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MADRAS RECORD OFFICE.

Government of Madras.

PUBLIC DEPARTMENT.

G.O. No. 3347-48 Press / Mis.

Dated 20-10-48 1948.

Not to be folded or roughly handled

No. 474. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 29th September 1866, No. 397 :—

1. I have the honor to forward the Revenue Accounts and Traffic Analysis of the Madras South-West* Line, including the Bangalore† Branch, and of the North-West‡ Line as far as Cuddapah, for the half-year ending 30th June 1866. The opening of the extension of the North-West Line, between Cuddapah and Moodanoor, took place on the 1st of August last, and the receipts derived from the working of the line will appers in the Revenue Account for the current half-year.

* Miles 407.
† ,, 85.
‡ ,, 119¼.
Miles 34¼.

2. The number of miles run by Trains during each day in the half-year was as follows :—

	Week days.	Sundays.
South-West Line	2,737	1,625
Bangalore Branch	507	338
North-West Line	558	238

With the exception of a trifling decrease of twenty-six miles upon the South-West Line, owing to the discontinuance of a train between Coimbatore and Paulghat, the number of miles run daily was the same as in the preceding half-year ending the 31st December 1865.

3. The Passenger fares during the half-year ending 30th June 1866 were—

1st Class.—By day Trains	18	Pies per	mile.
By night Trains...	22	do.	do.
2nd Class.—By day Trains	6	do.	do.
By night Trains...	7	do.	do.
3rd Class.—	3	do.	do.

with free luggage of 40, 25, and 15 lbs., respectively.

4. The Goods rates were—

Special Class...	8	Pies per ton,	per mile.
1st Class	12	do.	do.
2nd do.	14	do.	do.
3rd do.	16	do.	do.
4th do.	24	do.	do.
5th do.	36	do.	do.

5. The existing rates, both for passengers and goods, were sanctioned by Government with effect from the 1st November 1865, and are subject to revision after twelve months from that date.

6. Special rates were charged for the conveyance by rail of salt, iron, iron shot, timber wrought and unwrought, stone, coffee, and cigars.

7. The average distances travelled by each class of passengers and goods were—

	South-West Line. Miles 492.	North-West Line. Miles 119.
Passengers.		
1st Class	147·139	80·578
2nd do.	63·867	55·509
3rd do.	49·732	39·413
Goods.		
Special Class	63·4	44·2
1st Class	130·3	62·1
2nd do.	103·0	105·3
3rd do.	163·3	100·5
4th do.	158·9	111·3
5th do.	103·8	108·7

8. The average distances travelled by first class passengers, being compared with the corresponding figures for the half-year ending 30th June 1865, it is found that upon the South-West Line there was a decrease of miles 22·573, and upon the North-West Line an increase of miles 21·952. The average distances travelled by second class passengers increased in the half-year ending 30th June 1866 by miles 4·355 and 14·538, upon the South-West and North-West Lines, respectively. The average distances travelled by the third class passengers upon the South-West Line were 0·797 miles less, while upon the North-West Line they were miles 8·637 greater.

9. The average distances over which each class of goods was conveyed upon the South-West Line vary, but not considerably. Upon the North-West Line all classes of goods were carried greater distances.

10. The aggregate receipts, with the nature and the amount of traffic upon the South-West and North-West Lines, compared with the corresponding half-year of 1865, are given in the following Statements :—

	Half-year ending 30th June 1866.	Half-year ending 30th June 1865.	Increase.	Decrease.
South-West Line.				
	RS. A. P.	RS. A. P.	RS.	RS.
Passengers	8,20,266 7 5	7,79,284 12 10	40,982	...
Merchandize	10,92,331 7 10	9,18,437 7 0	1,73,894	...
Railway materials	65,189 6 2	70,393 11 11	...	5,204
Miscellaneous	50,190 7 5	31,937 15 0	18,252	...
Total	20,27,977 12 10	18,00,053 14 9	...	...
Expenditure	9,45,313 9 3	9,29,237 14 0	...	...
Profit ...	10,82,664 3 7	8,70,816 2 9	...	...
Length of line open (miles) ...	492	492	...	...
Expenditure on Capital in India and in England Rupees	593,64,486	567,53,370	...	...
Half-yearly per-centage of profit.	1·82	1·53	·29	...
Number of Passengers.				
First Class	4,720	5,637	...	917
Second do.	38,181	52,907	...	14,726
Third do.	7,59,217	7,15,004	44,213	...
Tons of Goods.				
Merchandize	1,12.098	1,14,860	...	2,762
Railway materials	16,255	17,621	...	1,366
Number of Trains	3,388	4,486	...	1,095
Average mileage of Trains ...	162·103	130·417	31·686	...
Average contents of each Vehicle.				
Passengers, First Class, No.	2·242	2·598	...	·356
Second do. ,,	5·160	6 290	...	1·130
Third do. ,,	33·752	27·205	6·547	...
Goods, Tons	2·593	2·522	·071	...
Average Receipt, per week, Rs.	77,999	69,233	8,766	...
Do. per mile of Railway open, Rupees	4,122	3,659	463	...
Do. per Train mile ,,	3·69	3·08	0·61	...
Do. per Engine mile ,,	3·37	2·79	0·58	...

11. From the figures entered under the head of "Average contents of each Vehicle," it will be observed that there was a falling off in the first and second classes of passengers, while the increase in the third class more than compensated for the loss in the other two classes.

12. The Goods Waggons were better filled than in the corresponding half-year of 1865.

NORTH-WEST LINE.

	Half-year ending 30th June 1866.	Half-year ending 30th June 1865.	Increase.	Decrease.
	RS. A. P.	RS. A. P.	RS.	RS.
Passengers	1,14,540 0 9	69,999 1 4	44,541	...
Merchandize	94,404 11 2	54,041 13 9	40,363	...
Railway Materials	91,968 13 11	37,036 0 1	54,933	...
Miscellaneous	2,117 7 6	1,339 11 11	778	...
Total ...	3,03,031 1 4	1,62,416 11 1	...	...
Expenditure	99,804 4 2	72,069 3 1	...	...
Profit ...	2,03,226 13 2	90,347 8 0	...	...
Average length of line open (miles)	119¼	79¼	40	...
Expenditure on Capital in India and in England Rupees	145,14,255	98,45,986	...	...
Half-yearly per-centage of profit	1·39	·92	·47	...
Number of Passengers.				
First Class	358	294	64	...
Second do.	2,405	1,492	913	...
Third do.	1,55,409	1,14,718	40,691	...
Tons of Goods.				
Merchandize	19,968	16,639	3,329	...
Railway materials	11,399	7,966	3,433	...
Number of Trains	1,332	1,056	276	...
Average mileage of Trains ...	64·745	53 433	11·312	...
Average contents of each Vehicle.				
Passengers, First Class, No.	1·436	1·207	·229	...
Second do. ,,	2·776	1·911	·865	...
Third do. ,,	33·587	27·562	6·025	...
Goods, Tons	2·571	2·486	·085	...
Average Receipt, per week, Rs.	11,655	6,247	5,408	...
Do. per mile of Railway open, Rupees	2,511	2,019	492	...
Do. per Train mile ,,	3·51	2·88	0·63	...
Do. per Engine mile ,,	3·10	2·52	0·48	...

13. The results under the various heads specified in the foregoing Statement are satisfactory.

SOUTH-WEST LINE.

Expenditure during the half years ending

	30th June 1866.	30th June 1865.	Increase.	Decrease.
	Rs.	Rs.	Rs.	Rs.
Locomotive Department ...	3,34,932	4,03,710	...	68,778
Repairs of carriages	27,120	31,877	...	4,757
Traffic Department	1,86,060	1,56 670	29,390	...
Telegraph do.	33,149	21,331	11,818	...
Permanent Way	2,95,668	2,48,674	47,021	...
Ballasting	14,674	17,913	...	3,239
General charges	35,667	30,941	4,726	...
Fire Insurance Fund	18,013	18,118	...	105
Total ...	9,45,313	9,29,837	...	...

NORTH-WEST LINE.

Expenditure during the half years ending

	30th June 1866.	30th June 1865.	Increase.	Decrease.
	Rs.	Rs.	Rs.	Rs.
Locomotive Department ...	49,195	36,755	12,440	...
Traffic do.	26,792	13,607	13,185	...
Telegraph	2,017	926	1,091	...
Permanent Way	15,044	15,153	...	109
General charges	3,754	2,754	1,000	...
Fire Insurance Fund	3,002	2,874	128	...
Total ...	99,804	72,069	...	...

14. The gross weight carried during the half-year over a distance of one mile was—

	South-West Line.	North-West Line.
Tons	94,891,084	14,649,734

Upon the South-West Line there is a decrease of tons 69,01,044, and upon the North-West Line an increase of tons 58,26,717, as compared with the half-year ending 30th June 1865. But upon comparing the figures for the half-year ending 30th June 1866, with the second half-year of 1865, there is a decrease in the gross weight carried upon both lines of tons 89,03,545 and 12,58,904, respectively. This is attributable mainly to a falling off in the cotton traffic, caused by unwillingness to ship it during the prevalence of low prices.

Proceedings of the Madras Government, Public Works Department,
20th October 1866.

15. The net receipts from the four principal classes of traffic were, per ton, per mile, as follows:—

	Half-year ending 30th June 1866.		Half-year ending 30th June 1865.		Increase.		Decrease.	
	S. W. Line.	N. W. Line.	S. W. Line.	N. W. Line.	S. W. Line.	N. W. Line.	S. W. Line.	N. W. Line.
Passengers.	Pies.	Pies.	Pies.	Loss.	Pies.	Pies.	Pies.	Pies.
First Class	2·00	1·45	1·23	·37	·77	1·45	...	...
Second do.	1·50	·76	1·56	·78	...	·76	·06	...
				Profit.				
Third do.	7·31	7·98	5·90	6·04	1·41	1·94	...	...
Goods	1·46	2·04	·94	1·23	·52	·81	...	...

With the exception of the receipts from second class passengers upon the South-West Line, there has been an improvement in the net receipts from all classes of passengers, and from goods upon both lines.

16. The annexed Statements show the number of passengers of each class, and the receipts realized.

SOUTH-WEST LINE.

	Miles open 492. Half-year ending 30th June 1866.		Miles open 492. Half-year ending 30th June 1865.		Increase.		Decrease.		Per-centage of Increase.		Per-centage of Decrease.	
Passengers.	No.	Receipt. Rs.	No.	Receipt. Rs.	No.	Receipt. Rs.	No.	Receipt. Rs.	No.	Receipt. Rs.	No.	Receipt. Rs.
1st Class... ...	4,720	61,979	5,637	54,234	.....	7,745	917	.....	...	14·28	16·27	...
2nd do	38,181	78,639	52,907	80,581	.....	.....	14,726	1,946	...	.....	27·83	2·41
3rd do	7,59,217	5,78,298	7,15,004	5,46,595	44,213	31,703	...	.....	6·18	5·8	...	...

NORTH-WEST LINE.

	Miles open 119½.		Miles open 79½.									
Passengers.												
1st Class... ...	338	2,789	294	1,058	64	1,731	...	.....	21·77	163·61	...	...
2nd do	2,405	4,673	1,492	1,575	913	3,098	...	.....	61 19	196·70	...	...
3rd do	1,55,409	94,172	1,14,716	60,059	40,691	34,113	...	.....	35·47	59 79	...	...

17. On the South-West Line there has been a decrease in the number of first and second class passengers, and in the receipts from the latter class. In the number of third class passengers, and in the receipts from that, and from the first class, there has been an increase. The net increase is Rupees 37,502.

18. On the North-West Line there has been a large and satisfactory increase both in the numbers of passengers carried in each class and in the receipts therefrom.

19. The falling off exhibited in the South-West Line Returns, in the numbers of first and second class passengers, and in the receipts from the latter, though not so striking as in the half-year ending 31st December 1865, seems to indicate that the present fares, in the case at least of the second class, are not the most remunerative. As remarked in paragraph 5, the existing fares were experimentally sanctioned for one year from the 1st November 1865, after which they are liable to revision, and I think it probable that the Railway authorities will then propose some modifications.

20. The following Statements show the particulars of the goods, Railway materials, &c., which have been carried upon each line during the half-year, and the receipts realized :—

SOUTH-WEST LINE.

	Half-year ending 30th June 1866.		Half-year ending 30th June 1865.		Increase.		Decrease.		Per-centage of Increase.		Per-centage of Decrease.	
Goods, &c.	Tons.	Receipt. Rs.	Tons.	Receipt. Rs.	Tons.	Rupees.	Tons.	Rupees.	Tons.	Rupees.	Tons.	Rupees.
Merchandize.....	1,12,098	10,92,331	1,14,860	9,18,437	.....	1,73,894	2,762	.....	.....	18·93	2·40	.....
Railway materials	16,255	65,189	17,621	70,393	.....	.....	1,366	5,204	.....	.....	7·75	7·39
Miscellaneous.....	.....	50,190	.....	31,938	.....	18,252	.....	.....	.....	57·15	.....	.....
NORTH-WEST LINE.												
Goods, &c.												
Merchandize, &c.	19,068	94,405	16,639	54,042	3,329	40,363	.....	.....	20·01	74·69	.....	.....
Railway materials	11,399	91,969	7,966	37,036	3,433	54,933	.....	.....	43·09	148·33	.....	.....
Miscellaneous.....	.....	2,117	.....	1,339	.....	778	.....	.....	.....	58·10	.....	.....

21. It will be seen that there has been a considerable increase upon the South-West Line in the receipts from the merchandize traffic. On the North-West Line also the traffic has increased, but the increase is not so considerable as it was in the half-year ending the 31st December 1865. This may be attributed almost entirely to a temporary lull in the export of cotton, owing to the prices being not so remunerative to shippers as they were during the greater part of last year. The receipts from the cotton traffic, which in the first half of the year 1865, came to Rupees 75,365, and in the second half to Rupees 3,72,362, amounted in the half year now under review to Rupees 86,125. Under all other heads the traffic returns show a steady and satisfactory progress.

22. The working expenses for the two lines, during the half-year under review, amounted respectively to Rupees 9,45,314, and Rupees 99,804, representing in each case, a per-centage upon the gross earnings of 46·61 and 32·94. These figures contrast favorably with those for the first half of the year 1865, but a slight falling off is shown when they are compared with those for the second half of the same year. This may be almost wholly attributed to the very unusual character of the season through which we have just passed, the intense heat causing an enormous increase in the consumption of grease, and a proportionate additional outlay under that head. In all other items the expenditure has been kept within satisfactory limits, and the Heads of departments deserve great credit for the economical manner in which the service of the line has been performed.

23. The Return of Late Trains for the half-year ending 30th June 1866 contrasts very favorably with the Returns for the two preceding half-years. The number of detentions from one to two hours was 57, and for more than two hours 15, against the following figures in the half-year ending June 1865, 101 and 33.

In the half-year ending December 1865, 68 and20, respectively.

MADRAS RAILWAY.

SOUTH-WEST LINE.

Open 407 miles from Madras to Beypore 12th May 1862, and 85 miles from Jollarpett to Bangalore 1st August 1864.

Revenue Account for half-year ending 30th June 1866.

Dr. | Cr.

PAYMENTS.	Coaching.	Goods.	Total.		Cost per mile run.	Per cent. of working expenses.	Per cent. of Revenue.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
To Locomotive Department.							
Salary of Superintendent and Office expenses ...	5,568 9 4	14,236 14 4	19,805 7 8				
Foremen, Enginemen, and Firemen's wages ...	18,930 15 10	47,882 3 2	66,813 3 0				
Wages of Labourers, Cleaners, &c.	5,212 11 5	13,122 11 6	18,335 6 11				
Coke, Coal, and Wood consumed	41,589 4 1	1,05,306 2 3	1,46,895 6 4				
Oil, Tallow, Waste, &c.	6,089 7 9	15,573 10 8	21,663 2 5				
Materials for Repairs of Engines and Tenders...	8,245 7 9	21,670 7 7	29,915 15 4				
Wages for do. do.	8,944 2 1	22,559 8 4	31,503 10 5				
				3,34,932 4	·61	35·43	16·52
Repairs of Carriages and Waggons.							
Superintendence	593 9 2	1,514 1 3	2,107 10 5				
Wages	2,419 7 8	6,245 13 4	8,645 5 0				
Stores	4,663 10 6	11,700 7 2	16,367 1 8				
				27,120 1 1	·05	2·87	1·34
To Traffic Department.							
Salaries of Traffic Manager and Assistant ...	25,080 15 3	35,396 15 7	60,477 14 10				
Salaries of Guards	6,245 0 8	8,961 8 1	15,206 8 9				
Wages of Porters, Greasemen, &c.	7,550 3 4	10,818 13 3	18,369 0 7				
Wages of Gatemen, Pointsmen	8,091 7 9	11,592 1 6	19,683 9 3				
Cost of Grease	9,646 6 9	22,849 5 5	32,495 12 2				
Cost of Oil in lighting Stations, Signals, &c. ...	3,460 11 5	4,889 14 7	8,350 10 0				
Cost of Tickets issued	746 0 6	...	746 0 6				
Advertising, Printing, and Stationery	4,219 10 8	6,039 3 2	10,258 13 10				
Stores not otherwise classified	4,124 2 10	5,976 4 5	10,100 7 3				
Travelling expenses and allowances	1,054 8 0	1,598 3 6	2,652 11 6				
Clothing for Guards, Porters, &c.	...	...	...				
Petty Disbursements	1,957 4 2	1,957 4 4	3,914 8 6				
Compensation and Damages	...	3,804 1 3	3,804 1 3				
				1,86,060 2 5	·34	19·68	9·17
Telegraph.							
Salaries of Signallers, &c.	2,343 12 10	3,368 5 1	5,712 1 11				
Printing and Stationery	177 10 7	249 6 11	427 1 6				
Maintenance of Telegraph	13,505 0 7	13,505 0 11	27,010 1 6				
				33,149 4 11	·06	3·51	1·63
To Permanent Way Department.							
Salaries of Resident Engineers, Inspectors, and Overlookers, &c	8,385 10 4	22,314 1 10	30,699 12 2				
Wages of men employed in Repairs, &c. ...	41,156 1 7	1,06,856 6 0	1,48,012 7 7				
Materials	22,358 7 6	56,949 13 0	79,308 4 6				
Tools	6,815 2 7	19,069 15 7	25,885 2 2				
Proportion of Chief Engineer's Establishment...	3,325 1 2	8,137 6 9	11,762 7 11				
				2,95,668 2 4	·54	31·28	14·58
Ballasting.							
Labour	1,896 2 3	4,770 12 2	6,666 14 5				
Materials	2,276 9 0	5,730 2 5	8,006 11 5				
				14,673 9 10	·02	1·55	·72
To General Charges.							
Agent and Manager Audit Account, &c ...	12,527 15 1	15,328 15 5	27,856 14 6				
Statistical Office Expenses	1,289 15 4	1,549 11 5	2,839 10 9				
Law Charges	290 13 9	410 0 2	700 13 11				
Contribution to Fire Insurance Funds, viz :—							
On Buildings	7,012 15 9	7,012 15 10	14,025 15 7				
On Goods in Transit	...	4,017 0 5	4,017 0 5				
				31,397 7 2	·06	3·32	1·55
				18,043 0 0	·03	1·91	0·89
	Rs. A. P.						
Proportion of expenses of Home Establishment	5,618 3 7						
Less received for transfer fees ...	1,348 10 2						
	2,846 6 4	1,423 3 1	4,269 9 5	4,269 9 5	·01	0·45	0·21
	3,00,644 9 7	6,41,668 15 8	...	9,45,313 9 3	1·72	100·00	46·61
			To Balance...	10,82,664 3 7			53·39
			Total ...	20,27,977 12 10			100·00

N. B.—Including Home Payments on account of Permanent Way. 930 7 9
Passage money for Loco. ... 776 6 6

RECEIPTS.			Coaching.	Goods.	Total.	Gross Earning per mile run.
			Rs. A. P.	Rs. A. P.	Rs. A. P.	
By Coaching.						
First Class Passengers ... ... No.	3,196	48,244 11 2				
Second do. ... ... ,,	33,554	72,462 0 9				
Third do. ... ... ,,	6,86,437	5,30,286 10 3				
			6,50,993 6 2			
Return Fares.— 1st Class Passengers ,,	658	11,856 2 8				
2nd do. ,,	1,706	2,990 9 6				
3rd do. ,,	25,850	17,051 13 4				
			31,898 9 6			
Soldiers.— 1st Class Passengers ,,	30	697 3 1				
2nd do. ,,	468	2,325 4 3				
3rd do. ,,	11,122	28,206 11 9				
			31,229 3 1			
Excess Fares.— 1st Class Passengers ,,	178	1,181 1 0				
2nd do. ,,	747	860 5 11				
3rd do. ,,	9,958	2,752 7 3				
			4,793 14 2			
Parcels		...	23,578 6 9			
Banghy Parcels		...	4,816 10 7			
Passengers' Luggage		...	40,964 11 0			
Horses, Carriages, and Dogs		...	31,430 11 2			
Special Trains		...	560 15 0			
				...	8,20,266 7 5	
By Goods.						
Maunds 30,51,213-28 of Merchandize conveyed. ...		...	...	10,84,751 8 4		
Maunds 4,42,459-35 of Materials conveyed ...		...	...	65,189 6 2		
Live Stock		...	...	2,762 1 0		
Rent and Demurrage		...	...	4,817 14 6		
					11,57,520 14 0	
By Miscellaneous.						
Rents receivable...		9,611 14 0				
Telegraph Receipts		5,412 7 6				
Rents for Refreshment Rooms		3,325 9 0				
Mileage of Vehicles on N. W. Line		31,264 3 10				
Unclaimed Property		576 5 1				
			...	...	50,190 7 5	
			50,190 7 5	8,20,266 7 5	11,57,520 14 0	20,27,977 12 10

Train mileage 5,49,206.
Rs. 3-11-1.

