, than by a detailed statement in writing.

3. The number of miles run during each day was as follows :—

|                         | Week days. | Sundays. |
|-------------------------|------------|----------|
| South-West Line ... ..  | 2,714      | 1,625    |
| Bangalore Branch ... .. | 507        | 338      |
| North-West Line ... ..  | 234½       | 241      |

4. The Passenger fares were the same as in the previous half-year, viz. :—

|                  |                   |
|------------------|-------------------|
| 1st Class ... .. | 12 Pies per mile. |
| 2nd do. ... ..   | 5 „ do.           |
| 3rd do. ... ..   | 3 „ do.           |

with free baggage of 40, 25, 15 lbs. respectively.

5. The Goods rates were :—

|         | Special Class | 8 Pies per ton per mile. |
|---------|---------------|--------------------------|
| 1st do. | 10 do.        | do.                      |
| 2nd do. | 12 do.        | do.                      |
| 3rd do. | 14 do.        | do.                      |
| 4th do. | 20 do.        | do.                      |
| 5th do. | 30 do.        | do.                      |

Special rates were charged for sheep in loads of 40 per truck, from Maloor on the Bangalore Branch to Avenashy on the South-West Line, at Rupees 22-8-0 including the Shepherd.

For ice, fish, and vegetables between Madras and Bangalore at a reduction of 25 per cent. on the actual rates.

For fire-wood conveyed between Paulghaut and Coimbatore the rate of eight Pies per ton per mile, was increased to twelve Pies.

6. The maintenance of South-West Line and a portion of the North-West Line from Arconum to Tirupetty has been charged to Revenue, and that of Bangalore Branch and North-West Line from Tirupetty to Reddipully, to Capital.

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7. The average distances travelled by each class of Passenger and Goods were :—

| <i>Passenger.</i>   | South-West Line. | North-West Line |
|---------------------|------------------|-----------------|
| First Class .....   | 159.712          | 58.626          |
| Second do.. .....   | 59.512           | 40.971          |
| Third do. ....      | 50.529           | 30.776          |
| <i>Goods.</i>       |                  |                 |
| Special Class ..... | 59.7 miles       | 36.9            |
| First do. ....      | 149.2 do.        | 49.2            |
| Second do. ....     | 99.7 do.         | 73.0            |
| Third do. ....      | 146.0 do.        | 74.5            |
| Fourth do. ....     | 174.6 do.        | 70.1            |
| Fifth do. ....      | 186.6 do.        | 62.3            |

8. The total receipts and nature and amount of traffic on the South-West Line (including Bangalore Branch) compared with the corresponding period of 1864, were as follow :—

|                                                                                   | Half-year ending<br>30th June 1865. | Half-year ending<br>30th June 1864. |
|-----------------------------------------------------------------------------------|-------------------------------------|-------------------------------------|
|                                                                                   | RS. A. P.                           | RS. A. P.                           |
| Passengers ... ..                                                                 | 7,79,284 12 10                      | 5,85,167 9 7                        |
| Merchandize ... ..                                                                | 9,18,437 7 0                        | 7,70,854 2 11                       |
| Railway materials ... ..                                                          | 70,393 11 11                        | 82,221 8 7                          |
| Miscellaneous ... ..                                                              | 31,937 15 0                         | 42,845 13 3                         |
| Indian Expenditure ... ..                                                         | 18,00,053 14 9                      | 11,81,089 2 4                       |
| Length of line open ... ..                                                        | 9,25,521 14 3                       | 7,23,939 12 8                       |
| <i>Half-yearly per-centage of Profit.</i>                                         |                                     |                                     |
| Amount of expenditure audited and passed in India.<br>Up to 30th June 1864 ... .. | 8,74,532 0 6                        | 7,57,149 5 8                        |
| Do. do. 1865 ... ..                                                               | 450 1/4                             | 406                                 |
| Half-yearly per-centage of profit ... ..                                          | 573,48,596 0 10                     | 486,02,616 15 1                     |
| <i>Number of Passengers.</i>                                                      |                                     |                                     |
| First Class ... ..                                                                | 5,637                               | 4,360                               |
| Second do. ....                                                                   | 52,907                              | 43,697                              |
| Third do. ....                                                                    | 7,15,004                            | 5,92,616                            |
| <i>Tons of Goods.</i>                                                             |                                     |                                     |
| Merchandize ... ..                                                                | 1,14,860                            | 98,178                              |
| Railway materials ... ..                                                          | 17,621                              | 14,287                              |
| Number of Trains ... ..                                                           | 4,483                               | 3,207                               |
| Average mileage of Trains ... ..                                                  | 130.417                             | 1,46.424                            |
| <i>Average contents of each Vehicle.</i>                                          |                                     |                                     |
| First Class ... ..                                                                | 2.598                               | 2.772                               |
| Second do. ....                                                                   | 6.290                               | 5.457                               |
| Third do. ....                                                                    | 27.205                              | 27.649                              |
| Goods ... ..                                                                      | 2.522                               | 2.570                               |

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**NORTH-WEST LINE.**

|                                                                                   | Half-year ending<br>30th June 1865. | Half-year ending<br>30th June 1864. |
|-----------------------------------------------------------------------------------|-------------------------------------|-------------------------------------|
|                                                                                   | RS. A. P.                           | RS. A. P.                           |
| Passengers ... ..                                                                 | 69,999 1 4                          | 39,133 6 7                          |
| Merchandize ... ..                                                                | 54,041 13 9                         | 28,721 2 9                          |
| Railway materials ... ..                                                          | 37,036 0 1                          | 10,075 7 2                          |
| Miscellaneous ... ..                                                              | 1,339 11 11                         | 239 3 7                             |
| Indian Expenditure ... ..                                                         | 1,62,416 11 1                       | 78,169 4 1                          |
| Profit ... ..                                                                     | 71,771 13 3                         | 37,626 9 8                          |
| Average length of line open ... ..                                                | 90,644 13 10                        | 40,542 10 5                         |
| <i>Half-yearly per-centage of profit.</i>                                         |                                     |                                     |
| Amount of expenditure audited and passed in India.<br>Up to 30th June 1864 ... .. | 79 1/4                              | 41 1/4                              |
| Do. to 30th June 1865 ... ..                                                      | 56,10,028 1 8                       | 31,80,579 0 0                       |
| Half-yearly per-centage of profit in the above ... ..                             | 1.616                               | 1.274                               |
| <i>Number of Passengers.</i>                                                      |                                     |                                     |
| 1st Class ... ..                                                                  | 294                                 | 146                                 |
| 2nd do. ....                                                                      | 1,492                               | 1,305                               |
| 3rd do. ....                                                                      | 1,14,718                            | 86,671                              |
| <i>Tons of Goods.</i>                                                             |                                     |                                     |
| Merchandize ... ..                                                                | 16,639                              | 14,132                              |
| Railway materials ... ..                                                          | 7,966                               | 4,092                               |
| Number of Trains ... ..                                                           | 1,056                               | 677                                 |
| Average mileage of Trains ... ..                                                  | 53.433                              | 41                                  |
| <i>Average contents of each Vehicle.</i>                                          |                                     |                                     |
| 1st Class Passengers ... ..                                                       | 1.207                               | 1.569                               |
| 2nd do. do. ....                                                                  | 1.911                               | 1.910                               |
| 3rd do. do. ....                                                                  | 27.562                              | 24.648                              |
| Goods ... ..                                                                      | 2.486                               | 2.677                               |