(Signed) F. CHURCH,
Chief Auditor.

(,,) A. J. FILGATE, Lieut., R. E.,
Dy: Consg. Engr., conducting Appropriation Audit.

(Signed) A. J. THOMSON,
Chief Accountant.

(,,) W. G. SMART,
Acting Agent and Manager.

(,,) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consg. Engr. for Railways.

A.

MADRAS RAILWAY, SOUTH-WEST LINE, No. 1.

MADRAS TO BEYPORE AND BANGALORE BRANCH.

Distribution of Working Expenses for the half-year ending 30th June 1866.

	Weight of each Vehicle.	Average contents of each Vehicle.	Weight of average contents.	Weight of each loaded Vehicle.	Constitution of Train.	Weight of Engine and Tender shared.	Weight of loaded Train.	Average mileage of Train.	3,338 Trains. Gross weight moved over one mile.	Maintenance of Way and Works.	Locomotive Department.	Fuel.	Coaching.	Tickets.	Repairs of Vehicles.	Electric Telegraph.	General charges	Total working expenses of each class
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	Tons.	Persons.	Tons.	Tons.	No.	Tons.	Tons.	Miles.	Tons.	RS. A. P.	RS. A.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A.
Class I.	6·9	2·242	·124	7·024	·564	1·218	5·180		2,844,882	9,501 6 2	5,840 1	,583 7 7	7,872 3 4	113 13 7	816 5 7	1,766 4 0	1,868 9 10	32,392 3
Class II.	6.24	5·160	·284	6·524	·861	1·754	7·457		4,095,421	13,677 15 4	8,407	98 4 0	11,332 10 3	163 14 4	1,218 6 3	2,542 10 5	2,689 15 8	46,631 0
Class III.	6·14	33·752 Tons.	1·860	8·000	2·037	5·010	21·306		11,701,361	39,080 6 7	24,020	52 6 5	32,379 6 5	468 4 7	3,481 4 9	7,264 13 0	7,685 12 3	1,33,233 5
Brake...	6·76	·402 Horses. Dogs.	·402	7·162	·988	2·176	9·252	162·103	5,081,244	16,970 10	10,430	86 8 8	14,060 8 11	.....	1,511 10 10	3,154 11 2	3,337 7 11	57,652 5
Horse Box	7·05	1·671 1·007 Carriages.	·320	7·370	·361	·818	3·479		1,910,684	6,381 5	3,922	078 5 9	5,287 2 4	.....	568 6 9	1,186 4 0	1,254 15 9	21,673 13
Carriage Truck ...	5·03	2·961 Tons.	1·414	6·444	·039	·077	·328		180,139	601 10 1	369 1	290 3 8	498 7 7	.....	53 9 2	111 13 5	118 5 1	2,043 13
Goods...	5·9	2·593	2·593	8·493	11·327	29·577	125·777		69,077,353	2,24,128 9 0	1,35,045 7	306 2 3	1,13,883 11 1	.....	19,440 5 9	17,122 12 11	18,711 14 1	6,33,638 15
Engine and Tender ...	40·63							Total ...	94,891,084	3,10,341 12 2	1,88,036 13	895 6 4	1,85,314 1 11	716 0 6	27,120 1 1	33,149 4 11	35,667 0 7	9,27,270 9

MADRAS,
29th September 1866.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consulting Engineer for Railways.

No. 6.

MADRAS RAILWAY.

Abstract of Expenditure for working and upholding Locomotive Engines for the half-year ending 30th June 1866.

	Total miles run by Engines.	Foremen, Enginemen, and Firemen's wages.		Cleaners, Cokemen, and Watermen's wages.		Coke consumed.				Coal consumed.				Wood consumed.			Total cost of fuel per mile.	Cost of Oil, Tallow, Waste, &c.		Cost of Working
						Quantity.		Cost.		Quantity.		Cost.		Quantity.		Cost.				
		Cost.	Per Engine-mile.	Cost.	Per Engine-mile.	Cwts.	Pounds per Engine-mile.	Total.	Per Engine-mile.	Cwts.	Pounds per Engine-mile.	Total.	Per Engine-mile.	Cwts.	Pounds per Engine-mile.	Total.	Per Engine-mile.			
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.			Rs. A. P.	Rs. A. P.			Rs. A. P.	Rs. A. P.			Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
South-West Line.	00,941	66,813 3 0	0 1 9·1	18,335 6 11	0 0 5·9	18,389	3·4	29,037 4 10	0 0 9·2	53,451½	9·9	53,451 8 0	0 [illegible] 1	3,01,774	56·2	64,406 9 6	0 1 8·6	0 3 10·9	21,663 2 5	0 0 6·9	2,53,707 2 8	0 6 [illegible]
North-West Line.	97,800	9,672 4 3	0 1 6·9	3,424 4 8	0 0 6·7	659	1·0	1,031 3 2	0 0 2·0	1,038	1·2	1,038 0 0	0 [illegible] 0	64,232	73·5	13,901 4 1	0 2 3·3	0 2 7·3	3,909 9 5	0 0 7·7	32,976 9 7	0 5 [illegible]

Cost of Repairs, including labor materials, of Carriages and Waggons for the half-year ending 30th June 1866.

	Cost.					
	Workmen's wages.	Materials.	Stores.	Proportion of Superintendent's salary and Establishment.	Total.	Per Engine-mile.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
South-West Line	8,6.5 5 0	16,367 1 8	.....	2,107 10 5	27,120 1 1	0 0 8·6
North-West Line... ...	1,323 1 1	2,183 13 6	.....	317 9 1	4,124 7 8	0 0 8·1

Abstract.

	Cost of upholding Engines and Tenders per mile, exclusive of fuel.	Cost of upholding Engines and Tenders per mile, inclusive of fuel.	Cost of repairs of Carriages and Waggons per mile.	Total of expenditure of Locomotive and Carriage Department per mile.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
South-West Line	0 4 11·8	0 8 10·7	0 0 8·6	0 9 7·1
North-West Line	0 4 9·1	0 7 4·4	0 0 8·1	0 8 0·5

Madras
28th September 1866.

(Signed) A. K. THOMSON,
Chief Accountant.

(Signed) J. [illegible]

Repairs.												Proportion of Superintendent's salary and Establishment.			Total cost of upholding Engines and Tenders.					
Cost of repairs of Engines and Tenders.																				
Materials.			Wages.			Total.			Per Engine-mile.			Total.			Per Engine-mile.			Total.			Per Engine-mile.		
Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
),915	15	4	31,503	10	5	61,419	9	9	0	1	7·6	19,805	7	8	0	0	6·3	3,34,932	4	1	0	8	10·7
4,671	15	1	4,052	12	11	8,724	12	0	0	1	5·1	3,368	14	3	0	0	6·7	45,070	3	10	0	7	4·4

M. SHAW STEWART, Major, R. E.,
Acting Consulting Engineer for Railways.

(Signed) W. G. SMART,
Acting Agent and Manager.

AS RAILWAY.

nance of Way and Works, South-West Line.

Stations.	Bungalows and Platelayers' huts.	Ballasting.	Superintendence.	Miscellaneous.	Value of Stores expended.	Grand Total.
RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
,962 10 7	3,738 8 10	13,651 0 2	60,832 5 0	4,993 5 9	1,13,200 2 1	3,10,341 12 2
,913 0 0	1,266 12 0	18,550 3 4	51,832 4 9	2,582 10 0	85,388 0 6	2,68,240 7 7
,049 10 7	2,471 12 10	...	9,000 0 3	2,410 11 9	27,812 1 7	42,101 4 7
...	...	4,899 3 2	...	...	...	...
19 9 3	9 3 2	33 8 7	149 7 4	12 4 3	278 2 2	732 8 2
14 8 5	3 1 8	45 9 3	127 5 6	6 5 6	209 12 8	609 1 1

d for maintenance of Way.

	Trenails; Iron.	Trenails, wooden.	Keys.	Fish plates.	Fish bolts and nuts.	Points and crossings.	Sleepers, tie rod.	Broken pots.	Iron spikes.
	32,753	17,270	20,665	456	1,525	1	10	733	4,000
	...	...	...	...	...	...	...	...	...
7	32,753	17,270	20,665	456	1,525	1	10	733	4,000
	...	...	...	...	...	...	...	...	...

(Signed) J. H. M. SHAW STEWART, Major, R.E.,
Ag. Consg. Engr. for Railways.

(Signed) W. C. SMA[illegible]T.,
Ag. Agent and Ma[illegible]er.

B.

MADRAS RAILWAY, SOUTH-WEST LINE, No. 2.

MADRAS TO BEYPORE AND BANGALORE BRANCH.

Receipts, Expenditure, and Profits for the half-year ending 30th June 1866.

3,388 *Trains.*

pts from Passen-, &c.	Expenditure for each passenger, &c.	Profit and Loss on each Passenger, &c.		Aver-age Mile-age.	Receipts per Passenger per mile.	Expendi-ture per Passenger per mile.	Profit and Loss per Pas-senger per mile.		Number of Vehi-cles run.	Receipts from each Vehi-cle.	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.	
5	6	7		8	9	10	11		12	13	14	15		16	17	18	19	
A. P.	RS. A. P.	RS. A. P.	RS. A. P.	Miles.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	No.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	Miles.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
2 1·18	6 13 9·65	6 4 3·53	.....	147·139	0 1 5·13	0 0 8·96	0 0 8·17	.....	1,940	31 15 2·02	16 11 1·83	15 4 0·19	.....		0 3 1·84	0 1 7·78	0 1 6·06	.....
0 11·45	1 3 6·50	0 13 4·95	.....	63·867	0 0 6·19	0 0 3·67	0 0 2·52	.....	3,458	22 11 10·27	13 7 9·11	9 4 1·16	.....		0 2 2·94	0 1 3·97	0 0 10·97	.....
2 2·25	0 2 9·69	0 9 4·56	.....	49·732	0 0 2·94	0 0 0·68	0 0 2·26	.....	10,193	56 11 9·08	13 1 1·64	43 10 7·44	.....		0 5 7·20	0 1 3·48	0 4 3·72	.....
6 6·21	30 4 2·32	6 2 3·89	.....	114·602	0 5 0·99	0 4 2·70	0 0 10·29	.....	3,663	18 14 11·57	15 11 9·91	3 3 1·66	.....	162·103	0 1 10·43	0 1 6·64	0 0 3·79	.....
0 4·62	6 8 5·37	2 1 11·25	.....	163·520	0 0 10·16	0 0 7·67	0 0 2·49	.....	1,742	18 0 8·23	13 9 10·67	4 6 9·56	.....		0 1 9·37	0 1 4·13	0 0 5·24	.....
0 3·49	4 14 11·90	4 1 3·59	.....	125·662	0 1 1·78	0 0 7·54	0 0 6·24	.....	70,954	16 5 0·23	8 14 10·61	7 6 1·62	.....		0 1 7·32	0 0 10·58	0 0 8·74	.....

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consulting Engineer for Railways.

MADR

Statement of expenditure on maint

Half-year ending	Maintenance.	Masonry.	Earth-work and fencing.
	RS. A. P.	RS. A. P.	RS. A. P.
June 1866...	93,395 9 5	6,170 12 1	7,397 6 3
Do. 1865...	94,432 1 0	5,725 1 0	2,550 7 0
Increase	...	445 11 1	4,846 15 3
Decrease...	2,036 7 7	...	...
Per mile, June 1866	227 0 2	15 2 7	18 2 8
Do. do. 1865	232 0 3	14 1 0	6 4 10

Stores expende

Half-year ending	Sleepers, iron pot.	Sleepers, pickled.	Sleepers, country wood.	Cotters.	Gibs.	Tie bars.	Chai
June 1866...	28,892	478	28,137	34,921	30,797	16,434	
Do. 1865...	30,318	202	12,280	24,912	25,676	12,253	
Increase...	...	276	15,857	10,009	5,121	4,181	
Decrease...	1,426	...	...	...	...	...	

MADRAS,
28th September 1866.

(Signed) A. M. THOMSON,
Chief Accountant.

SOUTH-WEST LINE AND BANGALORE BRANCH.

Statement showing the average number of miles open, the total working expenses, the working expenses per mile open, the total receipts, the receipts per mile open, the net receipts per mile open, and the per-centage of net to gross receipts per mile open.

Half-year ending.	Average number of miles open.	Total working expenses.	Working expenses per mile open.	Total receipts.	Receipts per mile open.	Net receipts per mile open.	Per-centage of net to gross receipts per mile open.
		RS.	RS.	RS.	RS.	RS.	RS.
30th June 1862	317	5,73,946	1,811	7,34,067	2,316	505	21·80
31st December ,, ...	406	6,56,888	1,618	9,19,952	2,266	648	28·60
30th June 1863	406	8,33,003	2,052	10,98,956	2,707	655	24·20
31st December ,, ...	406	8,51,100	2,096	13,20,969	3,254	1,158	35·59
30th June 1864	406	7,28,401	1,794	14,81,089	3,648	1,854	50·82
31st December ,, ...	477	8,79,539	1,844	17,16,474	3,598	1,754	48·75
30th June 1865	492	9,29,238	1,889	18,00,054	3,659	1,770	48·37
31st December ,, ...	492	9,23,795	1,878	20,95,150	4,258	2,380	55·89
30th June 1866	492	9,45,314	1,921	20,27,978	4,122	2,201	53·40

MADRAS,
29th September 1866.

(Signed) J. H. M

W STEWART, Major, R. E.,
Ag. Consg. Engr. for Railways.

MADRAS RAILWAY.

Return of late Trains on the Madras Railway during the half- year ending 30th June 1866.

From what Station.	To what Station.	Distance.	Number of Trains. Per Week.	Number of Trains. Total number of Trains.	Trains not delayed by any serious accidents. Not more than 15 mits. late.	15 to 30 mits. late.	30 to 60 mits. late.	1 to 2 hours late.	More than 2 hours late.	Total number of Trains.	Average delay.	Greatest delay.	Delayed by serious accidents. Not more than 3 hours late.	3 to 6 hours late.	More than 6 hours late.	Broke down entirely.	Total number.	Remarks.
Up trains through.											H. M.	H. M.						
Madras ...	Beypoor ...	406¼	7	181	8	26	5	8	1	48	0·10	3·45						
Short trains.																		
Madras ...	Coimbatore ..	301¾	7	181	7	18	10	7	1	43	1·10	2·15						
Do. ...	Do. ...	301¾	6	93	2	6	3	2	1	14	0·8	3·20						
Do. ...	Salem ...	206¾	6	63	1	3	1	0	0	5	0·2	0 55						
Do. ...	Jollarpett ...	132	6	156	2	20	12	6	1	41	0·10	1·30						
Salem ...	Vellore ...	80½	6	156	7	6	1	2	0	16	0·2	1·50						
Coimbatore ...	Beypoor ...	95	6	63	3	1	0	2	0	6	0·¼	1·25						
		104¼	7	177	2	6	0	1	0	9	0·2	1·35						
Branch.																		
Arconum ...	Cuddapah ...	119	7	181	35	10	5	0	0	50	0·5	0·50						
Do. ...	Do. ...	119	6	78	9	1	0	0	0	11	0 2	0·35						
Jollarpett ...	Tiruputty ...	41½	6	156	16	11	3	1	0	45	0·10	3·0						
Do. ...	Bangalore ...	84½	6	156	2	2	0	1	1	7	0·2	4·0						
	Do. ...	84½	14	362	23	20	9	4	4	81	0·10	7·15						
Down trains through																		
Beypoor ...	Madras ...	406¾	7	181	15	4	0	2	43		0·8	5·0	Nil.					
Short trains.																		
Coimbatore ...	Madras ...	301¾	7	181	9	12	23	5	2	51	0·14	5·30						
Do. ...	Do. ...	301¾	6	93	1	0	2	1	0	4	0·2	1 30						
Salem ...	Do. ...	206¾	6	63	5	1	0	0	0	9	0·3	0·30						
Jollarpett ...	Do. ...	132	6	156	7	8	3	3	0	22	0·5	1·10						
Vellore ...	Do. ...	80½	6	156	14	5	5	0	0	27	0·4	0·55						
Coimbatore ...	Salem ...	15	6	63	3	16	0	3	1	17	0·13	4·55						
Beypoor ...	Coimbatore ...	104¼	7	177	5		8	3	0	32	0·7	1·50						
Branch.																		
Cuddapah ...	Arconum ...	119	7	181	91	3	2	1	0	27	0·3	1·15						
Do. ...	Do. ...	119	6	78	11	2	0	0	0	12	0·2	0·25						
Tiruputty ...	Do. ...	41½	6	156	19	2	1	0	0	22	0·3	0·55						
Bangalore ...	Jollarpett ...	84½	6	156	4	4	0	1	0	7	0 1	1·5						
Do. ...	Do. ...	84½	14	362	15		1	0	0	20	0 1	0·35						

MADRAS,
9th August 1866.

(Signed) W. G. SMART,
Acting Agent and Manager.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consulting Engineer for Railways.

(Signed) H. E. CHURCH,
Traffic Manager.

No. 7.

MADRAS RAILWAY.

Statement showing the quantity and amount of revenue derived from the several commoditie comprising the Merchandize Traffic, South-West and North-West Lines, for the half year ending 30th June 1866.

		Quantity. Down South and East.	Quantity. Up North and West.	Quantity. Total.	Amount. Down South and East.	Amount. Up North and West.	Amount. Total.
		Maunds. S.	Maunds. S.	Maunds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.
	Avara Seeds	8,191 30	....	8,191 30	2,122 4 9	....	2,122 4 9
	Baggage	1,458 10	913 37	2,372 7	1,473 9 8	921 6 7	2,395 0 3
	Bamboos	23,010 30	....	23,010 30	4,028 3 2	....	4,028 3 2
	Betel-nuts	39,866 30	....	39,866 30	14,012 6 9	....	14,012 6 9
5.	Brass	....	2,691 0	2,691 0	....	1,724 12 8	1,724 12 8
	Camphor	....	490 24	490 24	....	700 6 4	700 6 4
	Charcoal	3,466 20	2,818 30	6,285 10	645 0 10	381 5 5	1,026 6 3
	Chillies	8,361 26	29,057 10	37,418 36	5,455 5 7	7,735 7 2	13,190 12 9
	Cloths	5,554 36	24,585 31	30,140 21	3,898 12 3	17,099 10 6	20,998 6 9
10.	Cocoanuts	7,796 1	635 30	8,431 31	3,881 1 3	195 6 11	4,076 8 2
	Coffee	83,958 35	10,976 14	94,935 9	57,203 0 6	3,537 5 3	60,740 5 9
	Cummin Seeds ...	....	....	....	....	....	....
	Commissariat Stores ...	....	....	....	....	....	....
	Copper	....	....	....	....	....	....
15.	Coriander Seeds ...	....	992 0	992 0	....	873 9 9	873 9 9
	Cotton	....	25,933 5	25,933 5	....	13,617 8 1	13,617 8 1
	Dholl	94,885 10	23,005 36	1,17,891 6	79,331 12 8	6,793 2 4	86,124 15 0
	Drugs	21,482 9	4,215 16	25,697 25	6,963 9 4	1,371 11 3	8,335 4 7
	Dyewood	....	749 0	749 0	....	324 13 0	324 13 0
20.	Fruits	5,684 30	....	5,684 30	1,724 10 7	....	1,724 10 7
	Ghee	77,751 19	....	77,751 19	26,301 1 3	....	26,301 1 3
	Gingely Oil	8,233 24	....	8,233 24	4,356 6 5	....	4,356 6 5
	Do. Seeds ...	8,687 30	....	8,687 30	2,372 3 7	....	2,372 3 7
	Gram	6,950 0	3,284 30	10,234 30	1,553 2 9	582 3 5	2,135 6 2
25.	Ground-nuts	47,735 8	40,305 30	88,040 38	11,555 0 9	13,282 1 2	24,837 1 11
	Do. do. oil ...	12,250 30	....	12,250 30	1,411 6 9	....	1,411 6 9
	Gunnies	4,341 10	....	4,341 10	664 10 8	....	664 10 8
	Hay	28,581 22	14,934 33	43,519 15	10,178 3 10	5,715 2 7	15,893 6 5
	Indigo	1,230 0	....	1,230 0	307 8 0	....	307 8 0
30.	Iron	3,126 7	694 10	3,820 17	2,032 13 3	425 11 3	2,458 8 6
	Jaggree	26,758 20	67,544 0	94,302 20	5,859 9 6	31,218 5 0	37,072 14 6
	Lamp Oil	27,064 20	1,08,952 26	1,36,017 6	5,412 3 3	77,778 9 8	83,190 12 11
	Oil Cakes	15,593 0	12,286 0	27,879 0	4,905 2 1	4,719 3 7	9,624 5 8
	Ordnance Stores ...	21,687 30	....	21,687 30	5,018 13 10	....	5,018 13 10
35.	Paddy	2,480 35	5,700 24	8,181 19	2,531 5 3	6,539 3 8	9,070 8 11
	Potatoes	4,637 0	11,755 0	16,392 0	468 4 4	2,398 15 6	2,867 3 10
	Raggy	13,606 28	....	13,606 28	8,053 7 8	....	8,053 7 8
	Red wood	5,100 10	26,537 12	31,637 22	1,045 1 1	6,296 13 5	7,341 14 6
	Rice	40,714 0	....	40,714 0	10,528 0 1	....	10,528 0 1
40.	Saffron	55,430 26	3,16,202 20	3,71,633 6	7,317 9 8	1,11,666 7 7	1,18,984 1 3
	Salt	2,087 12	4,079 1	6,166 13	732 1 0	2,750 10 0	3,482 11 0
	Saltfish	68,622 19	5,63,486 30	6,32,109 9	10,257 14 6	1,97,370 11 10	2,07,628 9 10
	Saltpetre	7,092 30	2,871 0	9,963 30	2,587 9 8	1,038 4 7	3,625 14 3
	Skins	4,550 25	1,119 30	5,670 15	3,378 3 5	526 2 10	3,904 6 3
45.	Sleepers	19,814 28	964 20	20,779 8	8,955 12 0	265 9 11	9,221 5 11
	Stones	4,050 0	1,070 0	5,120 0	595 0 4	100 5 0	695 5 4
	Sugar	27,747 25	137 0	27,884 25	2,571 5 10	89 15 0	2,661 4 10
	Sundries	18,605 30	11,882 10	30,488 0	5,097 10 10	6,873 8 8	11,971 3 6
	Tobacco	1,94,250 29	3,25,465 4	4,39,715 33	66,042 2 2	1,44,312 13 10	1,99,355 0 0
50.	Vegetables	12,600 20	26,552 31	39,153 11	4,272 15 8	9,449 4 4	13,722 4 0
	Wheat	6,406 20	2,200 30	8,607 10	1,778 5 5	929 13 2	2,708 2 7
	Wines, Spirits and Beer	17,734 3	10,758 10	28,492 13	9,386 6 0	6,479 8 0	15,865 14 0
	Wood	1,335 25	46,473 27	47,809 12	552 10 3	29,047 8 1	29,600 2 4
	Total	2,63,586 21	1,21,240 6	3,84,826 27	43,841 15 4	29,423 14 2	73,265 13 6
		13,04,166 33	18,53,563 17	31,57,730 10	4,41,661 15 3	7,44,552 7 6	11,86,214 6 9

MADRAS,
19th September 1866.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consulting Engineer for Railways.

MADRAS SOUTH-WEST RAILWAY, INCLUDING BANGALORE BRANCH.

Statement showing in half-yearly periods, the Receipts, Expenditure, and Profits, and also per week, per mile of Railway open, per Train-mile and per Engine-mile; per-centage of working expenses and annual rate of per-centage of Profit on Capital expended.

Half-year ending	Number of miles open.	Receipts.	Expenditure.	Profit.	Receipt per week	Expenditure per week.	Profit per week.	Average. Receipt per mile of Railway open.	Expenditure per mile of Railway open.	Profit per mile of Railway open.	Receipt per Train-mile.	Expenditure per Train-mile.	Profit per Train mile.	Receipt per Engine-mile.	Expenditure per Engine-mile.	Profit per Engine-mile.	Per-centage of working expenses.	Annual rate of per-centage of profit on Capital expended.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.								
30th June 1862 ...	Average 317	7,34,066 10 8	5,73,945 15 10	1,60,120 10 10	28,233	22,075	6,158	2,316	1,811	505	2·90	2·27	·63	2·47	1·93	·54	78·19	·78
31st December ,, ...	,, 406	9,19,951 8 11	6,56,887 15 0	2,63,063 9 11	35,383	25,265	10,118	2,266	1,618	648	2·72	1·94	·78	2·43	1·74	·69	71·40	1·24
30th June 1863 ...	,, 406	10,98,956 1 2	8,33,003 7 3	2,65,952 9 11	42,268	32,039	10,229	2,707	2,052	655	3·01	2·28	·73	2·66	2·02	·64	75·80	1·12
31st December ,, ...	,, 406	13,20,968 12 5	8,51,099 11 8	4,69,869 0 9	50,806	32,735	18,071	3,254	2,096	1,158	3·42	2·21	1·21	2·92	1·88	1·04	64·43	1·92
30th June 1864 ...	,, 406	14,81,089 2 4	7,28,401 6 10	7,52,687 11 6	56,965	28,015	28,950	3,648	1,794	1,854	3·15	1·55	1·60	2·89	1·42	1·47	49·18	2·80
31st December ,, ...	,, 477	17,16,473 11 8	8,79,539 6 9	8,36,934 4 11	66,018	33,828	32,190	3,598	1,844	1,754	3·09	1·58	1·51	2·76	1·42	1·34	51·24	3 08
30th June 1865 ...	,, 492	18,00,053 14 9	9,29,237 10 1	8,70,816 4 8	69,233	35,740	33,493	3,659	1,889	1,770	3 08	1·59	1·49	2·79	1·44	1·35	51 6	3 06
31st December ,, ...	,, 492	20,25,150 7 9	9,23,795 6 2	11,71,355 1 7	80,583	35,531	45,052	4,258	1,873	2,380	3·57	1·57	2·00	3·26	1·44	1·82	44·09	4·08
30th June 1866 ...	,, 492	20,27,977 12 10	9,45,313 9 3	10,82,664 3 7	77,999	36,358	41,641	4,122	1,921	2,201	3 69	1·72	1·97	3·37	1·57	·80	46·61	3 64

MADRAS,
29th September 1866.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Ag. Consg. Engr. for Railways.

MADRAS RAILWAY.

North-West Line.

Open 119 miles from Arconum to Cuddapah, 1st September 1865.

Revenue Account for half-year ending 30th June 1866.

Dr. Cr.

PAYMENTS.	Coaching.	Goods.	Total.		Cost per mile run.	Per cent. of working expenses.	Per cent. of Revenue.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
To Locomotive Department.							
Salary of Superintendent and Office expenses ...	795 14 8	2,572 15 7	3,368 14 3				
Foremen, Enginemen, and Firemen's wages ...	2,172 15 6	7,499 4 9	9,672 4 3				
Wages of Laborers, Cleaners, &c.	818 3 11	2,606 0 9	3,424 4 8				
Coke, Coal, and Wood consumed	3,592 3 4	12,378 3 11	15,970 7 3				
Oil, Tallow, Waste, &c.	922 8 1	2,987 1 4	3,909 9 5				
Materials for Repairs of Engines and Tenders...	1,171 13 6	3,500 1 7	4,671 15 1				
Wages for do. do.	1,001 7 9	3,051 5 2	4,052 12 11				
Repairs of Carriages and Waggons	952 14 9	3,171 8 11	4,124 7 8				
				40,194 11 6	·57	49·29	16·23
To Traffic Department.							
Salaries of Traffic Manager and Assistant Station Masters and Clerks	4,106 6 0	6,595 1 0	10,701 7 0				
Salaries of Guards	808 9 1	1,271 1 9	2,079 10 10				
Wages of Porters, Greasemen, &c.	631 13 11	1,035 9 0	1,667 6 11				
Wages of Gatemen, Pointsmen	733 10 6	1,197 5 0	1,930 15 6				
Cost of Grease	1,971 6 6	4,541 6 7	6,512 13 1				
Cost of Oil in lighting Stations, Signals, &c. ...	309 2 8	470 12 5	779 15 1				
Cost of Tickets issued	142 7 4	.....	142 7 4				
Advertising, Printing, and Stationery	378 1 6	574 5 7	952 7 1				
Stores not otherwise classified	441 4 6	617 14 7	1,059 3 1				
Travelling expenses and allowances	261 5 7	421 2 8	682 8 3				
Clothing for Guards, Porters, &c.	.....	.....	.....				
Petty Disbursements	113 12 0	113 12 1	227 8 1				
Compensation and Damages	.....	55 5 0	55 5 0				
				26,791 11 3	·31	26·85	8·84
Telegraph.							
Salaries of Signallers, &c.	242 13 5	420 12 5	663 9 10				
Printing and Stationery	23 11 4	38 3 11	61 15 3				
Maintenance of Telegraph	645 13 6	645 13 11	1,291 11 5				
				2,017 4 6	·02	2·02	0·67
To Permanent Way Department.							
Salaries of Resident Engineers, Inspectors, and Overlookers, &c.	757 4 4	2,320 2 5	3,077 6 9				
Wages of men employed in Repairs, &c. ...	2,180 0 9	7,687 14 3	9,867 15 0				
Materials	92 14 11	243 15 11	336 14 10				
Tools	139 14 11	430 7 10	570 6 9				
Proportion of Chief Engineer's Establishment...	290 8 2	900 10 1	1,191 2 3				
				15,043 13 7	·17	15·07	4·97
To General Charges.							
Agent and Manager, Audit Account, &c ...	1,261 7 0	1,561 4 4	2,822 11 4				
Statistical Office Expenses	135 14 5	166 3 4	302 2 0				
Law Charges	13 1 5	19 0 8	32 2 1				
				3,156 15 5	·04	3·16	1·04
Proportion of rent of terminal buildings at Madras	158 13 3	158 13 3	317 10 6				
Contribution to Fire Insurance Funds, viz :—							
On Buildings	1,168 13 3	1,168 13 4	2,337 10 7				
On Goods in Transit	.....	316 9 9	316 9 9				
				3,001 14 10	·03	3·01	0·99
Proportion of expenses of Home Establishment.	398 8 9	199 4 4	597 13 1				
	28,835 12 9	70,968 7 5	...	99,804 4 2	1·15	100·00	32·94
	Rs. A. P.		To Balance...	2,03,226 13 2	..	...	67 06
N.B.—Including Home Payments on account current of Permanent Way	48 14 9			3,03,031 1 4	...	...	100·00
Passage money for Loco. ...	32 11 8						

RECEIPTS.				Coaching.	Goods.	Total.	Gross Earning per mile run.
				Rs. A. P.	Rs. A. P.	Rs. A. P.	
By Coaching.							
First Class ... ... No.			301	2,359 2 6			
Second do. ... ... ,,			2,109	3,358 9 0			
Third do. ... ... ,,			1,48,054	86,177 5 0			
					91,895 0 6		
Return Fares.—	1st Class ... ... ,,		12	75 5 4			
	2nd do. ... ... ,,		40	117 11 6			
	3rd do. ... ... ,,		1,179	2,706 14 0			
					2,899 14 10		
Soldiers.—	1st Class ... ... ,,		14	297 6 4			
	2nd do. ... ... ,,		150	1,156 10 2			
	3rd do. ... ... ,,		2,703	4,611 0 0			
					6,065 0 6		
Excess Fares.—	1st Class ... ... ,,		19	57 9 0			
	2nd do. ... ... ,,		66	40 4 3			
	3rd do. ... ... ,,		2,294	677 3 9			
					775 1 0		
Parcels				...	2,273 9 0		
Banghy Parcels				...	159 8 10		
Passengers' Luggage				...	5,204 12 9		
Horses, Carriages, and Dogs				...	3,714 11 7		
Special Trains				...	1,552 5 9		
						1,14,510 0 9	
By Goods.							
Maunds 543,508-4 of Merchandize conveyed....				...	...	93,038 8 0	
Maunds 310,261-5 of Materials conveyed ...				...	...	91,968 13 11	
Live Stock				...	...	522 2 6	
Rent and Demurrage				...	...	784 0 8	
							1,86,373 9 1
By Miscellaneous.							
Rents for Refreshment Rooms				446 10 0			
Telegraph Receipts				1,168 10 6			
Rents receivable...				399 12 0			
Unclaimed Property				102 7 0			
					...	...	3,117 7 6
				2,117 7 6	1,14,510 0 9	1,86,373 9 1	
				...	...	...	3,03,031 1 4

Train mileage 86,240.
Rs. 3-8-3.

(Signed) F. CHURCH,
Chief Auditor.

(,,) A. J. FILGATE, Lieut., R. E.,
Dy. Consy. Engr., Conducting Appropriation Audit.

(Signed) A. J. THOMSON,
Chief Accountant.

(,,) W. G. SMART,
Acting Agent and Manager.

(,,) J. H. M. SHAW STEWART, Major, R. E.,
Actg. Consy. Engr. for Railways.

A.

MADRAS RAILWAY, NORTH-WEST LINE, No. 1.

ARCONUM TO CUDDAPAH.

Distribution of Working Expenses for the half-year ending 30th June 1866.

	Weight of each Vehicle.	Average contents of each Vehicle.	Weight of average contents.	Weight of each loaded Vehicle.	Constitution of Train.	Weight of Engine and Tender shared.	Weight of loaded Train.	Average mileage of Train.	1,332 Trains. Gross weight moved over one mile.	Maintenance of Way and Works.	Locomotive Department.	Fuel.	Coaching.	Tickets.	Repairs of Vehicles.	Electric Telegraph.	General charges.	Total working expenses of each class.
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	Tons.	Persons.	Tons.	Tons.	No.	Tons.	Tons.	Miles.	Tons.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Class I.	6·9	1·436	·079	6·979	·233	·511	2·137		184,296	175 5 9	348 12 3	182 0 4	494 5 2	10 7 8	48 4 7	46 3 9	91 10 7	1,397 2 1
Class II.	6·24	2·776	·153	6·393	·558	1·121	4·688		404,295	384 11 0	765 1 7	399 4 10	1,084 6 7	23 0 0	105 14 10	101 6 9	201 1 4	3,064 14 11
Class III.	6·14	33·587	1·851	7·991	2·115	5·313	22·214		1,915,743	1,822 13 3	3,625 6 7	1,892 1 7	5,138 7 3	108 15 8	501 14 10	480 9 3	952 13 5	14,523 1 10
Brake...	6·76	·248 Horses. Dogs.	·248	7·008	1·145	2·523	10·547	64·745	909,577	865 7 4	1,721 5 0	898 5 7	2,439 11 0	.....	238 4 11	228 2 9	452 6 5	6,843 11 0
Horse Box	7·05	2·105 ·793 Carriages.	·397	7·447	·237	·555	2·320		200,078	190 5 11	378 10 2	197 9 9	536 10 5	.....	52 6 9	50 3 1	99 8 2	1,505 6 3
Carriage Truck ...	5·03	4·203 Tons.	2·007	7·037	·029	·064	·268		23,112	21 15 10	43 11 10	22 13 3	61 15 10	.....	6 0 10	5 12 8	11 7 11	173 14 2
Goods...	5·9	2·571	2·571	8·471	11·469	30·543	127·697		11,012,633	11,583 2 0	22,216 13 2	12,378 3 11	16,893 11 8	.....	3,171 8 11	1,104 14 3	1,945 12 8	69,294 3 1
Engine and Tender ...	40·63							Total ...	14,649,734	15,043 13	29,099 12 7	15,970 7 3	26,649 3 11	142 7 4	4,124 7 8	2,017 4 6	3,754 12 6	96,802 5 4

MADRAS,
29th September 1866.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consulting Engineer for Railways.

B.

MADRAS RAILWAY, NORTH-WEST LINE, No. 2.

ARCONUM TO CUDDAPAH.

Receipts, Expenditure, and Profit for the half-year ending 30th June 1866.