*Expenditure for half-year ending.*

|                             | 30th June 1865. | 30th June 1864. | Increase.     | Decrease. |
|-----------------------------|-----------------|-----------------|---------------|-----------|
|                             | RS. A. P.       | RS. A. P.       | RS. A. P.     | RS. A. P. |
| Locomotive Department.      | 4,03,710 4 11   | 3,07,999 1 5    | 95,711 3 6    | .....     |
| Repairs of Carriages ... .. | 31,877 4 2      | 15,757 4 6      | 16,119 15 8   | .....     |
| Traffic Department ... ..   | 1,56,670 3 9    | 1,18,555 8 3    | 38,114 11 6   | .....     |
| Telegraph ... ..            | 21,331 6 0      | 9,389 10 4      | 11,941 11 8   | .....     |
| Permanent Way ... ..        | 2,48,646 15 0   | 2,18,450 9 0    | 30,196 6 0    | .....     |
| Ballasting ... ..           | 17,912 8 10     | 13,216 1 0      | 4,696 7 10    | .....     |
| General Charges ... ..      | 27,224 15 4     | 22,357 13 0     | 4,867 2 4     | .....     |
| Fire Insurance Fund ... ..  | 18,148 4 3      | 18,213 13 2     | .....         | 65 8 11   |
|                             | 9,25,521 14 3   | 7,23,939 12 8   | 2,01,647 10 6 | 65 8 11   |
|                             | 7,23,939 12 8   | .....           | 65 8 11       | .....     |
|                             | 2,01,582 1 7    | .....           | 2,01,582 1 7  | .....     |

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9. The total working expenses and receipts, and the rate of expenditure on the South-West Line has been as follows, from the half-year ending 31st December 1861 to that ending 30th June 1865:—

|                                         | Average No.<br>of miles open. | Total working<br>expenses. |    |    | Working expenses<br>per mile open. |    |    | Receipts. |    |    | Per mile. |    |    | Net receipts per<br>mile open. |    |    |
|-----------------------------------------|-------------------------------|----------------------------|----|----|------------------------------------|----|----|-----------|----|----|-----------|----|----|--------------------------------|----|----|
|                                         |                               | Rs.                        | A. | P. | Rs.                                | A. | P. | Rs.       | A. | P. | Rs.       | A. | P. | Rs.                            | A. | P. |
| Half-year ending 31st December 1861 ... | 2454                          | 4,23,008                   | 1  | 2  | 1,723                              | 6  | 7  | 6,18,438  | 6  | 2  | 2,519     | 1  | 7  | 796                            | 8  | 0  |
| Do. 30th June 1862 ...                  | 317                           | 5,69,447                   | 0  | 10 | 1,796                              | 5  | 9  | 7,31,866  | 10 | 8  | 2,315     | 10 | 8  | 519                            | 4  | 11 |
| Do. 31st December " ...                 | 406                           | 6,53,020                   | 9  | 10 | 1,603                              | 6  | 10 | 9,19,951  | 8  | 11 | 2,265     | 14 | 3  | 657                            | 7  | 5  |
| Do. 30th June 1863 ...                  | 406                           | 8,29,577                   | 8  | 8  | 2,043                              | 4  | 8  | 10,98,956 | 1  | 2  | 2,706     | 12 | 7  | 663                            | 7  | 11 |
| Do. 31st December " ...                 | 406                           | 8,44,418                   | 8  | 9  | 2,079                              | 13 | 7  | 13,20,969 | 12 | 5  | 3,253     | 9  | 11 | 1,173                          | 12 | 4  |
| Do. 30th June 1864 ...                  | 406                           | 7,23,939                   | 12 | 8  | 1,783                              | 1  | 8  | 14,81,089 | 2  | 4  | 3,648     | 0  | 1  | 1,864                          | 14 | 5  |
| Do. 31st December " ...                 | 478                           | 8,72,849                   | 14 | 1  | 1,826                              | 0  | 9  | 17,16,473 | 11 | 8  | 3,590     | 15 | 2  | 1,764                          | 14 | 5  |
| Do. 30th June 1865 ...                  | 491                           | 9,25,521                   | 14 | 3  | 1,884                              | 15 | 7  | 18,00,053 | 14 | 9  | 3,666     | 1  | 7  | 1,781                          | 2  | 0  |

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10. The total weight carried during the half-year over a distance of one mile was 101,792,128 tons. The net receipts having, as above shown, amounted to Rupees 8,74,532, the receipts per ton per mile were 1.649 Pies.

11. For the four principal class of traffic on the South-West Line, the net receipts per ton per mile were —

|                             | Pies. |
|-----------------------------|-------|
| 1st Class passengers ... .. | 1.238 |
| 2nd Do. do. ... ..          | 1.567 |
| 3rd Do. do. ... ..          | 5.900 |
| Goods ... ..                | .944  |

And the total net receipts having yielded a profit on the outlay of 1.525 per cent. for the half-year, it would appear that the 3rd Class passenger traffic is the only one that is really remunerative.

12. The receipts from goods, per ton per mile, are even lower than those from 1st Class passengers, and show that either there must be a great waste of power or that the rates charged were too low.

13. In reality, the amount of the dead weight compared with that of the useful load, or the freight of the vehicles, is enormous, being no less than 80 per cent. of the whole.

14. This is partly accounted for by the large bulk in proportion to weight of some description of goods, as for instance of impressed cotton; but the principal cause of the high proportion of dead weight is the great preponderance of traffic in one direction above that in the other, which necessitates the conveyance of a great number of empty vehicles.

15. The vehicles themselves are also very heavy, considering the moderate speed at which they are conveyed.

16. The Agent and Manager is about to recommend a general raising of the rates for all classes of traffic, except third class passengers, and I agree with him in thinking that the results are likely to prove advantageous to the Company.

17. As regards goods especially, the traffic on which from Madras to the westward exceeds that to Madras, in the proportion of about three to two, it is very evident, that some change in the scale of charges is called for.

18. The proposed alterations will form the subject of a separate letter, but this would seem a fitting occasion for alluding to them.

19. As regards the expenditure of fuel, the South-West and North-West Lines have, I believe, been worked economically.

20. Taking a pound of coal as equal in effect to two-thirds of a pound of coke, and a pound of wood at two-ninths the same amount, it would appear that the whole consumption of fuel per ton per mile, amounted on the South-West Line to one-sixth of a pound, and on the North-West to one-eighth. On the English lines the consumption varies from one-tenth to one-fourth of a pound per ton per mile.

21. The return of late Trains which accompanies this report shows many cases of detentions of from one to two hours, and more than two hours. These are due to various causes, as the breaking down of engines, accident to Trains, to the considerable ascending gradients between Madras and Jollarapett and Bangalore, and between Bèypoor and Coimbatore. Considerable improvement has of late

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taken place, and more time has been allowed for working certain Trains, so that it is to be hoped that detentions for long periods will not be of such frequent occurrence hereafter.

No. 358.

ORDER THEREON, 16th October 1865, No. 3,071.

RAILWAY, No. 29.

Ordered that the following letter be sent:—

(Here enter No. 3,072, dated 16th October 1865.)

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,  
Secretary to Government.

ust 1861.

Cr.

|              | Coaching.    | Goods.    | Total.    | Gross earning per Mile run. |
|--------------|--------------|-----------|-----------|-----------------------------|
| RS. A. P.    | RS. A. P.    | RS. A. P. | RS. A. P. | RS. A. P.                   |
| 47,472 5 0   |              |           |           |                             |
| 76,011 7 1   |              |           |           |                             |
| 4,92,264 9 2 | 6,45,748 5 3 |           |           |                             |
| 6,260 7 10   |              |           |           |                             |
| 2,400 12 1   | 26,571 4 3   |           |           |                             |
| 17,910 0 4   |              |           |           |                             |
| .....        |              |           |           |                             |
| 1,705 4 7    |              |           |           |                             |
| 33,749 13 11 | 35,455 2 6   |           |           |                             |
| 500 15 0     |              |           |           |                             |
| 466 5 3      |              |           |           |                             |
| 2,670 7 7    |              |           |           |                             |
| .....        |              |           |           |                             |
| .....        | 3,637 11 10  |           |           |                             |
| .....        | 21,204 13 5  |           |           |                             |
| .....        | 40,408 13 10 |           |           |                             |
| .....        | 35,282 1 9   |           |           |                             |
| .....        | 976 8 0      |           |           |                             |

(Signed) R. C. CH.

|              |            |                 |
|--------------|------------|-----------------|
| .....        | .....      | Total.....      |
| .....        | .....      | To Balance..... |
| 49,717 11 11 | 22,034 1 4 |                 |
| 1,357 9 9    | 1,316 4 2  |                 |

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taken place, and more time has been allowed for it is to be hoped that detentions for long period  
ence hereafter.

No. 358. ORDER THEREON, 16th October

RAILWAY, No. 29.

(Here enter No. 3,072, dated 1

(True Extra

(Signed) CHARLE

EXCLUSIVE OF HOME PAYMENTS.

MADRAS RAILWAY.

NORTH-WEST LINE.

Open 79 miles from Arconum to Reddipully, 1st October 1864.

Revenue Account for half-year ending June 1865.

Dr.