1,332 *Trains.*

	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 Mileage.	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.	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.	
	1	2	3	4		5	6	7		8	9	10	11		12	13	14	15		16	17	18	19	
	Persons.	RS. A. P.	RS. A. P.	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.	RS. A. P.	No.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	Miles.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Class I.	358	2,789 7 2	1,397 2 1	1,392 5 1	.....	7 12 8·02	3 14 5·30	3 14 2·72	.....	80·578	0 1 6·57	0 0 9·30	0 0 9·27	.....	239	11 10 8·90	5 13 6·38	5 13 2·52	.....		0 2 10·61	0 1 5·34	0 1 5·27	.....
Class II.	2,405	4,673 2 11	3,064 14 11	1,608 4 0	.....	1 15 1·08	1 4 4·68	0 10 8·40	.....	55·509	0 0 6·72	0 0 4·41	0 0 2·31	.....	553	8 7 2·52	5 8 8·14	2 14 6·38	.....		0 2 1·06	0 1 4·44	0 0 8·62	.....
Class III.	1,55,409 Tons.	94,172 6 9	14,523 1 10	79,649 4 11	.....	0 9 8·35	0 1 5·94	0 8 2·41	.....	39·413	0 0 2·95	0 0 0·46	0 0 2·49	.....	2,238	42 1 3·14	6 7 9·95	35 9 5·19	.....		0 10 4·78	0 1 7·24	0 8 9·54	.....
Brake	370·844 Horses. Dogs.	7,637 14 7	6,843 11 0	794 3 7	.....	20 9 6·43	18 7 3·17	2 2 3·26	.....	65·947	0 4 11·96	0 4 5·73	0 0 6·23	.....	1,170	6 8 5·40	5 13 7·07	0 10 10·33	.....	64·745	0 1 7·36	0 1 5·35	0 0 2·01	.....
Horse Box	405 173 Carriages.	3,714 11 7	1,679 4 5	2,035 7 2	.....	5 7 3·32	2 7 5·45	2 15 9·87	.....	102·489	0 0 10·22	0 0 4·62	0 0 5·60	.....	230	16 2 4·99	7 4 9·83	8 13 7·16	.....		0 3 11·90	0 1 9·65	0 2 2·25	.....
Carriage Truck ...	103 Tons.																							
Goods Vehicles ...	31,366·664	1,86,373 9 1	69,294 3 1	1,17,079 6 0	.....	5 15 0·86	2 3 4·12	3 11 8·74	.....	81·092	0 1 2·07	0 0 5·23	0 0 8·84	.....	18,826	9 14 7·76	3 10 10·71	6 3 6·05	.....		0 2 5·36	0 0 10·92	0 1 6·44	.....
Telegraph Receipts ...	.....	1,168 16 6																						
Miscellaneous do. ...	.....	948 13 0																						
Special Trains ...	.....	1,552 5 9																						
Total Receipts...	.....	3,03,031 1 4																						

MADRAS,
29*th September* 1866.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consulting Engineer for Railways.

NORTH-WEST LINE.

Statement showing the average number of miles open, the total working expenses, the working expenses per mile open, the total receipts, the receipts per mile open, the net receipts per mile open, and the per-centage of net to gross receipts per mile open.

Half-year ending	Average number of miles open.	Total working expenses.	Working expenses per mile open.	Total receipts.	Receipts per mile open.	Net receipts per mile open.	Per-centage of net to gross receipts per mile open.
		RS.	RS.	RS.	RS.	RS.	RS.
30th June 1862	26¼	22,172	829	24,300	946	117	12·37
31st December ,, ...	Average 35¼	22,781	646	37,353	1,060	414	39·06
30th June 1863	41¼	37,459	908	61,406	1,489	581	39·02
31st December ,, ...	41¼	36,863	894	72,173	1,750	856	48·91
30th June 1864	41¼	37,876	918	78,169	1,895	977	51·56
31st December ,, ...	,, 60¼	57,301	951	1,33,325	2,213	1,262	57·27
30th June 1865	79¼	72,069	909	1,62,417	2,049	1,140	55·64
31st December ,, ...	,, 106	97,438	919	3,60,628	3,402	2,483	72·99
30th June 1866	119¼	99,804	837	3,03,031	2,541	1,704	67·06

MADRAS,
29th September 1866.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Ag. Consg. Engr. for Railways.

MADRAS RAILWAY.

RETURN of Fire Insurance Funds invested and claims paid, half-year ending 30th June 1866.

Funds.	Amount of last balance not invested.	Amount of interest received from previous investments, &c.	Amount set aside for half-year 31st December 1865, received from Government.	Total.
	RS. A. P.	RS. A. P.	RS A. P.	RS. A. P.
Buildings, Plant, and Stores. South-West Line				
Transferred to Goods Traffic Fund in January 1866	Cr. 1,285 9 8	100 0 0	14,025 15 7	
	.....	.....	10,000 0 0	
			4,025 15 7	5,411 9 3
Do. North-West Line	Dr. 139 7 0	.....	2,337 10 5	2,198 3 7
Goods Traffic.				
South-West Line				
Transferred from Buildings, Plant, and Stores Fund in January 1866.	Dr. 9,105 14 8	.....	3,776 13 11	
	.....	.....	10,000 0 0	
			13,776 13 11	4,670 15 3
North-West Line	Cr. 675 2 3	.....	586 12 3	1,261 14 6

Investments, &c.			Claims paid.	Balance.
Particulars.	Amount.	Proportion chargeable to each Line.		
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Government Promissory Note No. 1,804 of 52,357 of 1856-57 ... ... RS. 5,000 0 0				
Premium on Rupees 5,000 at 2¼ per cent. 112 8 0	5,112 8 0			
Interest and Commission paid on do.				
less Renewal fee...	44 8 0			
Government Promissory Note No. 45,005 of 1856-57 ... ... 2,000 0 0		5,157 0 0	...	254 9 3
Premium on Rupees 2,000 at 2¼ per cent. 55 0 0	2,055 0 0			
Interest and Commission paid on do	18 8 1			
		2,073 8 1	...	124 11 6
... ...	.....	.....	63 4 3	4,607 11 0
Government Promissory Note No. 85,720 of 1856-57 ... ... 1,000 0 0				
Premium on Rupees 1,000 at 2¾ per cent. 27 8 0	1,027 8 0			
Interest and Commission paid on do	9 4 0	1,036 12 0	...	225 2 6

List of Government Securities held on Account Current of Fire Insurance Funds.

South-West Line.

No. 713-31 of 1856-57, Rs.		10,000
,, 44,516... ...	,,	5,000
,, 69,963... ...	,,	3,000
,, 40,752... ...	,,	1,000
,, 64,315... ...	,,	10,000
,, 70,495... ...	,,	2,200
,, 38,574... ...	,,	4,800
,, 78,181... ...	,,	2,000
,, 25,162... ...	,,	2,000
,, 1,804 of 52,357 of 1856-57		5,000

North-West Line.

No. 14,191 of 65,355 of 1856-57	Rs.	2,000
,, 19,876	,,	2,000
,, 61,171	,,	2,000
,, 26,304	,,	1,000
,, 45,005	,,	2,000
,, 85,720	,,	1,000

No. 14,091 of 65,355 of 1856-57 transferred from South-West Line in lieu of the proportion, viz., Rupees 2,075-5-4 charged to this Line of No. 713-31 of 1856-57, and 44,516 of 1856-57 for Rupees 15,000 purchased in one lot between both Lines.

The above Bonds are in the five per cent. Loan.

MADRAS,
13*th July* 1866.

(Signed) F. CHURCH,
Chief Accountant.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consulting Engineer for Railways.

(Signed) W. G. SMART,
Acting Agent and Manager.

Return showing the Stores, Troops, Mails and Post Office Servants carried on the Madras South-West and North-West Lines and Bangalore Branch Railway, during the half-year ending the 30th June 1866.

Stores.							Troops.	Luggage.	Mails.	Mail Servants.	Baggage of Troops conveyed free.	Railway charges.	Railway charges which would have been made to the public.	Saving to Government.	Remarks.
Ordnance Department.	Commissariat Department.			Public Works Department.	Stationery Department.	Medical Department.									
	Stores.	Horses (Stud.)	Clothing.												
Tons.	Tons.	No.	Tons.	Tons.	Tons.	Tons.	No.	Tons.	Tons.	No.	Tons.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
387	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10,698 3 7	.....	.....	
	709	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,809 15 9	.....	.....	
		177	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,623 6 3	.....	.....	
			52	.....	.....	.....	.....	.....	.....	.....	.....	1,109 7 9	.....	.....	
				51	.....	.....	.....	.....	.....	.....	.....	1,609 13 6	.....	.....	
					81	.....	.....	.....	.....	.....	.....	2,250 8 1	.....	.....	
						3	.....	.....	.....	.....	.....	115 0 5	.....	.....	
							8,957	.....	.....	.....		33,837 1 11	63,120 15 11	29,283 14 0	
								148	.....	.....		7,861 1 6	.....	.....	
									327,698 miles at 4 Annas per mile.	.....		.....	81,924 8 0	81,924 8 0	
										127		.....	7,988 4 4	7,988 4 4	
												71,914 10 9	1,53,033 12 3	1,19,196 10 4	

Madras,
29th September 1866.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consulting Engineer for Railways.

MADRAS RAILWAY.

Locomotive and Carriage Building Department.

A Statement of Rolling Stock finished, and that in the course of erection and construction, up to 30th June 1866.

Erected.	Up to 31st May 1866.	This month (June).	Total.	In the course of erection.	Up to 30th June 1866.
Tender Locomotives.					
Engines Nos. 1, 2, 3, 4, and 25 to 106 ...	86	...	86	Nil.	
Tank Locomotives.					
Engines Nos. 5 to 24	20	...	20		

Finished.	Up to 31st May 1866.	This month June.	Total.	In the course of construction.	Up to 30th June 1866.	Sanctioned on the 14th Oct. 1863, 14th May, 30th June and 8th Nov. 1864.	Sanctioned 18th March 17th and 24th Oct. 1865.	Sanctioned 6th Nov. and 8th Dec. 1865.	Sanctioned 10th Jan. 1866.	Sanctioned 8th June 1866.	Remarks.
Sleeping Carriages	...	...	...		—	...	4	...	...	...	
1st Class do.	15	...	15*		...	...	...	7	3	...	* Two to be converted into Composites and Nos. 9 to 11 fitted with upper berths for sleeping accommodation.
2nd do. do.	40	...	40†		...	...	...	7	13	...	† Brakes to be applied to five second class carriages.
2nd do. do. Brakes	...	...	...		...	136	...	...	...	...	
3rd do. do.	96	...	96		...	...	...	30	20	...	
3rd do. do. Brakes	30	...	30		...	15	15‡	...	...	...	‡ Five of them to be with double mail accommodation.
3rd do. Upperstoried Carriage	1	...	1		1	...	1	1	...	...	
Composite Carriages	18	...	18		...	15	5	1	4	...	
Ballast Waggons	244	...	244		14	293	...	...	...	...	
Open sided Goods Waggons	344	...	344		32	376	...	...	...	...	
Open Goods Waggons	100	...	100§		...	50	...	...	...	...	§ Fifty to be converted into Timber Trucks.
High sided open Goods Waggons	993	...	993		92	1,100	...	...	...	...	
High open Goods Waggons	5	...	5		...	5	...	...	...	...	
Passenger Luggage Vans	25	...	25		...	25	...	...	...	...	
Goods Brake Vans	34	...	34		...	34	...	...	10	...	
Horse Boxes	30	...	30		...	30	...	...	...	...	
Timber Trucks	64	...	64		...	70	...	...	...	50	
Platform Trucks	6	...	6‖		...	...	...	...	...	...	‖ Six to be converted from Platform Trucks.
Carriage Trucks	8	...	8		...	8	...	...	...	...	
Coke Waggons	415	10	425		10	435	...	...	...	...	
Gun Powder Vans	3	...	3		...	3	...	...	...	...	
Cattle Waggons	35	...	35		...	35	...	...	...	...	
Road Waggons...	7	...	7		...	7	...	...	...	...	
Road Brake Waggons...	22	...	22		...	25	...	...	...	...	
Covered Goods Waggons	28	...	28¶		...	25	...	...	...	...	¶ Three to be converted into Road Brake Waggons.
Oil Store Vans	...	1	1		...	...	...	...	...	3	
Water Trucks with Tanks	...	...	...		1	...	...	...	...	3	
Travelling Cranes on Trucks	...	...	...		...	...	...	...	...	4	
	2,563	11	2,574		154	2,687	25	46	50	60	

Madras,
29th eptember 18[illegible].

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consulting Engineer for Railways.

MADRAS PRESIDENCY.

Abstract Statement of the extent and cost of the lands made over by the State for each Railway to the end of June 1866.

Name of Railway.	Extent in acres and decimals.	Sum paid for land.	Sum paid for trees, buildings, &c., on the land.	Total of columns 3 and 4.	Sum realized by the sale of trees, &c.	Sum paid by the Railway Company.	Net cost to Government.
1	2	3	4	5	6	7	8
Madras Railway.	Acres.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
South-West Line...	9,316·9598	4,16,778 8 9	1,74,367 4 4	5,91,145 13 1	18,202 0 7	4,901 5 4	5,68,042 7 2
North-West Line...	4,264·610	87,418 13 0	42,502 1 9	1,29,922 14 9	1,284 12 0	18,595 3 0	1,10,042 15 9
Bangalore Branch	2,594·944	23,412 4 7	4,251 6 4	27,663 10 11	.....	.....	27,663 10 11
Total...	16,176·5138	5,27,609 10 4	2,21,122 12 5	7,48,732 6 9	19,486 12 7	23,496 8 4	7,05,749 1 10
Great Southern of India Railway...	3,787·73	4,10,379 10 8	1,06,838 12 10	5,17,218 7 6	5,815 13 3	.....	5,11,402 10 3
Grand Total...	19,964·2438	9,37,989 5 0	3,27,961 9 3	12,65,950 14 3	25,302 9 10	23,496 8 4	12,17,151 12 1

MADRAS,
29*th September* 1866.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Ag. Consg. Engr. for Railways.

No. 475. ORDER THEREON, 20th October 1866, No. 3,347.

RAILWAY, No. 31.

Ordered that the foregoing papers be forwarded to the Government of India :—

(Here enter No. 3,348, dated 20th October 1866.)

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT.
FORT SAINT GEORGE,
20th October 1866.

No. 3,348.

No. 476.

To

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

SIR,

RAILWAY, No. 32.

I am directed by the Right Honorable the Governor in Council to forward, for submission to the Government of India, the accompanying report from the Officiating Consulting Engineer for Railways with the Revenue Accounts and Analysis of the traffic operations of the Madras South-West Line, including the Bangalore Branch, and on the portion of the North-West Line between Arconum and Cuddapah, for the half-year ending 30th June 1866.

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

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

Exd. S. T. Augustin.

30th June 1866.

Cost of Working							Repairs: Cost of Repairs of Engines & Tenders														Proportion of Superintendent's Salary and Establishment						Total Cost of Upholding Engines and Tenders					
Total			Per Engine Mile			Materials			Wages			Total			Per Engine Mile			Total			Per Engine Mile			Total			Per Engine Mile					
Rs	a	P	Rs	a	P	Rs	a	P	Rs	a	P	Rs	a	P	Rs	a	P	Rs	a	P	Rs	a	P	Rs	a	P	Rs	a	P			
253,707	2	8	.	6	8.8	29,915	15	4	31,503	10	5	61,419	9	9	.	1	7.6	19,805	7	8	.	.	6.3	334,932	4	1	.	8	10.7			
32,976	9	7	.	5	4.68	4,671	15	1	4,052	12	11	8,724	12	.	.	1	5.1	3,368	14	3	.	.	6.7	45,070	3	10	.	7	4.4			

30th June 1866.

	P
one	8.6
	8.1

W. B. Stuart

Ag: Agent & Manager

In a letter from the Acting Consulting Engineer for Railways to the Secy to Govt P.W. Dept of 29th Sept/66 No 397.

No 1

Madras Railway

P.W. 4027/R.

South West Line.

Revenue Account for Half Year Ending 30th June 1866

Recd 18th September 1866.

From 20 October/66 No 474.

No. 6440

In a letter from the Acting Consulting Engineer for Railways to the Secy to Govt. P. W. Dept. of 29th Septr. 1866 No. 397 -

Madras Railway

No. 6

Abstract of Appendix for Working and Upholding Locomotive Engine for Half Year Ending 30th June 1866

P W 4027/66.

No. g 36 LIV
Pt. 1 pt. 1 ay. 1 s. 9 c. 4
7 7 0 2 10 2 7

Madras Railway

Abstract of Expenditure for Working and Upholding Locomotive Engines for the Half Year Ending

Working

	Total Miles run by Engines	Firemens Enginemens and Firemens Wages			Cleaners Coke-men's and Watermans Wages			Coke Consumed			Coal Consumed			Wood Consumed			Total Cost of Fuel for Miles	Cost of Oil Tallow Waste &c.		
		Cost		Per Engine Mile	Cost		Per Engine Mile	Quantity	Pounds per Engine Mile	Total Cost	Quantity	Pounds per Engine Mile	Total Cost	Quantity	Pounds per Engine Mile	Total Cost		Total	Per Engine Mile	
		Rs a p			Rs a p			Tons		Rs a p	Tons		Rs a p	Tons		Rs a p	Rs a p	Rs a p	Rs a p	
South West Line	109141	16813	3 -	- 1	9118335	6 11	- -	69	18389	3·4	29034	4 10	- -	9·2	53451½	9·9	53451 8 -	1	6·1	3314742	56·2	64408 9 6	- 1 8 6	- 3 10	2 1 13	2 5	- -	6·9
North West Line	97800	9072	4 3	- 1	6·9	5424	4 8	- -	6·4	669	1·0	1031	3 2	- -	2·0	1038	1·2	1038 - -	-	2·0	64232	75·6	13901 4 1	- 2 5 3	- 2 7 3	3909 9 6	- -	7·7	

Cost of Repairs, including Labor and Materials of Carriages and Waggons for the Half year Ending

	Cost.												Per Engine Mile	
	Workmens Wages		Materials		Stores		Proportion of Superintendents Salary and Establishment		Total					
	Rs a p		Rs a p		Rs a p		Rs a p		Rs a p				Rs a	
South West Line	8626	6 -	16364	1 8	- - -		2104	10 5	27120	1 1	- -			
North West Line	1323	1 1	2483	13 6	- - -		314	9 1	4124	7 8	- -			

Abstract

	Cost of Upholding Engines & Tenders per Mile Exclusive of Fuel.			Cost of Upholding Friems & Tenders per Mile inclusive of Fuel.			Cost of Repairs of Carriages & Waggons per Mile			Total of Expenditure of Locomotive and Department per Mile		
	Rs a p			Rs a p			Rs a p			Rs a p		
South West Line	-	4	11·8	-	8	10·7	-	-	8·6	-	9	7·1
North West Line	-	4	9·1	-	4	4·4	-	-	8·1	-	8	8·5

Madras
28th September 1866

Compiled by RR
Compared &c. RR
Calculations Cast &c. RR

A Thomson
Chief Accountant

Lieut Colonel Major R.E.
Ag. Consg Engr for Railways

No 41

Madras Railway

Abstract

Of Expenditure for Working Locomotive Engines for the Half Year Ending

South West Line.

Total Miles run by Engines 30th June 1866 109141

Rupees Account for Half Year Ending 30th June 1866

Rs 4 18 8 per Mile run.

Engr Office Madras 4th Sept 1866

30th June 1866.

Cost of Working		Repairs				Proportion of Superintendents Salary and Establishment.		Total Cost of Upholding Engines and Tenders.	
		Cost of Repairs of Engines & Tenders							
Total	Per Engine a Mile	Materials	Wages	Total	Per Engine a Mile	Total	Per Engine a Mile	Total	Per Engine a Mile
Rs a p	Rs a p	Rs a p	Rs a p	Rs a p	Rs a p	Rs a p	Rs a p	Rs a p	Rs a p
253707 2 8	. 6 8 8	29915 15 4	31503 10 6	61419 9 9	. 1 7·6	19805 2 8	. . 5·3	334932 4 1	. 8 10·7
329769 7	. 5 4·68	46941 15 1	40527 12 11	87424 12 .	. 1 5·1	3368 14 3	. . 6·7	45070 3 10	. 7 4·4

30th June 1866.

8 miles

8·6

8·1

Wm. Thwaites

Ag: Agent & Manager

Madras Railway

Statement of Expenditure on Maintenance of Way and Works. South West Line.

Half year ending	Maintenance	Masonry	Earthwork and Fencing	Stations	Bungalows Platelayers Huts	Ballasting	Superintendence	Miscellaneous	Value of Stores expended	Grand Total
June 1866	92,395 9 5	6170 12 1	7397 6 3	7,962 10 7	3738 8 10	13,657 . 2	60,832 5 .	4,993 5 9	113,200 2 1	310,341 12 2
June 1865	94,432 1 .	5,725 1 .	2,550 7 .	5,913 . .	1266 12 .	18,550 34	51,832 4 9	2382 10 .	85,388 . 6	268,240 7 7
Increase	. .	444 11 1	4,846 15 3	2049 10 7	2471 12 10	. .	9000 . 3	2410 11 9	27812 1 7	42,101 4 7
Decrease	2036 7 7	. .	. .	. .	. .	4899 32	. .	. .	. .	.
Per ℄ Mile June 1866	227 . 2	15 2 7	18 2 8	19 9 3	9 3 2	33 8 7	149 7 4	12 4 3	278 2 2	762 8 2
" " 1865	232 . 3	14 1 0	6 4 10	14 8 3	9 3 8	45 9 3	127 5 6	6 5 6	209 12 8	659 1 1

Stores expended for Maintenance of Way.