| PAYMENTS.                                                            |       |    |    | Coaching. |    | Goods. |        | Total. |    | Cost per Mile run. | Per cent. of working expenses. | Per cent. of Revenue. | RECEIPTS. |       |       |                                     |     |     |               |     |     |     |     |     |     |
|----------------------------------------------------------------------|-------|----|----|-----------|----|--------|--------|--------|----|--------------------|--------------------------------|-----------------------|-----------|-------|-------|-------------------------------------|-----|-----|---------------|-----|-----|-----|-----|-----|-----|
| To Locomotive Department.                                            |       |    |    | RS.       | A. | P.     | RS.    | A.     | P. |                    |                                |                       | RS.       | A.    | P.    | By Coaching.                        |     |     |               |     |     |     |     |     |     |
| Salary of Superintendent and Office expenses...                      | 313   | 7  | 2  | 912       | 6  | 6      | 1,275  | 13     | 8  | 36,754             | 8                              | 10                    | 65        | 51.20 | 22.63 | First Class Passengers              | ... | No. | Receipts from |     |     |     |     |     |     |
| Foremen, Enginemen, and Firemen's wages                              | 1,866 | 1  | 5  | 5,651     | 9  | 4      | 7,517  | 10     | 9  |                    |                                |                       |           |       |       | Second do.                          | ... | ... | ...           | ... | ... | ... | ... | ... | ... |
| Wages of Laborers, Cleaners, &c.                                     | 444   | 6  | 0  | 1,292     | 4  | 0      | 1,716  | 10     | 0  |                    |                                |                       |           |       |       | Third do.                           | ... | ... | ...           | ... | ... | ... | ... | ... | ... |
| Coke, Coal, and Wood consumed                                        | 2,831 | 10 | 9  | 8,807     | 3  | 1      | 11,638 | 13     | 10 |                    |                                |                       |           |       |       | Return Fares.—1st Class             | ... | ... | ...           | ... | ... | ... | ... | ... | ... |
| Oil, Tallow, Waste, &c.                                              | 600   | 14 | 5  | 1,832     | 1  | 1      | 2,432  | 15     | 6  |                    |                                |                       |           |       |       | Do. 2nd do.                         | ... | ... | ...           | ... | ... | ... | ... | ... | ... |
| Materials for repairs of Engines and Tenders...                      | 892   | 11 | 6  | 1,832     | 1  | 1      | 3,875  | 15     | 4  |                    |                                |                       |           |       |       | Do. 3rd do.                         | ... | ... | ...           | ... | ... | ... | ... | ... | ... |
| Wages for do. do.                                                    | 1,380 | 13 | 3  | 2,483     | 0  | 10     | 5,648  | 8      | 7  |                    |                                |                       |           |       |       | Soldiers.—1st Class                 | ... | ... | ...           | ... | ... | ... | ... | ... | ... |
| Repairs of Carriages and Waggon                                      | 673   | 11 | 0  | 4,267     | 11 | 4      | 2,648  | 1      | 2  |                    |                                |                       |           |       |       | Do. 2nd do.                         | ... | ... | ...           | ... | ... | ... | ... | ... | ... |
|                                                                      |       |    |    | 1,974     | 3  | 2      |        |        |    |                    |                                |                       |           |       |       | Do. 3rd do.                         | ... | ... | ...           | ... | ... | ... | ... | ... | ... |
|                                                                      | 9,004 | 1  | 6  | 27,750    | 7  | 4      |        |        |    |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
| To Traffic Department.                                               |       |    |    |           |    |        |        |        |    | 13,606             | 9                              | 11                    | 24        | 18.99 | 8.38  | Excess Fares.—1st Class             | ... | ... | ...           | ... |     |     |     |     |     |
| Salaries of Traffic Manager and Assistant Station Masters and Clerks | 2,162 | 0  | 0  | 3,035     | 7  | 0      | 5,497  | 7      | 0  |                    |                                |                       |           |       |       | Do. 2nd do.                         | ... | ... | ...           | ... | ... | ... | ... | ... | ... |
| Salaries of Guards                                                   | 531   | 0  | 0  | 611       | 0  | 0      | 1,195  | 0      | 0  |                    |                                |                       |           |       |       | Do. 3rd do.                         | ... | ... | ...           | ... | ... | ... | ... | ... | ... |
| Wages of Porters, Greasemen, &c.                                     | 704   | 10 | 0  | 893       | 10 | 0      | 1,602  | 4      | 0  |                    |                                |                       |           |       |       | Parcels                             | ... | ... | ...           | ... | ... | ... | ... | ... | ... |
| Wages of Gatekeepers, Pointsmen                                      | 709   | 0  | 0  | 861       | 3  | 0      | 1,570  | 3      | 0  |                    |                                |                       |           |       |       | Passengers' Luggage                 | ... | ... | ...           | ... | ... | ... | ... | ... | ... |
| Cost of Grease                                                       | 309   | 5  | 4  | 896       | 2  | 0      | 1,225  | 7      | 4  |                    |                                |                       |           |       |       | Horses, Carriages, and Dogs         | ... | ... | ...           | ... | ... | ... | ... | ... | ... |
| Cost of Oil in lighting Stations, Signals, &c.                       | 231   | 0  | 4  | 288       | 1  | 4      | 519    | 1      | 8  |                    |                                |                       |           |       |       | Special Trains                      | ... | ... | ...           | ... | ... | ... | ... | ... | ... |
| Cost of Tickets issued                                               | 102   | 3  | 5  | 187       | 2  | 9      | 102    | 3      | 5  |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
| Advertising, Printing, and Stationery                                | 159   | 11 | 3  | 274       | 11 | 0      | 337    | 14     | 0  |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
| Stores not otherwise classified...                                   | 194   | 5  | 0  | 129       | 10 | 0      | 469    | 3      | 0  |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
| Travelling expenses and allowances                                   | 100   | 10 | 0  | 428       | 13 | 3      | 230    | 4      | 0  |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
| Clothing for Guards, Porters, &c.                                    |       |    |    |           |    |        |        |        |    |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
| Petty Disbursements                                                  | 428   | 13 | 3  |           |    |        | 857    | 10     | 6  |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
|                                                                      | 5,950 | 10 | 7  | 7,835     | 15 | 4      |        |        |    |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
| Telegraph.                                                           |       |    |    |           |    |        |        |        |    | 925                | 14                             | 1                     | 02        | 1.28  | 0.57  | By Goods.                           |     |     |               |     |     |     |     |     |     |
| Salaries of Signallers, &c.                                          | 174   | 10 | 0  | 251       | 9  | 0      | 426    | 3      | 0  |                    |                                |                       |           |       |       | Maunds 4,52,915-1 of merchandize co |     |     |               |     |     |     |     |     |     |
| Printing and Stationery...                                           | 8     | 3  | 3  | 10        | 2  | 10     | 18     | 6      | 1  |                    |                                |                       |           |       |       | Deduct drawbacks to merchants       |     |     |               |     |     |     |     |     |     |
| Maintenance of Telegraph                                             | 240   | 10 | 6  | 240       | 10 | 6      | 481    | 5      | 0  |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
|                                                                      | 423   | 7  | 9  | 502       | 6  | 4      |        |        |    |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
| To Permanent Way Department.                                         |       |    |    |           |    |        |        |        |    | 15,153             | 6                              | 6                     | 27        | 21.11 | 9.33  | By Miscellaneous.                   |     |     |               |     |     |     |     |     |     |
| Salaries of Resident Engineers, Inspectors, and Overlookers, &c.     | 1,141 | 7  | 10 | 3,418     | 3  | 2      | 4,559  | 11     | 0  |                    |                                |                       |           |       |       | Rents for Refreshment-rooms         | ... | ... | ...           | ... | ... | ... | ... | ... | ... |
| Wages of men employed in Repairs, &c.                                | 2,294 | 0  | 6  | 7,132     | 9  | 9      | 9,426  | 10     | 3  |                    |                                |                       |           |       |       | Telegraph Receipts                  | ... | ... | ...           | ... | ... | ... | ... | ... | ... |
| Materials...                                                         | 83    | 12 | 8  | 261       | 6  | 7      | 348    | 3      | 3  |                    |                                |                       |           |       |       | Rents Recoverable                   | ... | ... | ...           | ... | ... | ... | ... | ... | ... |
| Tools                                                                | 141   | 7  | 0  | 432       | 3  | 0      | 573    | 10     | 0  |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
| Proportion of Chief Engineer's Establishment                         | 60    | 8  | 0  | 184       | 12 | 0      | 245    | 4      | 0  |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
|                                                                      | 3,721 | 4  | 0  | 11,432    | 2  | 6      |        |        |    |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
| To General Charges.                                                  |       |    |    |           |    |        |        |        |    | 2,457              | 8                              | 0                     | 04        | 3.42  | 1.51  |                                     |     |     |               |     |     |     |     |     |     |
| Agent and Manager, Audit Accountant, &c.                             | 1,412 | 4  | 0  | 721       | 2  | 0      | 2,163  | 6      | 0  |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
| Statistical Office expenses                                          | 126   | 10 | 8  | 61        | 5  | 4      | 190    | 0      | 0  |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
| Law charges                                                          | 69    | 6  | 8  | 34        | 11 | 4      | 104    | 2      | 0  |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
|                                                                      | 1,633 | 5  | 4  | 819       | 2  | 8      | 2,337  | 10     | 7  |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
| Fire Insurance Funds, &c., on Buildings                              | 1,168 | 13 | 3  | 1,168     | 13 | 4      | 241    | 5      | 5  |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
| Pro. Goods in Transit                                                |       |    |    | 241       | 5  | 5      |        |        |    |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |
| Proportion of rent of Telegraph Buildings at Madras                  | 147   | 6  | 11 | 147       | 7  | 0      | 294    | 13     | 11 |                    |                                |                       |           |       |       |                                     |     |     |               |     |     |     |     |     |     |

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|                           | Number of<br>Passengers,<br>&c. | Pas-<br>senger<br>Receipts | Number of Vehi-<br>cles run. | Receipts from<br>each Vehi-<br>cle. |    |      |  |
|---------------------------|---------------------------------|----------------------------|------------------------------|-------------------------------------|----|------|--|
|                           |                                 |                            |                              | 12                                  | 13 |      |  |
|                           | 1                               | 2                          |                              |                                     |    |      |  |
|                           | Persons.                        | RS. A. P.                  | No.                          | RS.                                 | A. | P.   |  |
| Class I. ... ..           | 5,637                           | 54,233 1.....              | 1,900                        | 28                                  | 8  | 8·46 |  |
| Class II. ... ..          | 52,907                          | 80,583 1.....              | 3,570                        | 22                                  | 9  | 1·92 |  |
| Class III. ... ..         | 715,004                         | 5,46,594 1.....            | 10,853                       | 50                                  | 5  | 9·79 |  |
|                           | Tons.                           | .....                      | 2,936                        | 20                                  | 15 | 9·23 |  |
| Brake ... ..              | 1,556·634                       | 61,613 1.....              |                              |                                     |    |      |  |
| Horse Box ... ..          | H. D. 1,939 1,731               | } 35,282 .....             | 2,132                        | 16                                  | 8  | 9·38 |  |
|                           | Carriages.                      |                            |                              |                                     |    |      |  |
| Carriage Truck ... ..     | 461                             | } .....                    | 81,685                       | 11                                  | 10 | 9·90 |  |
|                           | Tons.                           |                            |                              |                                     |    |      |  |
| Goods' Vehicles ... ..    | 132,482 081                     | 9,88,831                   |                              |                                     |    |      |  |
| Telegraph Receipts ... .. | .....                           | 4,207                      |                              |                                     |    |      |  |
| Miscellaneous do. ... ..  | .....                           | 27,730 1                   |                              |                                     |    |      |  |
| Special Trains ... ..     | .....                           | 976                        |                              |                                     |    |      |  |
| Total Receipts...         | .....                           | 18,00,053 1                |                              |                                     |    |      |  |

MADRAS,  
CONSULTING ENGINEER'S OFFICE,  
28th September 1865.

Referring to Para

*Proceedings of the Madras Government, Public Works Department,  
16th October 1865.*

| Expenditure for each Vehicle. | Profit and Loss on each Vehicle |           |         | Average Mileage of Train. | Receipt per Vehicle per mile | Expenditure per Vehicle, per mile. | Profit and Loss per Vehicle, per mile. |           |
|-------------------------------|---------------------------------|-----------|---------|---------------------------|------------------------------|------------------------------------|----------------------------------------|-----------|
| 14                            | 15                              |           |         | 16                        | 17                           | 18                                 | 19                                     |           |
| RS. A. P.                     | RS. A. P.                       | RS. A. P. |         | Miles.                    | RS. A. P.                    | RS. A. P.                          | RS. A. P.                              | RS. A. P. |
| 17 11 9-31                    | 10 12 11-15                     | .....     | 130-417 |                           | 0 3 6-02                     | 0 2 2-11                           | 0 1 3-91                               | .....     |
| 12 11 10-85                   | 9 13 3-07                       | .....     |         |                           | 0 2 9-23                     | 0 1 6-76                           | 0 1 2-47                               | .....     |
| 12 14 4-67                    | 37 7 5-12                       | .....     |         |                           | 0 6 2-11                     | 0 1 6-99                           | 0 4 7-12                               | .....     |
| 14 8 1-49                     | 6 7 7-74                        | .....     |         |                           | 0 2 6-89                     | 0 1 9-36                           | 0 0 9-53                               | .....     |
| 11 6 9-71                     | 5 1 11-67                       | .....     |         |                           | 0 2 0-36                     | 0 1 4-82                           | 0 0 7-61                               | .....     |
| 7 5 4-47                      | 4 5 5-43                        | .....     |         |                           | 0 1 5-19                     | 0 0 10-80                          | 0 0 6-39                               | .....     |
|                               |                                 |           |         |                           |                              |                                    |                                        |           |

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,  
Consulting Engineer for Railways.

| General charges. | Total working expenses of each Class. |
|------------------|---------------------------------------|
| 17               | 18                                    |
| RS. A. P.        | RS. A. P.                             |
| 03 14 7          | 1,316 3 0                             |
| 12 0 9           | 2,685 14 5                            |
| 24 5 9           | 14,241 10 5                           |
| 97 10 10         | 1,230 4 9                             |
| 87 6 3           | 1,100 11 9                            |
| 12 15 2          | 163 0 10                              |
| 19 2 8           | 48,160 2 2                            |
| 57 8 0           | 68,897 15 4                           |

Lieut.-Colonel, R. E.,  
Engineer for Railways.

Proceeding.

B.  
MADRAS RAILWAY, NORTH-WEST LINE, No. 2.  
ARCONUM TO REDDIPULLY.

Receipts, Expenditure, and Profit for the half-year ending 30th June 1865.  
1,056 Trains.