Half year ending	Sleepers Iron Pot	Sleepers Pickled	Sleepers country wood	Cutties	Gids	Tie Bars	Chairs	Trenails Iron	Trenails Wooden	Keys	Fish Plates	Fish bolts & Nuts	Point Pickets & crossings	Sleepers Tie Rod	Broken Pots	Iron Spikes
June 1866	28892	478	28137	34921	30797	16434	77	32753	17270	20665	456	1525	1	10	733	4000
June 1865	30318	202	12280	24912	25676	12253	.	.	.	.	.	.	.	.	.	.
Increase	.	276	15857	10009	5121	4181	77	32753	17270	20665	456	1525	1	10	733	4000
Decrease	1426	. .	. .	.	.	.	.	.	.	.	.	.	.	.	.	.

Madras
28th Sept
1866
Compiled by [illegible]
Compared by W.B. [illegible]

A. Thomson
Chief Accountant.

[illegible]
Maj. R.E.
Ag. Consg Engr for Railways

Wm. B. Ward
Ag. Agent and Manager.

Fwd a letter from me
Acting Consulting Engineer
for Railways to the Govt
of Madras dated 29th
Sept 1866 No 395.

Madras Railway

South West Line No 4

Statement of Expenditure on Maintenance of
Way and Works Half
Year Ending 30th June 1866

£ 7,402 7/6

Madras Tonk West Railway including Bangalore Branch.

273*

Statement showing in half yearly periods, the Receipts, Expenditure and Profits, and also per week, per mile of Railway Open, per Train mile and per Engine mile: per Centage of Working Expenses and annual rate of per Centage of Profit on Capital Expended

Half year ending	Number of Miles Open	Receipts	Expenditure	Profit	Average. Receipts per week	Expenditure per week	Profit per week	Receipts per mile of Railway Open	Expenditure per mile of Railway Open	Profit per mile of Railway Open	Receipts per Train mile	Expenditure per Train mile	Profit per Train mile	Receipts per Engine mile	Expenditure per Engine mile	Profit per Engine mile	Per Centage of Working Expenses	Annual rate of per Centage of Profit on Capital Expended
30 June 1862	Average 317	324.066 10 8	313.945 15 10	10.120 10 10	28.239	22.175	6.156	2,316	1811	505	2·90	2·27	·63	2·47	1·93	·54	78·19	·78
31 December 1862	406	9.19.951 8 11	6,56,887 15 0	2.63.063 9 11	35,383	25,265	10,118	2,266	1,618	648	2·72	1·94	·78	2·43	1·74	·69	71·20	1·24
30 June 1863	406	10,98,956 1 2	8,33,603 7 3	2,65,952 9 11	42,268	32,039	10,229	2,704	2052	655	3·01	2·28	·73	2·66	2·02	·64	75·80	1·12
31 December 1863	406	13.20.968 12 5	8.51.099 11 8	4.69.869 0 9	50,806	32,735	18,071	3,254	2096	1158	3·22	2·21	1·21	2·92	1·88	1·04	64·43	1·92
30 June 1864	406	11.81.089 2 4	7.28.201 6 10	7.52.887 11 6	56,965	28,015	28,950	3,648	1794	1854	3·15	1·55	1·60	2·89	1·42	1·47	49·18	2·80
31 December 1864	406	17.16.473 11 8	8.79.539 6 9	8.36.934 4 11	66,018	33,828	32,190	3,598	1824	1754	3·09	1·59	1·51	2·79	1·44	1·35	51·62	3·06
30 June 1865	Average 477	15.00.053 14 9	9.29.237 10 1	8.70.816 4 8	69,293	35,740	33,493	3,659	1889	1770	3·08	1·59	1·49	3·26	1·44	1·82	44·09	4·08
31 December 1865	492	20.95.150 7 9	9.23.795 6 2	11.71.355 1 7	80,583	35,531	45,052	4,258	1878	2380	3·57	1·57	2·00	3·37	1·57	·80	46·61	3·64
30 June 1866	492	20.27.977 12 10	9.45.313 9 9	10.82.664 3 1	77,999	36,358	41.641	4.122	1921	2,201	3·69	1·72	1·97					

Madras
Comd: Engrs Office
29 September 1866

Alexander Stewart Major R.E.
Acting Comd: Engrs for Railways

South West Line and Bangalore Branch

Statement Shewing the average number of Miles Open; the total working Expenses; the working Expenses per mile open; the total receipts; the receipts per mile open; the net receipts per mile open; and the percentage of net to Gross receipts per mile open.

Half year ending	Average number of miles Open	Total working Expenses	Working Expenses per mile open	Total Receipts	Receipts per mile open	Net receipts per mile open	Per Centage of net to Gross receipts per mile open
30 June 1862	317	5.73.946	1,811	7.32.067	2,316	505	21·80
31 December 1862	406	6,56,888	1,618	9.19.952	2,266	648	28·60
30 June 1863	406	8.33.003	2.052	10,98,956	2,707	655	24·20
31 December 1863	406	8,51,100	2,096	13.20.969	3,254	1158	35·59
30 June 1864	406	7.28,201	1,794	14.81,089	3.648	1854	50·82
31 December 1864	477	8.79.539	1,844	17.16,474	3.598	1,754	48·75
30 June 1865	492	9.29.238	1889	18,00.054	3.659	1,770	48·37
31 December 1865	492	9.23,795	1878	20,95,150	4.258	2380	55·89
30 June 1866	492	9,45,314	1921	20,27,978	4.122	2201	53·40

Madras
Cons: Engrs Office
29 September 1866

J. Mansfield Major R. E.
Acting Cons: Engr for Railways

Inc a letter from the
Acting Consulting Engineer
for Railways to the
Secy to Govt P. W. Dept
of 29th Sept 66 No 347.

No 9

P W 4027/66.

Statement
showing the average
number of miles open
&c -

Madras Railway

Return of Late Trains on the Madras Railway during the Half year ending 30th June 1866

From What Station	To What Station	Distance	Number of Trains: Per Week	Number of Trains: Total Number of Trains	Trains not delayed by any Serious accidents: Not more than 15 Min. Late	15 to 30 Min. Late	30 to 60 Min. Late	1 to 2 Hours Late	More than 2 Hours Late	Total Number of Trains	Average delay H. M.	Greatest delay H. M.	Delayed by serious accidents: Not more than 3 Hours Late	3 to 6 Hours Late	More than 6 Hours Late	Broke down entirely	Total Number	Remarks
Up Trains																		
Through																		
Madras	Beypoor	206¼	7	181	8	26	5	8	1	48	0.11	3.45						
Short Trains																		
Madras	Coimbatoor	301¾	7	181	7	18	10	7	1	43	0.10	2.15						
do	do	301¾	6	93	2	6	3	2	1	14	0.8	3.20						
do	Salem	206¾	6	63	1	3	1	0	0	5	0.2	0.55						
do	Solarpett	132	6	156	2	20	12	6	1	41	0.10	1.30						
do	Vellore	80½	6	156	7	6	1	2	0	16	0.2	1.50						
do	Coimbatoor	95	6	63	3	1	0	2	0	6	0.4	1.25						
Salem	Beypoor	104¼	7	177	2	6	0	1	0	9	0.2	1.35						
Coimbatoor																		
Branch																		
Arconum	Cuddapah	119	7	181	35	10	5	0	0	50	0.5	0.50						
do	do	119	6	78	9	1	0	0	0	11	0.2	0.35						
do	Tirupitty	41¼	6	156	16	14	11	3	1	45	0.10	3.0						
Arpett	Bangalore	84½	6	156	2	2	2	0	1	7	0.2	11.0						
Jolarpett	do	84½	14	362	28	20	20	9	4	81	0.10	4.15						
															Nil			
Down Trains																		
Through																		
Beypoor	Madras	206¼	7	181	15	22	4	0	2	43	0.8	5.0						
Short Trains																		
Coimbatoor	Madras	301¾	7	181	9	12	23	5	2	51	0.14	5.30						
do	do	301¾	6	93	1	0	2	1	0	4	0.2	1.30						
Salem	do	206¾	6	63	5	4	0	0	0	9	0.3	0.30						
Solarpett	do	132	6	156	7	9	3	3	0	22	0.5	1.10						
Vellore	do	80½	6	156	14	8	5	0	0	27	0.4	0.55						
Coimbatoor	Salem	95	6	63	8	5	0	3	1	17	0.13	4.55						
Beypoor	Coimbatoor	104¼	7	177	5	16	8	3	0	32	0.7	1.50						
Branch																		
Cuddapah	Arconum	119	7	181	21	3	2	1	0	27	0.3	1.15						
do	do	119	6	78	11	1	0	0	0	12	0.2	0.25						
Tirupitty	do	41¼	6	156	19	2	1	0	0	22	0.3	0.55						
Bangalore	Solarpett	84½	6	156	4	2	0	1	0	7	0.1	1.5						
do	do	84½	14	362	15	4	1	0	0	20	0.1	0.35						

Traffic Manager's Office
Madras
9th August 1866

W. Fr. Stewart
Actg. Agent & Manager

R. Stewart
Traffic Manager

Thos Stewart Major R.E.
Acting Consv: Engr for Rys

27

No 14

In a letter from the
Acting Cons: Engr for Rys
to the Secy to Govt P. W. Dept
dated 29th September 1866. No 397

P 27/40 27/66

No 17

Return of Stores, Troops &c.
for the Half Year ending
30th June 1866.

In a letter from the
Acting Consulting Engineer
for Railways to the Secy
to Govt P. W. Dept of
29th Sept 1866 No 397

No 18

Read 13th September 1866.

P W 40 27/66

Return of
Late Trains on the
Madras Rys during
the half year ending
30th June 1866.

Return showing the Stores, Troops, Incils and Post-Office Servants carried on the Madras South West & North West Lines and Bangalore Branch Railway during the half year ending the 30th June/66.

Stores							Troops		Incils		Baggage & Troops conveyed free	Railway charges	Railway charges which would have been made to the Public			Saving to Govt			Remarks.
Ordnance Dept.	Commissariat Department. Stores	Horses shed	Clothing	Public works Dept.	Stationary Department	Medical Dept.	Lumbar	Luggage	Tons	Incil servants	Tons	Rs	a	p	Rs	a	p	Rs	a	p	
Tons 387	Tons "	Rs "	Tons "	Tons "	Tons "	Tons "	"	Tons "	"	"	"	10,698	3	7	"	"	"	"	"	"	
	709	"	"	"	"	"	"	"	"	"	"	12,809	15	9	"	"	"	"	"	"	
		177	"	"	"	"	"	"	"	"	"	1,623	6	3	"	"	"	"	"	"	
			52		"	"	"	"	"	"	"	1,109	7	9	"	"	"	"	"	"	
				51	"	"	"	"	"	"	"	1,609	13	6	"	"	"	"	"	"	
					81	"	"	"	"	"	"	2,250	8	1	"	"	"	"	"	"	
						9	"	"	"	"	"	115	"	5	"	"	"	"	"	"	
							8957	"	"	"	"	33,837	1	11	69,120	15	11	29,283	14	"	
								148	"	"	"	7,861	1	6	"	"	"	"	"	"	
									3,27,698 miles 144,873 miles		"	"	"	"	81,924	8	"	81,924	8	"	
											127	"	"	"	7,988	4	4	7,988	4	4	
												71,914	10	9	1,53,033	12	3	1,19,196	10	4	

Madras
29th September/66

Major R.E.
Acting Consulting Engineer
for Railways.

Statement showing the working Expenses in each Department of the Madras South West Railway during the half year ending 30th June 1865 & 1866 respectively.

Half year ending	Locomotive Department.			Traffic Department.			Telegraph Department.			Permanent way Department.			Ballasting			General Management.			Total.		
	Rs	A	P	Rs	A	P	Rs	A	P	Rs	A	P	Rs	A	P	Rs	A	P	Rs	A	P
June 1866	362,052	5	2	186,060	2	5	33,149	4	11	295628	2	4	14,673	9	10	35,667	"	7	927,270	9	3
June 1865	435,587	9	1	156,670	3	9	21,331	6	"	248,646	15	"	17,912	8	10	30,940	13	1	911,089	7	9
Increase	"	"	"	29,389	14	8	11,817	14	11	47,021	3	4	"	"	"	4726	3	6	16181	1	6
Decrease	73,535	3	11	"	"	"	"	"	"	--	--	--	3,238	15	"	"	"	"	"	"	"

South West Line

June 1866	49,194	11	6	26,791	11	3	2017	4	6	15,043	13	7	"	"	"	3,754	12	6	96802	5	4
June 1865	36,754	8	10	13,606	9	11	925	14	1	15,153	6	6	"	"	"	2754	13	10	69,195	5	2
Increase	12440	2	8	13,185	1	4	1091	6	5	"	"	"	"	"	"	999	14	8	27,607	"	2
Decrease	"	"	"	"	"	"	"	"	"	109	8	11	"	"	"	"	"	"	"	"	"

Madras
Cons: Engrs Office
29th September 1866

Major R.E.
Acting Consulting Engineer
for Railways.

32

In a letter from the Acting Consulting Engineer for Railways to the Secy to Govt. C. W. Dated 29th Sept. 1866 No. 397.

No. 5.

P. W. 4027/66.

Statement showing the working Expenses on each Department of the Kingston South Road during the half year ending 30th June 1866.

A

Madras Railway. Northwest Line, No 1

Arconum to Cuddapah.

Distribution of Working Expenses for the Half Year ending 30th June 1866.

	Weight of each Vehicle.	Average Outside of each Vehicle.	Weight of Average Outside.	Weight of each Loaded Vehicle.	Constitution of Train.	Weight of Engine and Tender Loaded.	Weight of Loaded Train.	Average Mileage of Train.	1232 Trains Gross weight moved over one mile	Maintenance of Way and Works.	Locomotive Department.	Fuel	Coaching	Tickets.	Repairs of Vehicles.	Electric Telegraph.	General Charges.	Total working Expenses of each Class.
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	Tons	Persons	Tons	Tons	No	Tons	Tons	Miles	Tons	Rs	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P
Class I	6·9	1·426	·079	6·979	·238	·511	2·187		184,296	175	5 9	348 12 3	182 - 4	494 5 2	10 7 8	48 4 7	46 3 9	91 10 7	1,397 2 1
Class II	6·24	2·776	·163	6·393	·558	1·121	4·688		404,295	384	11 -	765 1 7	399 4 10	1,084 6 7	28 - -	105 14 10	101 6 9	201 1 4	3,064 14 11
Class III	6·14	33·587	1·851	7·991	2·115	5·213	22·214		1,915,743	1,822	13 3	3,625 6 7	1,892 1 7	5,128 7 3	108 15 8	501 14 10	480 9 3	952 13 6	14,528 1 10
Brake	6·76	·248	·248	7·008	1·145	2·523	10·547	64·745	909,577	865	7 4	1,721 5 -	898 5 7	2,439 11 -	- - -	238 4 11	228 2 9	452 6 5	6,843 11 -
Horse Box	7·05	Horses 2·105 Dogs ·793	·397	7·447	·237	·535	2·320		200,078	190	5 11	378 10 2	197 9 9	536 10 5	- - -	52 6 9	50 3 1	99 8 2	1,505 6 3
Carriage Truck	5·03	Carriages 4·200	2·007	7·037	·029	·064	·268		28,112	27	15 10	43 11 10	22 13 3	61 15 10	- - -	6 - 10	5 12 8	11 7 11	173 14 2
Goods	5·9	Tons 2·571	2·571	8·471	11·469	30·543	127·697		11,012,633	11,583	2 6	22,216 13 2	12,378 3 11	16,893 11 8	- - -	3,171 8 11	1,104 14 3	1,945 12 8	69,294 3 1
Engine and Tender	40·63							Total	14,649,734	15,043	13 7	29,099 12 7	15,970 7 3	26,649 3 11	142 7 4	4,124 7 8	2,017 4 6	3,754 12 6	96,802 5 4

Madras
Cons: Engrs Office
29th September 1866

Major R. E.

Acting Cons: Engr for Railways

In a letter from the Acting Consulting Engineer for Railways to the Secy to Govt N.W.P. of 29th Sept 66 ... No 397-

No 12

of N 4027/66.

North west Line

Distribution of Working Expenses for the half year ending 30th June 66-

35.10

Madras Railway South West Line № 2.

Madras to Beypore and Bangalore Branch.

Receipts, Expenditure, and Profits for the half Year ending 30 June 1866.

3,388 Trains.

	Number of Passengers &c.	1 Receipts	Expenditure Rupees	Profit & Loss	Receipts from each Passenger &c.	Expenditure for each Passenger &c.	Profit & Loss on each Passen. or &c. — per	Average Mileage	Receipts per Passenger per mile —	Expenditure per Passenger per mile —	Profit & Loss per Passenger per mile —	Number of Vehicles run	Receipts from each Vehicle —	Expenditure for each Vehicle —	Profit & Loss on each Vehicle —	Average Mileage of Trains —	Receipts per Vehicle per mile —	Expenditure per Vehicle
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
	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	№	Rs A P	Rs A P	Rs A P	Miles	Rs A P	R
Class I	4,720	61,979 1 11	32,392 3 4	29,586 14 7	" " "	13 2 1·18	6 13 9·65	6 4 8·53	" " "	147·189	" 1 5·13	" " 8·96	" " 8·17	" " "	1,940	31 15 2·02	16 11 1·83	15 4 0·19	" " "	" 3 1·84 "
Class II	38,181	78,638 4 6	46,631 " "	32,007 4 5	" " "	2 " 1·45	1 3 6·58	13 4 9·5	" " "	63·867	" " 6·19	" " 3·67	" " 2·52	" " "	3,458	22 11 10·27	13 7 9·11	9 4 1·16	" " "	" 2 2·94 "
Class III	759,217	578,297 10 7	133,233 5 9	445,064 4 10	" " "	12 2·25	" 2 9·49	" 9 4·56	" " "	49·732	" " 2·94	" " 0·68	" " 2·26	" " "	10,193	56 11 9·08	13 1 1·64	43 10 7·44	" " "	162·103 " 5 7·20 "
Break	Tons 1,905·103	69,859 12 4	57,652 5 10	11,707 6 6	" " "	36 6 6·21	30 4 2·32	6 2 3·89	" " "	114·602	" 5 0·99	" 4 2·70	" " 10·29	" " "	2,663	18 14 11·67	15 11 9·91	2 3 1·66	" " "	" 1 10·43 "
Horse Box	Horses Corps 1907 1335																			
Carriage Truck	Carriages & 92	31,430 11 2	23,722 6 11	7,708 " 3	" " "	8 10 4·62	6 8 5·37	2 1 11·25	" " "	163·520	" 10·16	" 7·67	" " 2·49	" " "	1,742	18 " 8·23	13 9 10·67	4 6 9·56	" " "	" 1 9·37 "
Goods Vehicles	Tons 128,354·222	115,752 0 14	63,368 15 5	52,383 14 7	" " "	9 " 3·49	4 14 11·90	4 1 3·59	" " "	125·662	" 1 1·78	" " 7·54	" " 6·24	" " "	70,954	16 6 0·23	8 14 10·61	7 6 1·62	" " "	" 1 7·32 "
Telegraph Receipts		5,412 7 6																		
Miscellaneous &c.		44,777 15 11																		
Special Trains		860 15 "																		
Total Receipts		20,27,977 12 10																		

Madras
Cons: Engrs Office
29 September 1866

Alexr Stewart Major R.E.
Acting Cons: Engr for Railways

In a letter from the Acting Consulting Engineer for Railways to the Secy to Govt. P.W.D. of 29th Septr 66 No 397-

No. 3.

P.W. 4027/66

South West Line

Receipts, Expenditure & Profits for the half year ending 30th June 66-

Vehicle in mile	Profit & Loss per Vehicle per Mile		
18	19		
	Rs	a	p
1 7·73	1 6·06		
1 3·97	1 0·97		
1 2·48	4 3·72		
1 6·64	3·79		
1 4·12	5·24		
1 1·03	5·74		

A

Madras Railway South West Line No 1
Madras to Beypore and Bangalore Branch.
Distribution of Working Expenses for the Half Year ending 30th June 1866.

	Weight of each Vehicle.	Average Cubic of each Vehicle.	Weight of Average Cubic.	Weight of each Loaded Vehicle.	Constitution of Train.	Weight of Engine Vehicle Loaded.	Weight of Loaded Train.	Average Distance of Train.	Gross weight hauled one mile.	Maintenance of Way & Works	Locomotive Department	Fuel.	Coaching.	Tickets.	Repairs of Vehicles	Electric Telegraph	General Charges	Total working expenses of each Class.
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	Tons	Percent	Tons	Tons	No	Tons	Tons	Miles	Tons	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P	Rs A P
Class I	6·9	2·242	·124	7·024	·564	1·218	5·180		2,844,882	4,501 6 2	5,840 1 3	4,583 7 7	7,872 3 4	113 13 7	846 5 7	1,766 4 ·	1,868 9 10	32,392 3 4
Class II	6·24	5·160	·284	6·524	·861	1·754	7·457		4,095,421	13,677 15 4	8,407 3 9	6,598 4 ·	11,232 10 3	163 14 4	1,218 6 3	2,542 10 5	2,689 15 8	46,631 · ·
Class III	6·14	33·752	1·860	8·000	2·087	5·010	21·306		11,701,361	39,080 6 7	24,020 15 9	18,852 6 5	32,379 6 5	468 4 7	3,481 4 9	7,264 13 ·	7,685 12 3	133,233 5 9
Brake	6·76	Tons ·402	·402	7·162	·988	2·176	9·252	162·103	5,081,244	16,970 6 10	10,430 15 6	8,186 8 8	14,060 8 11	· · ·	1,511 10 10	3,154 11 2	3,337 7 11	57,652 5 10
Horse Box	7·05	Horses 1·671	Dogs 1·007	·820	7·370	·361	·818	3·479		1,410,684	6,381 5 5	3,922 5 2	8,078 5 9	5,287 2 4	· · ·	568 6 9	1,186 4 ·	1,254 15 9	21,678 13 2
Carriage Truck	5·03	Carriages 2·961		1·414	6·444	·039	·077	·328		180,184	601 10 1	369 12 9	290 3 8	498 7 7	· · ·	53 9 2	111 13 5	118 5 1	2,043 13 9
Goods	5·9	Tons 2·593		2·593	8·493	11·827	29·577	125·777		64,077,353	224,128 9 9	135,045 7 7	105,206 2 3	113,883 11 1	· · ·	19,440 5 9	17,122 12 11	18,711 14 1	638,638 15 5
Engine and Tender	40·63								Total	94,871,084	310,341 12 2	188,036 13 9	146,895 6 4	185,314 1 11	746 · 6	27,120 1 1	33,149 4 11	35,667 · 7	927,270 9 3

Madras
Cons: Engr Office
29th September 1866

Major R.E.

Acting Cons: Engr for Railways.

Inclosure from the Acting Consul Egypt for Railways to the Secretary to Govt. P. W. Deptt
dy. 29th September 1866 No. 397

B 4027/66

No. 2.

Statement showing the Distribution of Working Expenses for the Half Year ending 30th June 1866.

Madras Presidency.

Abstract Statement of the extent and cost of the Land made over by the State for each Ry to the end of June/66.

Name of Railway	Extent in acres & Decimals	Sum paid for Land	Sum paid for trees, buildings &c on the Land	Total of columns 3 & 4	Sum realized by the sale of trees &c	Sum paid by the Ry Comp.y	Net cost to Government
1	2 acres	3 Rs A P	4 Rs A P	5 Rs A P	6 Rs A P	7 Rs A P	8 Rs A P
Madras Railway							
South West Line	9316·9598	4,46,778 8 9	1,74,367 4 4	5,91,145 13 1	18,202 " 7	4901 5 4	5,68,042 7 2
North West Line	4264·610	87,418 13 "	42502 1 9	1,29,922 14 9	1284 12 "	18596·3 "	1,10,042 15 9
Bangalore Branch	2594·9444	23,412 4 7	4251 6 4	27,663 10 11	" " "	" " "	27,663 10 11
Total	16176·5138	5,27,609 10 4	2,21,122 12 5	7,48,732 6 9	19486 12 7	23496 8 4	7,05749 1 10
Great Southern of India Railway	2787·73	4,10,379 10 8	1,06838 12 10	5,17218 7 6	5815 13 3	" " "	5,11,402 10 3
Grand Total	19964·2438	9,37,989 5 0	3,27,961 9 3	12,65,950 14 3	25302 9 10	23496 8 4	12,17,151 12 1

Madras
2nd Sept.r/66

Lieut.t Colonel Major R.E

Acting Consulting Engineer
for Railways.

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Ina letter from the
Acting Comr: Genl: for Pay
to the Secy. to Govt. P. W. D. 1st
of 29. Sept. 66 No 397.

No 19
P W 4027/66

Statement showing the
estimate & Cost of Canal Wks to
the end of June 1866.

42

Madras Railway.

Return of Fire Insurance Funds invested and Claims paid Half year ending 30th June 1866.

Funds	Amount of last Balance not invested	Amount of Interest received from sources Investments &c	Amt. set aside for Half year 31st December &c from sources received from Government	Total.	Investments &c Particulars	Amount	Rate &c charged to each Line	Claims paid	Balance	Remarks
Buildings Plant &c										
& Stores S.W. Line	1,285 9 8	100 ..	14,025 15 7		Govt Pro. Note No 1804 of 52,357 of 1856/57	5,000				
Transf. to Goods Traffic					Premium on Rs 5000 @ 2¼ %	112 8 ..				
Fund in January /66			10,000 ..		Int. and Commission paid on do less Renewal fee	44 8 ..	5,157 ..	...	254 9 3	
	Dr.		4,025 15 7	5,411 9 3	Govt Pro. Note No 45145 of 56/57	2,000				
do N.W. Line	139 7 ..		2,337 10 7	2,198 3 7	Premium on Rs 2000 @ 2¼ %	55	2,055 ..			
Goods Traffic	Dr.				Int. and Commission paid on do	18 8 1	2,073 8 1	...	124 11 6	
S.W. Line	9,105 14 8	..	3,776 13 11							
Transf. from Building Plant & Stores Fund in January /66			10,000 ..							
			13,776 13 11	4,670 15 3						
N.W. Line	Cr. 675 2 3	...	586 12 3	1,261 14 6	Govt Pro. Note No 25710 of 1856/57	1,000				
					Premium on Rs 1000 @ 2¾ %	27 8 ..	1,027 8 ..			
					Int. and Commission paid on do	9 4 ..	1,036 12 ..	...	225 2 6	

List of Government Securities sold in case of Fire Insurance Funds.

South West Line.

No 713/31 of 56/57	Rs 10,000.
44,516	5,000.
69,963	3,000.
40,752	1,000.
64,315	10,000.
70,495	2,200.
38,574	4,800.
75,181	2,000.
25,162	2,000.
1,844 of 52,357 of 56/57	5,000.

The above Bonds are in the five per cent Loan.

North West Line.

No 14,191 of 65,355 of 56/57	Rs 2,000.
19,876	2,000.
61,171	2,000.
26,304	1,000.
45,005	2,000.
85,720	1,000.

No 14,091 of 65,355 of 56/57 Transferred from S.W. Line in lieu of the foregoing Rs 2,075-5-4 charged to this Line of No 713/31 of 56/57 + 44,516 of 56/57 for Rs 15,000 purchased in one Lot between both Lines.

Madras
13th July 1866

Examined & compared with the Books

Chief Accountant.

Acting Civ. Engr for Rys

Acting Agent and Manager.

No 1st

North West Line

Statement showing the average number of miles open; the total working Expenses; the working Expenses per mile open the total receipts; the receipts per mile open; the net receipts per mile open; and the per centage of net to gross receipts per mile open.

Half year ending	Average number of miles open	Total working Expenses	Working Expenses per mile open	Total Receipts	Receipts per mile open	Net Receipts per mile open	Per Centage of net to gross Receipts per mile open.
		Rs	Rs	Rs	Rs	Rs	Rs
30th June 1862	26 3/4	22,172	829	25,300	946	117	12·34
31st December 1862	Average 35 1/4	22,781	646	37,353	1060	414	39·06
30th June 1863	41 1/4	37,459	908	61,406	1,489	581	39·02
31st December 1863	41 1/4	36,863	894	72,173	1,750	856	48·91
30th June 1864	41 1/4	37,876	918	78,169	1895	977	51·56
31st December 1864	Average 60 1/4	57,301	951	1,33,325	2,213	1262	57·27
30th June 1865	79 1/4	72,069	909	1,62,417	2,049	1140	55·64
31st December 1865	Average 106.	97,438	919	3,60,628	3,402	2,483	72·99
30th June 1866	119 1/4	99,807	837	303,031	2,541	1,704	67·06

Madras
Cons: Engr Office
29th September 1866

Lt Colonel Major RE
Acting Consulting Engineer for Railways

53

No 521

Inclosure from the Acting
Cons: Engr for Rys to the Secty
to Govt of N. W. Letter of 29th Sept
1866 No 397

No 16.

Return of Fire Insurance
Fund for the Half Year ending
30th June 1866.

Ina letter from the Acting
Cons: Engr for Rlys
to the Secy to Govt P. W. Deptt dated
29th September 1866 No 397.

P W 402 7/66

No 15

Statement showing the
Average number of Miles open,
the Total Working Expenses &
of North West Line.

Ina letter from the
Acting Cons: Engr for Rlys
to the Secy to Govt P. W. Deptt
Dated 29th September 1866 No 397

P W 402 7/66

No 14

Statement showing in
half yearly periods the Receipts,
expenditure & Profits &c &c
of N. W. Line.

Statement showing in half yearly periods the Receipts, Expenditure, and Profits; and also per half year per mile of Railway open, per Train mile and per Engine mile; per Centage of working Expenses, and annual rate of per centage of Profit on Capital expended

West Coast Line

Half year ending	Number of miles open	Receipts	Expenditure	Profit	Average Receipt per week	Average Expenditure per week	Average Profit per week	Receipt per mile of Railway open	Expenditure per mile of Railway open	Profit per mile of Railway open	Receipt per Train mile	Expenditure per Train mile	Profit per Train mile	Receipt per Engine mile	Expenditure per Engine mile	Profit per Engine mile	Per Centage of working Expenses	Annual rate of per Centage of Profit on Capital Expended
		Rs a. p	Rs a. p	Rs a. p	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
30th June 1862	26 3/4	25,299 9 3	22,172 1 2	3,127 8 1	973	853	120	946	829	117	1·38	1·21	0·17	1·31	1·15	0·16	84·64	·12
31st December 1862	Average 35 1/4	37,353 4 3	22,781 1 10	14,572 2 5	1436	876	560	1060	626	414	1·524	0·94	0·60	1·47	0·90	0·57	60·99	·52
30th June 1863	41 1/4	61,405 11 1	37,459 1 4	23,946 9 9	2362	1441	921	1489	908	581	2·21	1·35	0·86	2·10	1·28	0·82	61·00	·73
31st December 1863	41 1/4	72,172 12 3	36,862 9 6	35,310 2 9	2776	1418	1358	1750	894	856	2·55	1·30	1·25	2·31	1·18	1·13	51·08	1·01
30th June 1864	41 1/4	98,169 4 1	57,876 6 9	40,292 13 4	3846	2254	1549	1895	918	977	2·82	1·36	1·56	2·34	1·33	1·21	49·73	·99
31st December 1864	Average 60 1/4	1,33,325 5 7	57,301 7 8	76,023 13 11	5128	2772	2924	2213	951	1262	3·12	1·34	1·78	2·65	1·14	1·51	42·98	1·77
30th June 1865	79 1/4	162,416 11 1	72,069 3 1	90,347 8 0	6247	2774	3475	2049	909	1140	2·88	1·28	1·60	2·52	1·12	1·40	44·37	1·84
31st December 1865	Average 106	3,60,624 13 5	97,438 5 8	2,63,189 7 9	13,811	3,944	10,123	3,402	919	2483	4·27	1·15	3·12	3·84	1·04	2·80	27·02	4·26
30th June 1866	119 1/4	303,031 1 4	99,804 4 2	2,03,226 13 2	11,655	3,849	7,816	2,541	837	1,704	3·51	1·16	2·35	3·10	1·02	2·08	32·94	2·78

Madras
Cons: Engrs Office
29th September 1866

Thomas Stevens Major R.E.
Acting Cons: Engr for Railways

464

In a letter from the A.G. Cons: Engr. for Railways to the Secy. to Govt. P. W. Deptt. dated 29th September 1866. No: 397

IWH 027/66.

No 11

Revenue Account of Line for the half year ending 30th June 1866.

Inclosure from the Acting Asst. Engr. for Rep. to the Secy. to Genl. P. W. Depot dy 29 September 1866 No. 397.

P.W. 4027/66

No. 13.

Statement showing the Receipts, Expenditure, and Profits for the Half Year ending 30 June/66

Madras Railway

North West Line

Revenue Account for Half Year ending 30th June 1866

Rupees 18 & 8 pies 1866.

B

Madras Railway, North West Line No. 2
Accounts to Cuddapah
Receipts, Expenditure, and Profit for the Half year ending 30 June 1866.
1332 Trains.

	Number of Passengers, &c.	Receipts	Expenditure	Profit and Loss	Receipts from each Passenger &c.	Expenditure for each Passenger &c.	Profit & Loss on each Passenger &c.	Average Mileage	Receipts per Passenger per mile.	Expenditure per Passenger per mile	Profit & Loss per Passenger per Mile	Number of Vehicles Train	Receipts from each Vehicle	Expenditure for each Vehicle	Profit & Loss on each Vehicle	Average Mileage of Train	Receipts per Train per mile	Expenditure per Vehicle per mile	Profit & Loss per Vehicle per mile
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
	Persons	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Miles	Rs. a. p.			No.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Miles	Rs. a. p.	Rs. a. p.	Rs. a. p.
Class I	858	2,789 2	1,897 2	1,892 5 1	" " "	7 12 8 02	3 14 5 80	3 14 2 72	" " "	80 · 678	" 1 · 6 57	" · 9 30	" · 9 27	" " "	289	11 10 8 90	5 13 6 88	5 13 2 52	" " "		" 1 5 34	" 1 5 27	" " "
Class II	2,405	4,673 11	3,064 14 11	1,608 4 " " "	1 15 1 08	1 4 4 68	" 10 8 40	" " "	55 · 509	" " 672	" · 44	" · 2 81	" " "	553	8 7 2 52	5 8 8 14	2 14 6 38	" " "			" 1 4 44	" · 8 62	" " "
Class III	155,409	94,172 4 9	14,523 1 10	79,649 4 11	" " "	98 · 25	" 1 5 94	" 8 2 41	" " "	89 · 413	" 295	" · 046	" · 2 49	" " "	2,238	42 1 3 14	6 7 9 95	35 9 5 19	" " "	964 · 745	"	" 1 7 24	" 8 9 84	" " "
Brake	Tons 370 · 844	7,687 4 7	6,843 11	794 8 7	" " "	20 9 6 43	18 7 3 17	2 2 3 26	" " "	65 · 947	" 4 11 76	" 4 5 7	" · 6 23	" " "	1,170	6 8 5 40	5 13 7 07	" 10 10 33	" " "			" 1 1 36	" 1 5 35	" · 2 01	" " "
Horse Box	Horses 405 Dogs 173	3,714 4 7	1,679 4 5	2,035 7 2	" " "	5 7 3 32	2 7 5 45	2 15 9 87	" " "	102 · 489	" 1 0 22	" 4 6 2	" · 5 60	" " "	230	16 2 4 99	7 4 9 88	8 18 7 16	" " "			" 3 1 90	" 1 9 65	" 2 2 25	" " "
Carriage Truck	Carriages 108																								
Goods Vehicles	Tons 31,366 · 664	186,073	69,294 3 1	117,079 6 " " "	5 15 0 86	2 8 4 12	3 11 8 74	" " "	81 · 092	" 1 2 47	" 5 22	" · 8 84	" " "	18826	9 14 4 76	8 10 10 71	6 8 6 05	" " "			" 2 1 36	" 1 0 92	" 1 6 44	" " "
Telegraph Receipts		1168 6																							
Miscellaneous do.		948 " "																							
Special Trains		1552 9																							
Total Receipts		303,031 1 4																							

Madras
Cons: Engrs Office
29 September 1866

Major R.E.
Acting Cons: Engr for Railways

42

In a letter from the Acting Consulting Engineer for Railways to the Secy to Government P. W. Dept. of 29th Sept. 66 No 397.

P W 402/66

No 7

Statement showing the quantity & amount of Revenue derived from the several commodities comprising the Merchandize Traffic for the half year ending 30th June 66.

Statement shewing the quantity and amount of Revenue derived from the several Commodities comprising the Merchandize Traffic, South West and North West Lines for the Half Year ending 30th June 1866.