| Expenditure for each Vehicle. | Profit and Loss per Vehicle. |                            | Number of Passengers, &c. | Receipts.     | Expenditure. | Profit and Loss | Receipts from each Passenger, &c. | Expenditure for each Passenger, &c. | Profit and Loss on each Passenger, &c. | Average Mileages. | Receipts per Passenger, per mile. | Expenditure per Passenger, per mile. | Profit and Loss per Passenger, per mile. | Number of Vehicles run. | Receipts from each Vehicle. |
|-------------------------------|------------------------------|----------------------------|---------------------------|---------------|--------------|-----------------|-----------------------------------|-------------------------------------|----------------------------------------|-------------------|-----------------------------------|--------------------------------------|------------------------------------------|-------------------------|-----------------------------|
| 14                            | 15                           |                            | 1                         | 2             | 3            | 4               | 5                                 | 6                                   | 7                                      | 8                 | 9                                 | 10                                   | 11                                       | 12                      | 13                          |
| RS. A. P.                     | RS. A. P.                    |                            | Persons.                  | RS. A. P.     | RS. A. P.    | RS. A. P.       | RS. A. P.                         | RS. A. P.                           | RS. A. P.                              | Miles.            | RS. A. P.                         | RS. A. P.                            | RS. A. P.                                | No.                     | RS. A. P.                   |
| 17 11 9-31                    | 10 12 11-15                  | Class I. ...               | 294                       | 1,057 13 2    | 1,316 3 0    | 258 5 10        | 3 9 6-82                          | 4 7 7-55                            | .....                                  | 58-626            | 0 0 11-78                         | 0 1 2-66                             | .....                                    | 232                     | 4 8 11-44                   |
| 12 11 10-85                   | 9 13 3-07                    | Class II. ...              | 1,492                     | 1,575 7 0     | 2,685 14 5   | .....           | 1 0 10-74                         | 1 12 9-64                           | .....                                  | 40-971            | 0 0 4-95                          | 0 0 8-44                             | .....                                    | 508                     | 3 1 7-44                    |
| 12 14 4-67                    | 37 7 5-12                    | Class III. ...             | 1,14,718                  | 60,059 3 1    | 14,241 10 3  | 45,817 8 8      | 0 8 4-52                          | 0 1 11-84                           | 0 6 4-68                               | 33-776            | 0 0 2-98                          | 0 0 0-71                             | 0 0 2-27                                 | 2,291                   | 26 3 5-33                   |
| 14 8 1-49                     | 6 7 7-74                     | Brake ...                  | 254-677                   | 4,097 1 10    | 1,230 4 9    | 2,806 13 1      | 16 1 4-80                         | 4 13 3-53                           | 11 4 1-25                              | 52-673            | 0 4 10-64                         | 0 1 5-61                             | 0 3 5-05                                 | 157                     | 26 1 6-48                   |
| 11 6 9-71                     | 5 1 11-67                    | Horse Box ...              | H. D. 206 146             | 1,619 10 3    | 1,263 12 7   | 353 13 8        | 3 11 6-88                         | 2 14 5-81                           | 0 13 1-07                              | 63-68             | 0 0 11-23                         | 0 0 8-76                             | 0 0 2-27                                 | 231                     | 7 0 2-19                    |
| 7 5 4-47                      | 4 5 5-43                     | Carriage Truck ...         | 83                        | 1,619 10 3    | 1,263 12 7   | 353 13 8        | 3 11 6-88                         | 2 14 5-81                           | 0 13 1-07                              | 59-529            | 0 0 11-94                         | 0 0 6-31                             | 0 0 5-63                                 | 14,208                  | 6 6 6-78                    |
|                               |                              | Goods' Vehicles ...        | Tons. 24,605-685          | 91,077 13 10  | 48,160 2 2   | 42,917 11 8     | 3 11 2-69                         | 1 15 3-80                           | 1 11 10-89                             |                   |                                   |                                      |                                          |                         |                             |
|                               |                              | Miscellaneous Receipts ... |                           | 1,339 11 11   |              |                 |                                   |                                     |                                        |                   |                                   |                                      |                                          |                         |                             |
|                               |                              | Special Trains ...         |                           | 1,589 14 0    |              |                 |                                   |                                     |                                        |                   |                                   |                                      |                                          |                         |                             |
|                               |                              | Total Receipts...          |                           | 1,62,416 11 1 |              |                 |                                   |                                     |                                        |                   |                                   |                                      |                                          |                         |                             |

(Sig)

MADRAS,  
CONSULTING ENGINEER'S OFFICE,  
23th September 1865.

year ending 30th June 1865  
Reference to Para...

Proceedings of the Madras Government, Public Works Department,  
16th October 1865.

| Expenditure for each Vehicle. | Profit and Loss on each Vehicle. | Average Mileage of Train. | Receipts per Vehicle, per mile. | Expenditure per Vehicle, per mile. | Profit and Loss per Vehicle, per mile. |
|-------------------------------|----------------------------------|---------------------------|---------------------------------|------------------------------------|----------------------------------------|
| 14                            | 15                               | 16                        | 17                              | 18                                 | 19                                     |
| RS. A. P.                     | RS. A. P.                        | Miles.                    | RS. A. P.                       | RS. A. P.                          | RS. A. P.                              |
| 5 10 9-26                     | .....                            | 1 1 9-82                  | 0 1 4-38                        | 0 1 8-39                           | .....                                  |
| 5 4 7-14                      | .....                            | 2 2 11-70                 | 0 0 11-14                       | 0 1 7-00                           | .....                                  |
| 6 3 5-54                      | 19 15 11-79                      | .....                     | 0 7 10-20                       | 0 1 10-34                          | 0 5 11-86                              |
| 7 13 4-57                     | 18 4 1-91                        | .....                     | 0 7 9-77                        | 0 2 4-16                           | 0 5 5-61                               |
| 5 7 6-42                      | 1 8 7-77                         | .....                     | 0 2 1-19                        | 0 1 7-66                           | 0 0 5-53                               |
| 3 6 2-81                      | 3 0 3-97                         | .....                     | 0 1 11-03                       | 0 1 0-18                           | 0 0 10-85                              |
|                               |                                  | 53-433                    |                                 |                                    |                                        |

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,  
Consulting Engineer for Railways.

Proceedings of the Madras Government, Public Works Department,  
16th October 1865.

|                     |         | Total miles run by Engines. |    | Per Engine mile. |     | Proportion of Superintending salary and establishment. |     |    | Total cost of upholding Engines and Tenders. |        |                  |   |    |   |    |     |
|---------------------|---------|-----------------------------|----|------------------|-----|--------------------------------------------------------|-----|----|----------------------------------------------|--------|------------------|---|----|---|----|-----|
|                     |         | No.                         | 71 | RS.              | A.  | P.                                                     | RS. | A. | P.                                           | Total. | Per Engine mile. |   |    |   |    |     |
| South-West Line ... | 645,307 | 71                          | 0  | 1                | 7-8 | 0                                                      | 10  | 0  | 0                                            | 5-5    | 4,03,710         | 4 | 11 | 0 | 10 | 0   |
| North-West Line ... | 64,510  | 72                          | 0  | 2                | 1-3 | 0                                                      | 8   | 0  | 0                                            | 3-8    | 34,106           | 7 | 8  | 0 | 8  | 5-5 |

Engines for the

aggon for the

Waggons for the  
Cost.

| Proportion of Superintending salary and establishment. |
|--------------------------------------------------------|
| RS. A. P.                                              |
| 1,719 3                                                |

| Cost of Carriage Wagon |
|------------------------|
| RS. A. P.              |
| 0 0 5-5                |

MADRAS,  
CONSULTING ENGINEER'S OFFICE,  
28th September 1865.

J. C. ANDERSON, Lieut.-Colonel, R. E.,  
Consulting Engineer for Railways.

*Proceedings of the Madras Government, Public Works Department,  
16th October 1865.*

No. 4.

Statement of the Madras South-West Railway for the half-years ending 30th June 1865 and 1864.

| Permanent<br>Way<br>Department. | Ballasting. | General<br>Management. | Total.        |
|---------------------------------|-------------|------------------------|---------------|
| RS. A. P.                       | RS. A. P.   | RS. A. P.              | RS. A. P.     |
| 2,48,646 15 0                   | 17,912 8 10 | 27,224 15 4            | 9,07,373 10 0 |
| 2,18,450 9 0                    | 13,216 1 0  | 22,357 13 0            | 7,05,725 15 6 |
| 30,196 6 0                      | 4,696 7 10  | 4,867 2 4              | 2,01,647 10 6 |
| .....                           | .....       | .....                  | .....         |

Expenditure on Maintenance of Way and Works.

| Expenditure on Maintenance of Way and Works. | Bungalows and<br>Plate-layers'<br>huts. | Ballasting. | Superintendence. | Miscellaneous. | Value of Stores<br>expended. | Grand Total.  |
|----------------------------------------------|-----------------------------------------|-------------|------------------|----------------|------------------------------|---------------|
| RS. A. P.                                    | RS. A. P.                               | RS. A. P.   | RS. A. P.        | RS. A. P.      | RS. A. P.                    | RS. A. P.     |
| 3 0 0                                        | 1,299 4 0                               | 10,197 9 0  | 50,174 0 0       | 2,559 15 0     | 75,795 10 0                  | 2,48,646 15 0 |
| 5 8 2                                        | 1,056 7 0                               | 16,855 15 9 | 41,021 2 11      | 2,185 0 2      | 69,368 13 0                  | 2,18,450 9 0  |
| .....                                        | 242 13 0                                | .....       | 9,152 13 1       | 374 14 10      | 6,426 13 0                   | 30,196 6 0    |
| 2 8 2                                        | .....                                   | 6,658 6 9   | .....            | .....          | .....                        | .....         |
| 4 9 0                                        | 3 3 2                                   | 25 1 10     | 123 9 4          | 6 5 0          | 186 11 0                     | 612 6 11      |
| 0 13 1                                       | 3 5 5                                   | 53 3 6      | 129 8 1          | 6 14 4         | 219 0 0                      | 689 10 7      |

Stores expended for Maintenance of Way.

| Tie Bars. | Rails. | Chairs. | Trenails,<br>Iron. | Trenails,<br>Wooden. | Keys.    | Fish<br>Plates. | Fish Bolts<br>and Nuts. | Points and<br>crossings. |
|-----------|--------|---------|--------------------|----------------------|----------|-----------------|-------------------------|--------------------------|
| 4         | 10,298 | 2       | 1,365              | 9,777                | 1,44,461 | 1,63,903        | 91                      | 5                        |
| 7         | 12,774 | 41      | 825                | 43,622               | 1,54,969 | 1,56,411        | 188                     | 1                        |
| 7         | .....  | 540     | .....              | .....                | 7,492    | .....           | 425                     | 4                        |
| 2,476     | 39     | .....   | 33,845             | 10,508               | .....    | 97              | .....                   | .....                    |

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,  
Consulting Engineer for Railways.

*Proceedings of the Madras Government, Public Works Department,  
16th October 1865.*

MADRAS RAILWAY, No 5.

Statement showing the quantity and amount of Revenue derived from the several commodities comprising the Merchandise Traffic, Eastward and Westward, for the half-year ending 30th June 1865.