		Quantity			Amount					
		Down South West	Up North West	Total	Down South West		Up North West		Total	
		Maunds Srs	Maunds Srs	Maunds Srs	Rs	A P	Rs	A P	Rs	A P
	Arara Seeds	8,191 30	" "	8,191 30	2,122 4 9		" "		2,122 4 9	
	Baggage	1,458 10	913 37	2,372 7	1,473 9 8		921 6 7		2,395 " 3	
	Bamboos	23,010 30	" "	23,010 30	4,028 3 2		" "		4,028 3 2	
	Betel Nuts	39,866 30	" "	39,866 30	14,012 6 9		" "		14,012 6 9	
	Brass	" "	2,691 "	2,691 "	" "		1,724 12 8		1,724 12 8	
5	Canjeho	" "	490 24	490 24	" "		700 6 4		700 6 4	
	Charcoal	2,466 20	2,818 30	6,285 10	645 " 10		381 5 5		1026 6 3	
	Chillies	8,361 26	29,057 10	37,418 36	5,455 5 7		7,735 7 2		13,190 12 9	
	Cloths	5,554 36	24,585 31	30,140 27	3,898 12 3		17,099 10 6		20,998 6 9	
	Cocoanuts	7,796 1	635 30	8,431 31	3,881 1 3		195 6 11		4,076 8 2	
10	Coffee	83,958 35	10,976 14	94,935 9	57,203 " 6		3,537 5 3		60,740 5 9	
	Cummin Seeds	" "	" "	" "	" "		" "		" "	
	Commiscariat Stores	" "	" "	" "	" "		" "		" "	
	Copper	" "	992 "	992 "	" "		873 9 9		873 9 9	
	Coriander Seeds	" "	25,933 5	25,933 5	" "		13,617 8 1		13,617 8 1	
15	Cotton	94,885 10	23,005 36	1,17,891 6	79,331 12 8		6,793 2 4		86,124 15 "	
	Dholl	21,482 9	4,215 16	25,697 25	6,963 9 4		1,371 11 3		8,335 4 7	
	Drugs	" "	749 "	749 "	" "		324 13 "		324 13 "	
	Dyewood	5,684 30	" "	5,684 30	1,724 10 7		" "		1,724 10 7	
	Fruits	77,751 10	" "	77,751 10	21,201 1 3		" "		1,201 1 3	
20	Ghee	8,233 24	" "	8,233 24	4,356 6 5		" "		4,356 6 5	
	Gingelly Oil	8,687 30	" "	8,687 30	2,372 3 7		" "		2,372 3 7	
	do Seeds	6,950 "	3,284 30	10,234 30	1,553 2 9		582 3 5		2,135 6 2	
	Grain	47,735 8	40,305 30	88,040 38	11,555 " 9		13,282 1 2		25,837 1 11	
25	Ground nuts	12,250 30	" "	12,250 30	1,411 6 9		" "		1,411 6 9	
	do do Oil	4,341 10	" "	4,341 10	664 10 8		" "		664 10 8	
	Gunnies	28,584 22	14,934 33	43,519 15	10,178 3 10		5,715 2 7		15,893 6 5	
	Wax	1,200 "	" "	1,200 "	307 8 "		" "		307 8 "	
	Indigo	3,126 7	694 10	3,820 17	2,032 13 3		425 11 3		2,458 8 6	
30	Iron	26,758 20	67,544 "	94,302 20	5,859 9 6		31,213 5 "		37,072 14 6	
	Jaggree	27,064 20	108,952 26	136,017 6	5,412 3 3		77,778 9 8		83,190 12 11	
	Kalup Oil	15,593 "	12,286 "	27,879 "	4,905 2 1		4,719 3 7		9,624 5 8	
	Oil Cakes	21,687 30	" "	21,687 30	5,018 13 10		" "		5,018 13 10	
	Ordnance Stores	2,480 35	5,700 24	8,181 19	2,531 5 "		6,539 " 8		9,070 " 11	
35	Paddy	4,637 "	11,755 "	16,392 "	468 4 4		2,398 15 6		2,867 " 10	
	Potatoes	13,606 28	" "	13,606 28	8,053 7 8		" "		8,053 7 8	
	Raggy	5,100 10	26,537 12	31,637 22	1,045 1 1		6,296 13 5		7,341 14 6	
	Red Wood	40,714 "	" "	40,714 "	10,528 " 1		" "		10,528 " 1	
	Rice	55,480 26	3,16,202 20	3,71,683 6	7,317 9 8		111,666 7 7		1,18,984 1 3	
40	Saffroon	2,087 12	4,079 1	6,166 13	782 1 "		2,750 10 "		3,482 11 "	
	Salt	68,622 19	5,63,481 30	6,32,107 9	10,257 14 "		1,97,370 11 10		2,07,628 9 10	
	Saltfish	7,092 30	2,871 "	9,963 30	2,587 9 8		1,038 4 7		3,625 14 3	
	Saltpetre	4,550 25	1,119 30	5,670 15	2,378 3 5		526 2 10		2,904 6 3	
	Skins	19,814 28	964 20	20,779 8	8,955 12 "		265 9 11		9,221 5 11	
45	Sleepers	4,050 "	1,070 "	5,120 "	595 " 4		100 5 "		695 5 4	
	Stones	27,747 25	137 "	27,884 25	2,571 5 10		89 15 "		2,661 4 10	
	Sugar	18,605 30	11,882 10	30,488 "	5,097 10 10		6,873 8 8		11,971 3 6	
	Sundries	1,34,250 29	2,25,465 4	4,59,716 33	58,042 2 2		144,312 13 10		199,355 " "	
	Tobacco	12,600 20	26,552 31	39,153 11	4,272 15 8		9,449 4 4		13,722 4 "	
50	Vegetables	6,406 20	2,200 30	8,607 10	1,778 5 5		929 13 2		2,708 2 7	
	Wheat	17,784 3	10,758 10	28,492 13	9,386 6 "		6,479 8 "		15,865 14 "	
	Wines, Spirits & Beer	1,335 25	46,473 27	47,809 12	552 10 3		29,047 8 1		29,600 2 4	
	Wood	263,586 21	121,240 6	384,826 27	43,841 15 4		29,423 14 2		73,265 13 6	
	Total	13,04,166 33	18,53,563 17	31,57,730 10	441,661 15 3		744,552 7 6		1186,214 6 9	

Madras Consulting Engrs Office
29th September 1866

Major R.E.
Acting Consg Engr for Railways

BOARD OF DIRECTORS.

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G. Dartnell...	...Assistant to do.
R. D. Carter...	... Do. at Beypoor.
W. F. Hogo	Do. at Salem.
A. Ragoonatha Row, Native.	Do. at Madras.
R. Allon...	...General Storekeeper.
J. F. Peel	...Cashier.

TABLE I.

SOUTH WEST LINE TRAIN FROM MADRAS.

To Arconum, Vellore, Salem, Coimbatoor, Palchaut and Beypoor.

Miles from Madras	STATIONS	WEEK DAYS. 3 Class & Goods. A	Goods.	1, 2, & 3 Class.	3 Class.	1, 2, & 3 Class.	1 & 2 Class	SUNDAYS. 1, 2 & 3 Class.	1 & 2 Class.
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.
	Madras ... ... Dep	3 0	5 0	7 0	9 30	2 0	5 0	7 0	5 0
8¼	Perambore...	—	—	7 15	9 50	2 20	5 15	7 15	5 15
18	Avady	—	6 5	7 39	10 30	2 55	—	7 39	—
17¼	Tiruvanore...	—	—	7 55	10 48	3 13	6 15	7 55	6 15
25¾	Travelore	5 26	6 50	8 15	11 18	3 45	6 40	8 15	6 49
29¼	Coolumbathoor	5 45	7 8	—	11 31	3 58	—	8 21	—
36	Chinnamapett	6 5	—	—	12 0	4 20	—	8 37	—
42¼	Arconum *June.* ... Arr	6 25	8 0	8 50	12 30	4 45	7 45	8 50	7 45
		P. M.	P. M.	P. M.		A. M.	A. M.	P. M.	A. M.
161¾	Cuddapah ... Arr	—	7 10	5 30	—	—	—	5 39	—
	Do. dept. for E and W Ty	—	—	—	—	8 15	8 15	—	8 15
	Arconum *June* ... Dep	6 30	—	9 5	12 45	5 0	8 0	9 5	8 0
55¾	Sholoughur.	7 20	—	—	1 40	6 45	—	9 40	—
65	Arcot	8 0	—	10 5	2 15	6 10	9 25	10 5	9 25
73	Theruvellum ...	8 25	—	—	2 55	—	—	10 33	—
80¼	Vellore ... Arr	9		10 40	3 20	7 30	10 15	10 55	10 35
	... Dep	9		10 55	3 50	—	10 35	10 55	10 35
87¾	Gooriattum ...	10		11 30	4 30	—	—	11 30	—
103¼	Mulpurty	10 43	—	—	5 33	—	—	11 53	—
114¼	Amlaor	11 7	—	—	6 15	—	—	12 16	—
122¼	Vaniembady ...	11 47	—	12 40	7 5	—	—	12 45	—
132	Jollarpett *June* ... Arr	12 30	—	1 5	7 50	—	1 30	1 5	1 30
				P. M.			A. M.	P. M.	A. M.
216¼	Bangalore ... ... Arr	—	—	6 30	—	—	7 0	6 30	7 0
				A. M.			P. M.	A. M.	P. M.
	Do dept for West Tr.	—	—	9 0	—	—	8 15	9 0	8 15
	Jollarpett *June.* ... Dep	1 40	—	1 25	—	—	2 0	1 25	2 0
136¾	Kaniambaddy	2 0	—	1 49	—	—	2 15	1 49	2 15
151¼	Samalpatty	2 55	—	2 15	—	—	3 5	2 15	3 5
166	Moraboor...	3 45	—	2 53	—	—	4 0	2 51	4 0
180	Mutlapoorum	4 55	—	3 38	—	—	4 55	3 38	4 55
192¼	Shevaroy Hills	5 25	—	4 5	—	—	5 48	4 5	5 48
208¼	Salem ... ... Arr	6 25	—	4 40	—	—	6 30	4 40	6 30

NOTE.—A black line thus ——— denotes that the Train does not proceed further.

A 3rd Class passengers are conveyed by 3 0 A.M. Train, from and to stations between Madras and Jollarpett only.

B

		1		3	4	5	6	1	2
		Goods.		1, 2, & 3 Class.	Goods.		1, 2, and 3 Class.	1, 2, and 3 Class.	1, 2, and 3 Class.
		A. M.		P. M.	A. M.		A. M.	P. M.	A. M.
206¾	Salem... ... ...Dep	—	—	5 0	9 45	—	7 0	5 0	7 0
219¼	McDonald's Choultry ...	—	—	5 35	10 25	—	7 35	6 35	7 35
230¼	Sunkery Droog... ...	—	—	6 12	11 15	—	8 25	6 12	8 25
243	Erode	—	—	6 50	11 55	—	9 6	6 50	9 6
252¼	Peranduray	—	—	7 25	12 35	—	9 46	7 25	9 46
266¼	Wutkaillee	—	—	8 7	1 30	—	10 31	8 7	10 31
275	Avenashy Road... ...	—	—	8 35	2 2	—	11 0	8 35	11 0
286	Somanoor ... {Arr	—	—	9 6	{2 40	—	11 33	9 6	11 33
	{Dep	—			{3 3				
301¼	Coimbatore ... ...Arr	—	—	9 50	3 45	—	12 20	9 50	12 20
				1 & 2 Class.				1 & 2 Class.	
		A. M.		A. M.				A. M.	
	Coimbatore ... ...Dep	7 0	—	7 45	—	—	1 0	7 45	1 0
308	Muddukurry	—	—	8 5	—	—	1 20	8 5	1 20
323¼	Conjecode	8 20	—	8 55	—	—	2 10	8 55	2 10
332	Palghaut ... {Arr	—	—	{9 20	—	—	{2 35	{9 20	{2 35
	{Dep			{9 25			{2 40	{9 25	{2 40
337¼	Parley	—	—	9 43	—	—	2 58	9 43	2 58
347	Luckady	—	—	10 13	—	—	3 28	10 13	3 28
351¼	Wootapollium	—	—	10 30	—	—	3 45	10 30	3 45
359¼	Shoranoor	—	—	10 58	—	—	4 10	10 58	4 10
366¾	Puttamby	—	—	11 22	—	—	4 33	11 22	4 33
378¼	Pootipooram	—	—	11 54	—	—	4 58	11 54	4 58
387¼	Tiroor ... {Arr	—	—	{12 20	—	—	{5 26	{12 20	{5 26
	{Dep			{12 25			{5 30	{12 25	{5 30
392¼	Tanoor	—	—	12 42	—	—	5 47	12 42	5 47
397¼	Perpengady	—	—	1 0	—	—	6 5	1 0	6 5
406¼	Beypoor... ... Arr	—	—	1 25	—	—	6 30	1 25	6 30

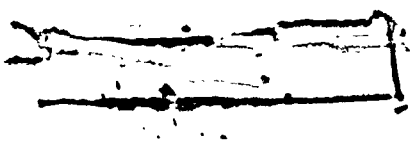
B—3rd Class passengers are conveyed by 5.0 P.M. Train, from and to stations between Salem and Beypoor only.

TABLE II.

SOUTH WEST LINE TRAINS TO MADRAS.

FROM BEYPOOR, PALGHAUT, COIMBATOOR SALEM, VELLORE, AND ARCONUM.

Miles from Beypoor	STATIONS.	A. WEEK DAYS. 1, 2 & 3 Class.	1 and 2 Class.	Goods.	Goods.	Goods.	1, 2 & 3 Class.	A. SUNDAYS. 1, 2 & 3 Class.	1 & 2 Class.	REMARKS.
		A. M.	P. M.					A. M.	P. M.	
	Beypoor ...Dep	7 15	12 30	—	—	—	—	7 15	12 30	NOTE.—A black line thus ——— denotes that the Train does not proceed further.
8¼	Perpengady	7 45	1 0	—	—	—	—	7 45	1 0	
18¼	Tanoor	8 2	1 18	—	—	—	—	8 2	1 18	
19¼	Tiroor ... {Arr	8 21	1 35	—	—	—	—	8 21	1 35	
	{Dep	8 26	1 40					8 26	1 40	
28	Cootipooram	8 55	2 12	—	—	—	—	8 55	2 12	
38¼	Putamby	9 28	2 50	—	—	—	—	9 28	2 50	
46¼	Shoranoor	9 58	3 15	—	—	—	—	9 58	3 15	
54¼	Wootapoilium	10 30	3 45	—	—	—	—	10 30	3 45	
59¼	Luckedy	10 47	4 1	—	—	—	—	10 47	4 1	
68¼	Purley	11 15	4 27	—	—	—	—	11 15	4 27	
74¼	Palghaut {Arr	11 35	4 44	—	—	—	—	11 35	4 44	A.—3rd Class Passengers are conveyed by the 7-15 A. M. Train from and to Stations between BEYPOOR and SALEM only.
	{Dep	11 50	4 54					11 50	4 54	
				A. M.						
82¼	Conjecode	12 20	5 19	9 10	—	—	—	12 20	5 19	
88¼	Muddikurry	1 20	6 20	—	—	—	—	1 20	6 20	
104¼	Coimbatoor Arr	1 40	6 40	10 45	—	—	—	1 40	6 40	
				P. M.			A. M.			A. M.
	Coimbatoor Dep	2 15	—	12 30	—	—	4 45	2 15	4 45	
120¼	Somanoor	3 3	—	1 20	—	—	5 29	3 3	5 29	
131¼	Avenashy Road	3 50	—	2 2	—	—	6 0	3 50	6 0	
139¼	Workshire	4 15	—	2 36	—	—	6 28	4 15	6 28	
154	Perandaray	4 58	—	3 26	—	—	7 19	4 58	7 10	
164¼	Erode	5 24	—	4 1	—	—	7 40	5 24	7 40	
175¼	Sonkery Droog	6 12	—	4 50	—	—	8 25	6 12	8 25	
186¼	McDonald's Choultry ..	6 45	—	5 35	—	—	9 3	6 45	9 3	
199¼	Salem ... Arr	7 20	—	6 5	—	—	9 35	7 20	9 35	
		1	2	3	4	5	6	1	2	



		C 1	2	3	4	B 5	1	C 2		
		1 & 2 Class.	1, 2 & 3 Class.	3 Class.		Goods.	1, 2 & 3 Class.	1, & 2 Class.	1, 2 & 3 Class.	
		P. M.	A. M.	A. M.		A. M.	A. M.	P. M.	A. M.	
	Salem ...Dep	8 0	—	—	—	3 0	9 55	8 0	9 55	B—3rd Class Passengers are conveyed by the 3-0 A. M. Train from and to Stations between JOLLARPETT & MADRAS only.
214	Shervaroy Hills	9 0	—	—	—	3 55	10 35	9 0	10 35	
226	Mullapooram	10 0	—	—	—	4 55	11 11	10 0	11 11	
240¼	Morapoor...	11 0	—	—	—	5 50	11 50	11 0	11 50	
255	Samulputty...	12 0	—	—	—	6 45	12 30	12 0	12 30	
269¼	Tripatore...	12 50	—	—	—	7 35	1 5	12 50	1 5	
274¼	Jollarpett *June* Arr	1 5	—	—	—	7 55	1 20	1 5	2 20	
		A. M.					P. M.	A. M.	P. M.	
358¼	Bangalore ...Arr	7 0	—	—	—	—	6 30	7 0	6 30	
		P. M.					A. M.	P. M.	A. M.	
	Do. dept. for Madras	8 15	—	—	—	—	9 0	8 15	9 0	
	Jollarpett *June* Dep	1 30	—	6 0	—	8 15	1 40	1 30	1 40	C—3rd Class Passengers are conveyed by 7-15 A. M. Train from ARCONUM TRIVELLORE TINNANORE AVADY and PERAMBORE to MADRAS.
283¼	Vaniembody	—	—	6 30	—	8 52	2 5	—	2 5	
293¼	Amboor...	2 23		7 10		9 32	2 25	2 33	2 25	
300¼	Mailputty... {Arr	—	—	7 32	—	{10 0	—	—	2 38	
	{Dep	—	—	8 10	—	{10 43				
310¼	Gooriattum ... ... {Arr	4 12	6 10	8 45	—	11 30	3 0	—	3 0	
325¼	Vellore... {Dep	4 20		9 0		{12 21	{3 30	{4 12	{3 30	
		—	6 30	9 31	—	{12 26	{3 35	{4 20	{3 35	
333	Theruvellum	5 10	6 50	10 5	—	12 50	—	—	3 53	
341¼	Arcot.....	—	7 20	10 36	—	1 14	4 10	5 10	4 10	
350¼	Sholinghur ...	6 17	8 20	11 25	—	1 40	—	—	4 32	
363¼	Arconum *June.* Arr					2 23	5 0	6 17	5 0	
			P. M.		A. M.		A. M.			
428¼	Cuddapah Arr	—	5 30	—	—	—	—	—	—	
									A. M.	
	Do. dept. for Madras.	—	—	—	5 20	—	8 15	—	8 15	
	Arconum *June* Dep	6 25	8 50	11 35	1 40	2 42	5 10	6 25	5 10	
370¼	Chinamapett	—	9 10	12 0	—	3 5	—	—	5 25	
376¼	Cudumbathoor	7 8	9 31	—	—	3 32	—	7 8	5 40	
380¼	Trivellore...	7 31	9 45	12 39	2 44	3 45	5 50	7 31	5 50	
388¼	Tinnanore...	7 55	10 12	1 8	3 13	4 5	6 15	7 55	6 15	
393¼	Avady...	8 10	10 30	1 26	3 30	4 25	—	8 10	6 30	
	{Arr	8 35	11 0	{2 0	—	5 15	6 55	8 35	6 55	
402¾	Perambore... {Dep			{2 20						
406¼	Madras ... Arr	9 0	11 20	2 40	4 30	5 45	7 15	9 0	7 15	

TABLE V.

NORTH WEST LINE.

TRAINS from MADRAS, COIMBATOOR, SALEM, BANGALORE, and VELLORE to TIRUPUTTY, REDDIPULLY and CUDDAPAH.

Miles to Cuddapah	STATIONS.	WEEK DAYS. Goods.	WEEK DAYS. 1, 2 & 3.	WEEK DAYS. 1, 2 & 3.	SUNDAYS. 1, 2 & 3.
		A. M.	A. M.	P. M.	A. M.
161½	Madras .. ...Dep.	5 0	7 0	2 0	7 0
119	*Arconum Junction*	8 0	8 50	4 45	8 50
				A. M.	
378½	Coimbatore ... ... Dep.	—	—	4 45	—
363¼	Salem...	—	—	9 55	—
292¼	Bangalore	—	—	9 0	—
156¼	Vellore	—	6 10	3 35	—
	Arconum Junction (*Arrival for West*)	—	8 20	5 0	—
	Arconum Junc. .. .. Dep.	8 50	10 0	5 25	10 0
111	Tirutany	9 19	10 26	5 55	10 26
101¾	Naggery	9 52	10 58	6 30	10 58
92½	Puttoor	10 26	11 32	7 5	11 32
83½	Poody...	11 0	12 3	7 40	12 3
	Tiruputty .. Arr	**11 30**	**12 25**	**8 0**	**12 25**
77¾	**Tiruputty** ... Dep	**1 15**	**12 50**	—	**12 50**
52½	Coodoor	3 35	2 20	—	2 20
39¾	Reddidully .. Arr	4 25	3 0	—	3 0
31¼	Rajampett	4 57	3 30	—	3 30
24¼	Nundalore	5 25	3 55	—	3 55
14½	Wontimettah	6 9	4 35	—	4 35
	Cuddapah .. Arr.	**7 10**	**5 30**	—	**5 30**

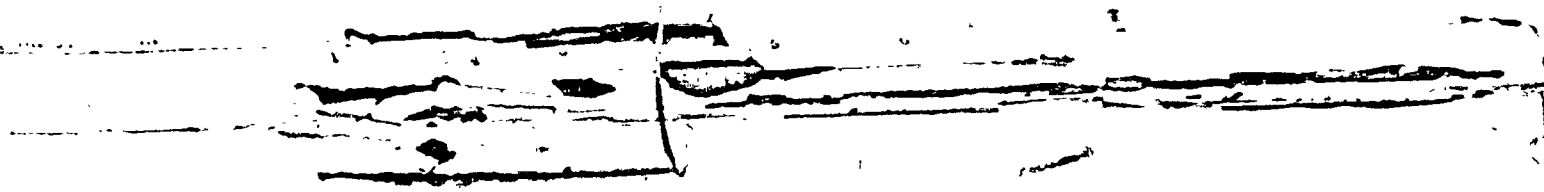


TABLE VI.