| Description of Commodity. | QUANTITY. |       |           | AMOUNT. |           |       |           |       |          |
|---------------------------|-----------|-------|-----------|---------|-----------|-------|-----------|-------|----------|
|                           | Eastward  |       | Westward. | Total.  | Eastward. |       | Westward. |       | Total.   |
|                           | Maunds.   | S.    | Maunds.   | S.      | Maunds.   | S.    | RS.       | A. P. | RS.      |
| Avara Seeds ...           | 9,636     | 20    | .....     | .....   | 9,636     | 20    | 2,095     | 5 4   | 2,095    |
| Baggage ...               | 749       | 0     | 5,374     | 0       | 6,123     | 0     | 456       | 6 9   | 3,972    |
| Bamboos ...               | 18,976    | 0     | .....     | .....   | 18,976    | 0     | 3,062     | 9 1   | 3,062    |
| Betel-nuts ...            | 37,312    | 24    | 4,285     | 0       | 37,312    | 24    | 10,666    | 7 2   | 10,666   |
| 5. Brass ...              | .....     | ..... | 103       | 20      | 103       | 20    | .....     | ..... | 2,134    |
| Camphor ...               | 1,054     | 10    | .....     | .....   | 1,054     | 10    | 216       | 8 7   | 216      |
| Charcoal ...              | 13,050    | 4     | 29,945    | 10      | 42,995    | 14    | 6,254     | 6 6   | 11,348   |
| Chillies ...              | 5,980     | 0     | 21,286    | 13      | 27,266    | 13    | 3,049     | 13 2  | 15,666   |
| Cloths... ..              | 9,641     | 0     | 510       | 20      | 10,151    | 20    | 4,049     | 4 4   | 4,124    |
| 10. Cocoanuts ...         | 72,107    | 38    | 5,527     | 36      | 77,635    | 34    | 42,604    | 15 6  | 44,203   |
| Coffee... ..              | .....     | ..... | 269       | 14      | 269       | 14    | .....     | ..... | 213      |
| Commissariat Stores ...   | .....     | ..... | 390       | 20      | 390       | 20    | .....     | ..... | 237      |
| Copper ...                | .....     | ..... | 16,673    | 28      | 16,673    | 28    | 8,262     | 3 7   | 8,262    |
| Coriander Seeds ...       | 1,66,890  | 32    | 8,476     | 0       | 1,75,366  | 32    | 72,050    | 14 1  | 75,365   |
| 15. Cotton... ..          | 2,621     | 0     | 6,839     | 0       | 9,460     | 0     | 633       | 15 9  | 3,203    |
| Dholl ...                 | .....     | ..... | 1,908     | 0       | 1,908     | 0     | .....     | ..... | 655      |
| Drugs... ..               | 2,249     | 0     | .....     | .....   | 2,249     | 0     | 534       | 14 4  | 534      |
| Dyewood ...               | 54,904    | 32    | .....     | .....   | 54,904    | 32    | 12,344    | 7 8   | 12,344   |
| Fruits... ..              | 13,982    | 10    | .....     | .....   | 13,982    | 10    | 6,350     | 11 6  | 6,350    |
| 20. Ghee ...              | 10,947    | 30    | 14,612    | 25      | 25,559    | 55    | 2,440     | 14 11 | 2,440    |
| Gingely Oil ...           | 9,855     | 10    | 4,757     | 15      | 14,612    | 25    | 1,835     | 7 2   | 1,158    |
| Do. Seeds... ..           | 83,890    | 20    | 1,03,548  | 16      | 1,87,438  | 36    | 17,040    | 9 9   | 23,880   |
| Gram ...                  | 8,693     | 20    | .....     | .....   | 8,693     | 20    | 881       | 9 11  | 881      |
| Ground Nuts... ..         | 892       | 0     | .....     | .....   | 892       | 0     | 124       | 2 2   | 124      |
| 25. Do. do. Oil ...       | 28,695    | 15    | 11,048    | 3       | 39,743    | 18    | 9,295     | 15 7  | 3,284    |
| Gunnies ...               | 740       | 0     | .....     | .....   | 740       | 0     | 130       | 10 0  | 130      |
| Hay ...                   | 2,307     | 20    | 408       | 10      | 2,715     | 30    | 1,023     | 0 6   | 148      |
| Indigo ...                | 896       | 20    | 80,217    | 38      | 81,114    | 18    | 205       | 7 8   | 27,286   |
| Iron ...                  | 18,884    | 20    | 7,104     | 10      | 25,988    | 30    | 3,031     | 6 4   | 1,239    |
| 30. Jaggaree ...          | 32,958    | 0     | 11,924    | 23      | 44,882    | 23    | 9,226     | 4 8   | 4,449    |
| Lamp Oil ...              | 21,163    | 0     | .....     | .....   | 21,163    | 0     | 4,015     | 5 10  | 4,015    |
| Oil Cakes ...             | 1,367     | 19    | 2,277     | 6       | 3,644     | 25    | 1,368     | 8 0   | 2,017    |
| Ordinance Stores ...      | 9,145     | 20    | 26,248    | 20      | 35,392    | 0     | 615       | 0 9   | 4,114    |
| Paddy... ..               | 11,681    | 10    | .....     | .....   | 11,681    | 10    | 6,001     | 5 5   | 6,001    |
| 35. Potatoes ...          | 14,019    | 20    | 85,059    | 0       | 99,078    | 20    | 2,509     | 10 0  | 23,425   |
| Raggy... ..               | 22,363    | 20    | .....     | .....   | 22,363    | 20    | 4,554     | 4 2   | 4,554    |
| Redwood ...               | 46,887    | 20    | 4,23,584  | 29      | 4,70,472  | 9     | 5,053     | 4 5   | 1,74,885 |
| Rice ...                  | 501       | 20    | 7,537     | 14      | 8,038     | 34    | 216       | 10 10 | 4,218    |
| Saffron ...               | 42,774    | 30    | 5,64,607  | 0       | 6,07,381  | 30    | 5,024     | 13 6  | 1,61,845 |
| 40. Salt ...              | 17,542    | 33    | 1,066     | 20      | 18,609    | 13    | 5,424     | 2 5   | 143      |
| Saltfish ...              | 4,970     | 12    | 1,207     | 20      | 6,177     | 32    | 3,126     | 4 10  | 350      |
| Saltpetre ...             | 13,138    | 5     | 456       | 20      | 13,594    | 25    | 5,237     | 6 8   | 86       |
| Skins ...                 | 4,783     | 30    | 2,582     | 0       | 22,558    | 16    | 2,635     | 14 3  | 90       |
| Sleepers ...              | 14,632    | 20    | 7,925     | 36      | 24,115    | 18    | 976       | 9 4   | 1,191    |
| 45. Stones... ..          | 15,153    | 0     | 8,962     | 18      | 24,115    | 18    | 2,857     | 4 7   | 3,873    |
| Sugar ...                 | 1,42,078  | 16    | 2,69,571  | 17      | 4,11,649  | 33    | 44,570    | 9 5   | 95,832   |
| Sundries ...              | 22,393    | 11    | 29,076    | 34      | 51,470    | 5     | 7,299     | 8 2   | 5,012    |
| Tobacco ...               | 5,780     | 16    | 15        | 20      | 5,795     | 36    | 1,336     | 8 7   | 1,336    |
| Vegetables ...            | 2,873     | 12    | 6,105     | 24      | 8,978     | 26    | 854       | 10 0  | 3,371    |
| 50. Wheat... ..           | .....     | ..... | .....     | .....   | .....     | ..... | .....     | ..... | .....    |

Bangalore Branch) for the half  
year ending 30th June /65.

Referring to Para

15th Col. Anderson's letter, I

Proceedings of the

Madras Government.  
Under date the 16<sup>th</sup> Decr 1865.

From the Consulting Eng<sup>r</sup>  
for Railways.

Submitting the Revenue Accounts  
and Traffic Analysis for the S. W.  
including Branch to Bangalore  
and North West lines of the  
Madras Railway for the half  
year ending 30<sup>th</sup> June 1865.

Recd the following.

N. O. 28 Sept/65 No. 477.

Ordered that the following

letter be sent:-

To the Secretary to the  
Government of India

Sir,

I am directed to forward,  
for submission to the Gov<sup>t</sup> of India,  
the accompanying Report from the  
Consulting Eng<sup>r</sup> for Railways with  
the Revenue Accounts & Analysis  
of the traffic operations on the  
S. West & N. West lines of the  
Madras Railway (including  
Bangalore Branch) for the half  
year ending 30<sup>th</sup> June /65.

Referring to Para

15<sup>th</sup> Col. Anderson's letter, I

*Wm*

and to state that the letter  
from the Agent & Manager,  
recommending an increase in  
the Passenger fares & goods rates  
has been received, & is now under  
the consideration of Government.

Forth St. George  
16th Oct/65.

*[Signature]*

Recd: 17th October 1865. - 11 statements & 2 Copies of Railway Guide.

No. 357-358-4357

1st Vistee D. 100  
P. no. of Govt for Act

X. 2071. 2072  
P. no. of the Ad. 100  
2/16 Oct/65

2257/16

Revenue accounts and  
analysis of the traffic operations  
of the South-west & North-west lines  
of the Madras Railway including  
the Bangalore Branch. Passing  
orders on letter from the Consulting  
Engineer submitting, for the half  
year ended 30th June 1865.

2257 @ 259