NORTH WEST LINE.

TRAINS from CUDDAPAH, REDDIPULLY and TIRUPUTTY to VELLORE, BANGALORE, SALEM, COIMBATOOR and MADRAS.

Miles from Cuddapah.	STATIONS.	WEEK DAYS. 1, 2, & 3.	WEEK DAYS. Goods	WEEK DAYS. 1, 2, & 3.	SUNDAYS. 1, 2, & 3.
		A. M.	A. M.	A. M.	A. M.
	Cuddapah Dep	—	**5 20**	**8 15**	**8 15**
14½	Wontimettah...	—	6 20	9 10	9 10
24¼	Nundalore	—	7 0	9 50	9 50
31¼	Rajampett	—	7 30	10 15	10 15
39¾	Reddipully	—	8 3	10 45	10 45
52½	Coodoor	—	8 54	11 25	11 25
	Tiruputty Arr	—	**10 20**	**12 45**	**12 45**
77¾	**Tiruputty** Dep	**6 0**	***10 35***	**1 15**	**1 15**
83½	Poody-	6 30	11 0	1 37	1 37
92½	Puttoor	7 0	11 32	2 9	2 9
101¾	Naggery	7 33	12 5	2 40	2 40
111	Tirutany	8 5	12 37	3 15	3 15
119	*Arconum Junction*... ... Arr.	8 35	1 10	3 45	3 45
				P. M.	
	Arconum Junction *Departure for West.*	9 5	—	5 0	—
157	Vellore	10 55	—	7 30	—
		P. M.			
253	Bangalore .. ... Arr.	6 30	—	—	—
243½	Salem ... ... Dep.	5 0	—	—	—
338½	Coimbatoor ... ... Arr.	9 50	—	—	—
	Arconum Junction *Departure for Ms.*	A. M. 8 50	P. M. 1 40	P. M. 5 10	P. M. 5 10
161½	Madras ... .. Arr	**11 20**	**4 30**	**7 15**	**7 15**

BANGALORE BRANCH LINE.

TABLE III.

TRAINS from MADRAS, VELLORE, BEYPOOR, PALGHAUT, COIMBATOOR, and SALEM, to BANGALORE.

Miles to Bangalore.	STATIONS.	WEEK DAYS. Goods.	1, 2 & 3.	1 and 2.	SUNDAYS. 1, 2 & 3.	1 and 2.
			A. M.	P. M.	A. M.	P. M.
216¼	Madras .. Dep	—	7 0	5 0	7 0	5 0
135¾	Vellore	—	10 55	10 35	10 55	10 35
84¼	*Jollarpett Junction.* } *Arr. from Madras.*	—	1 5	1 30	1 5	1 30
			A. M.	A. M.	A. M.	A. M.
358¾	Beypoor ... Dep. A	—	—	7 15	—	7 15
284¼	Palghaut	—	—	11 50	—	11 50
254¼	Coimbatoor	—	4 45	2 15	4 45	2 15
159¼	Salem	—	9 55	8 0	9 55	8 0
	Jollarpett Ar. from Wt.	—	1 20	1 5	1 20	1 5
		A. M.	P. M.	A. M.	P. M.	A. M.
	Jollarpett ... Dep.	9 20	1 45	1 50	1 45	1 50
62¼	Coopum ... { Arr	11 10	3 20	3 25	3 20	3 25
	{ Dep	11 55				
41	Colar Road	1 21	4 25	4 35	4 25	4 35
24¼	Malloor	2 28	5 15	5 30	5 15	5 30
12¼	Cadjoody	—	—	—	—	—
	Bangalore. Arr.	4 5	6 30	7 0	6 30	7 0

A 3rd Class Passengers are conveyed by the 7.15 A. M. Train between Beypoor and Salem.

TABLE IV.

TRAINS from BANGALORE to MADRAS, VELLORE, SALEM, COIMBATOOR, PALGHAUT AND BEYPOOR.

Distance from Bangalore.	STATIONS.	WEEK DAYS. Goods.	1, 2 & 3	1, & 2	SUNDAYS. 1, 2 & 3	1 and 2
		A. M.	A. M.	P. M.	A. M.	P. M.
	Bangalore. Dep	7 0	9 0	8 15	9 0	8 15
12¼	Cadjoody	—	—	—	—	—
24¼	Malloor	8 37	10 4	9 30	10 4	9 30
41	Colar Road	9 41	10 50	10 25	10 50	10 25
62¼	Coopum	11 10	11 55	11 35	11 55	11 35
84¼	*Jollarpett Junction.* } *(Arr. from Bangl.)*	12 30	1 0	12 50	1 0	12 50
	Jollarpett Junction. } *(Dep. for West.)*	—	1 25	2 0	1 25	2 0
159¼	Salem	—		A.		A.
254¼	Coimbatore	—	5 0	7 0	5 0	7 0
284¼	Palghaut	—	9 50	1 0	9 50	1 0
358¾	Beypoor ... Arr.	—	—	2 40	—	2 40
	Jollarpett Junction. } *(Dep. for Madras.)*	—	—	6 30	—	6 30
			P. M.	A. M.	P. M.	A. M.
135¾	Vellore	—	1 40	1 30	1 10	1 30
173¾	Arconum Junc, Arr.	—	3 35	4 20	3 35	4 20
216¼	Madras ... Arr.	—	5 0	6 17	5 0	6 17
		—	7 15	9 0	7 15	9 0

A 3rd Class Passengers are conveyed by this Train between Salem and Beypoor.

Rates for Passengers, Palanquins, and Dogs.

FROM MADRAS TO		1st Class. Day.	1st Class. Night.	2nd Class. Day.	2nd Class. Night.	3rd Class. Day and Night.	PALANQUINS. Each.	DOGS. Each.
		RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A.	RS. A.
Perambore ...	...	0 6 0	0 7 4	0 2 0	2 7	0 1 0	—	0 0
Avady ...	...	1 3 6	1 7 10	0 6 6	0 7 6	0 3 3	—	0 0
Tinnanore	...	1 11 0	2 1 0	0 9 0	0 10 2	0 4 6	—	0 0
Trivellore	...	2 7 0	2 15 8	0 13 0	0 15 6	0 6 6	—	0 4
Cudumbathoor ...	...	2 13 0	3 7 0	0 15 0	1 1 0	0 7 6	—	0 0
Chinamapett	...	3 6 0	4 2 0	1 2 0	1 5 0	0 9 0	—	0 0
Arconum Junction	..	4 0 6	4 14 10	1 5 6	1 9 1	0 10 9	2 11	0 4
N W L.	Tiruttany ...	4 12 6	...	1 9 6	...	0 12 9	—	0 8
	Naggery ...	5 10 0	...	1 14 0	...	0 15 0	3 12	0 8
	Putt or ...	6 9 0	...	2 3 0	...	1 1 6	0 0	0 0
	Poody ...	7 5 0	...	2 7 0	...	1 3 6	0 0	0 0
	Tiruputty ...	7 14 0	...	2 10 0	..	1 5 0	5 4	0 3
	Coodoor ...	10 3 6	..	3 6 6	...	1 11 3	0 0	0 0
	Reddipully ...	11 7 0	...	3 13 0	..	1 14 6	7 10	0 12
	Rajampett ..	12 3 0	...	4 1 0	...	2 0 6	—	—
	Nundaloor ..	12 13 6	...	4 4 6	...	2 2 3	—	—
	Wontimettah ...	13 12 6	...	4 9 6	...	2 4 9	9 3	0 12
	Cuddapah ..	15 3 0	...	5 1 0	...	2 8 6	10 2	1 0
Sholinghur	...	5 4 0	6 6 8	1 12 0	2 0 8	0 14 0	—	0 0
Arcot ...	...	6 1 6	7 7 2	2 0 6	2 5 11	1 0 3	4 1	0 8
Theruvellum	...	6 13 6	8 5 10	2 4 6	2 10 7	1 2 3	—	0 0
Vellore ..	...	7 9 6	9 4 6	2 8 6	2 15 3	1 4 3	5 1	0 8
Gooriattum	...	9 0 0	11 0 0	3 0 0	3 8 0	1 8 0	6 0	0 8
Mailputty	...	9 15 0	12 2 4	3 5 0	3 13 10	1 10 6	—	0 0
Ambour ..	...	10 9 6	12 15 2	3 8 6	4 1 11	1 12 3	0 0	0 0
Vaniembaddy	...	11 8 6	14 1 6	3 13 6	4 7 9	1 14 9	7 11	0 12
Jollarpett	...	12 6 0	15 2 0	4 2 0	4 13 0	2 1 0	8 4	0 12
B. L.	Coopum ...	14 7 0	17 10 4	4 13 0	5 9 10	2 6 6	9 10	1 0
	Colar Road. ...	16 8 0	20 2 8	5 8 0	6 6 8	2 12 0	11 6	1 0
	Malloor, ...	18 0 6	22 0 0	6 0 0	7 0 0	3 0 0	12 0	1 0
	Cadjoody ...	—	—	—	—	0 0 0	0 0	0 0
	Bangalore ..	20 5 6	24 13 10	6 12 6	7 14 7	3 6 3	13 9	1 4
Tripatoor	... ..	12 13 6	15 11 2	4 4 6	4 15 11	2 2 3	8 9	0 12
Sunnuputty	... ...	14 4 0	17 6 8	4 12 0	5 8 8	2 6 0	—	0 0
Morapoor	... ...	15 9 0	19 0 4	4 13 0	6 0 10	2 9 6	—	0 0
Mallipooram	... ..	16 14 0	20 10 0	5 0 0	6 9 0	2 13 0	0 0	0 0
Shervaroy Hills	... ..	18 0 0	22 0 0	5 7 0	7 0 0	3 0 0	12 0	1 0
Salem	... ...	19 6 6	23 11 6	5 13 6	7 8 9	3 3 9	12 15	1 4
Sankery Droog	.. ....	21 10 6	—	7 3 6	—	3 9 9	—	—
Erode ..	.. ....	22 12 6	—	7 9 6	—	3 12 9	15 3	1 4
Avenashy Road	... .	25 12 6	—	8 9 6	—	4 4 9	17 3	1 8
Sommoor	... ...	26 13 0	—	8 15 0	—	4 7 6	—	—
Coimbatoor	... ...	28 5 0	—	9 7 0	—	4 11 6	18 14	1 12
Conjeeode	... .	30 6 0	—	10 2 0	—		—	—
Palghaut	... ...	31 2 0	—	10 6 0	—	5 3 0	20 12	1 12
Pariey ...	... ...	31 11 0	—	10 9 0	—		—	—
Luckady	... ...	32 8 6	—	10 13 6	—		—	—
Wootapollium	... ...	33 0 0	—	11 0 0	—	5 8 0	22 0	2 0
Shoranoor	... ..	33 12 0	—	11 4 0	—	5 10 0	22 8	2 0
Puttam oy	... ..	34 6 6	—	11 7 6	—	5 11 9	—	—
Coutipuram	... ...	35 7 0	—	11 13 0	—		—	—
Tirour ...	... ...	36 6 0	—	12 2 0	—	6 1 0	24 4	2 0
Tanoor ...	... ...	36 13 6	—	12 4 6	—		—	—
Perpengady	... ...	37 5 0	—	12 7 0	—		—	—
Beypoor ...	... ...	38 2 6	—	12 11 6	—	6 5 9	25 7	2 4

Rates for Passengers, Palanquins, and Dogs.

From CUDDAPAH to		1st Class. Day	1st Class. Night	2nd Class. Day	2nd Class. Night	3rd Class. Day and Night	Palanquins Each	Dogs Each
		Rs. A. P.	—	Rs. A. P.	—	Rs. A. P.	Rs. A.	Rs. A.
Madras or Perambore		15 3 0	—	5 1 0	—	2 8 0	10 2	1 0
Avady...		13 15 6	—	4 10 6	—	2 5 3	—	—
Tinnanore	...	13 8 0	—	4 8 0	—	2 4 0	—	—
Trivellore	...	12 12 0	—	4 4 0	—	2 2 0	8 8	0 12
Cudumbathoor	...	12 6 0	—	4 2 0	—	2 1 0	—	—
Chinamapett	...	11 13 0	—	3 15 0	—	1 15 6	—	—
Arconum Junction	...	11 2 6	—	3 11 6	—	1 13 9	7 7	0 12
N. W. L.	Tiruttany ...	10 6 6	—	3 7 6	—	1 11 9	6 15	0 12
	Naggery	9 9 0	—	3 3 0	—	1 9 6	6 6	0 12
	Puttoor ...	8 10 0	—	2 14 0	—	1 7 6	—	—
	Poody ..	7 14 0	—	2 10 0	—	1 5 0	—	—
	Tiruputty ...	7 5 0	—	2 7 0	—	1 3 6	4 14	0 8
	Coodoor ...	4 15 6	—	1 10 6	—	0 13 3	—	—
	Reddipully ...	3 12 0	—	1 4 0	—	0 10 0	2 8	0 4
	Rajamett ...	3 0 6	—	1 0 6	—	...	—	—
	Nundaloor... ...	2 5 6	—	0 12 6	—	—	—	—
	Wontimetta ..	1 6 0	—	0 7 0	—	...	—	—
Arcot...								
Vellore ...	...	13 5 0	...	4 7 0	—	—	8 14	0 12
	...	14 11 6	..	4 14 6	—	—	9 13	1 0

Rates for Passengers, Palanquins, and Dogs.

From BANGALORE to		1st Class. Day.	1st Class. Night.	2nd Class. Day.	2nd Class. Night.	3rd Class. Day and Night.	Palanquins Each.	Dogs Each.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A.	Rs. A.
Madras or Perambore.		20 5 6	24 13 10	6 12 6	7 14 7	3 6 3	13 9	1 4
Avady		19 2 0	23 6 0	6 6 0	7 7 0	3 3 0	0 0	0 0
Trivellore ..		17 14 6	21 14 2	5 15 6	6 15 5	2 15 9	11 15	1 0
Arconum Junction .		16 5 0	19 15 0	5 7 0	6 5 6	2 11 6	10 14	1 0
N W L	Reddipully	23 11 6	—	7 14 6	—	3 15 3	15 13	1 8
	Cuddapah	27 7 6	—	9 2 0	—	4 9 3	18 5	1 8
Arcot ...								
Vellore	...	14 4 0	17 6 8	4 12 0	5 8 8	2 6 0	9	1 0
Gooriattum	...	12 12 0	15 9 4	4 4 0	4 15 4	2 2 0	8 8	0 12
Vaniembaddy ..	...	11 5 6	13 13 10	3 12 6	4 6 7	1 14 3	7 9	0 12
Jollarpett ...	...	8 13 0	10 13 4	2 15 0	3 6 10	1 7 6	5 14	0 8
B. B. L.	Coopum	7 15 6	9 11 10	2 10 6	3 1 7	1 5 3	5 5	0 8
	Colar Road ...	5 13 0	7 1 8	1 15 0	2 4 2	0 15 6	3 14	0 8
	Malloor ...	3 13 6	4 11 2	1 4 6	1 7 11	0 10 3	2 9	0 4
Tripatoor ..		2 4 0	2 12 0	0 12 0	0 14 0	0 6 0	2 0	0 4
Salem ...	...	8 7 0	10 5 0	2 13 0	3 4 6	1 6 6	5 10	0 8
Erode ...	...	14 14 6	18 3 6	4 15 6	5 12 9	2 7 9	9 15	1 0
Coimbatore	...	18 6 6	—	6 2 0	—	3 1 0	12 4	1 0
Palghaut ..		23 13 0	—	7 15 0	—	3 15 6	15 14	1 8
Beypoor ...	...	29 11 6	—	8 14 6	—	4 7 3	17 13	1 8
	...	33 10 6	—	11 3 6	—	5 9 9	22 7	2 0

Rates for Passengers, Palanquins, and Dogs.

From COIMBATORE to		1st Class. Day.	1st Class. Night.	2nd Class. Day.	2nd Class. Night.	3rd Class. Day and Night.	Palanquins Each,	Dogs Eade
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A.	Rs. A
Madras or Perambore		28 5 0	—	9 7 0	—	4 11 6	18 14	1 12
Avady	...	27 1 6	—	9 0 6	—	4 8 3	—	—
Tinnanore	...	26 10 0	—	8 14 0	—	4 7 0	—	—
Trivellore	...	25 14 0	—	8 10 0	—	4 5 0	—	—
Arconum Junction	...	24 6 0	—	8 2 0	—	4 1 0	16 4	1 8
Arcot ...	.. ..	22 3 6	—	7 6 6	—	3 11 3	14 13	1 4
Vellore ...	... ...	20 13 0	—	6 15 0	—	3 7 6	13 14	1 4
Gooriattum	... ..	19 5 0	—	6 7 0	—	3 3 6	—	—
Amboor..	... ..	17 11 6	—	5 14 6	—	2 15 3	—	—
Vaniembaddy	.. ..	16 12 6	—	5 9 6	—	2 12 9	11 3	1 0
Jollarpett	.. ...	15 15 0	—	5 5 0	—	2 10 6	10 10	1 0
B. L.	Coopum ...	18 0 0	—	6 0 0	—	3 0 0	—	—
	Colar Road ...	20 1 0	—	6 11 0	—	3 5 6	—	—
	Malloor ..	21 9 0	—	7 3 0	—	3 9 6	—	—
	Cadjcody ...							
B.	Bangalore ...	23 13 0	—	7 15 0	—	3 15 6	15 14	1 8
Tripatoor ...	...	15 7 6	—	5 2 6	—	2 9 3	10 5	1 0
Samulputty ..	....	14 2 6	—	4 11 6	—	2 5 9	—	—
Morapoor ...	..	12 12 0	—	4 4 0	—	2 2 0	—	—
Mullaporam	... ...	11 7 0	—	3 13 0	—	1 14 6	—	—
Shervaroy Hills..	...	10 5 0	—	3 7 0	—	1 11 6	6 14	0 12
Salem...	... ...	8 14 6	—	2 15 6	—	1 7 9	5 15	0 8
McDonaldsChoultry...		7 11 0	—	2 9 0	—	1 4 6	0 0	0 0
Sunkary Droog ...	....	6 10 6	—	2 3 6	—	1 1 9	4 7	0 8
Erode ..	... ...	5 8 6	—	1 13 6	—	0 14 9	3 11	0 8
Peranduray	... ...	4 11 0	—	1 9 0	—	0 12 6	0 0	0 0
Wutkallee	.. ..	3 8 6	—	1 2 0	—	0 9 0	0 0	0 0
Avenashy Road ..	....	2 8 6	—	0 13 6	—	0 6 9	2 0	0 4
Somanoor...	.. ....	1 8 0	—	0 8 0	—	0 4 0	0 0	0 0
Muddikurry	... ..	0 9 0	—	0 3 0	—	0 1 6	0 0	0 0
Conjecode	.. ....	2 1 0	—	0 11 0	—	0 5 6	0 0	0 0
Palghaut	.. ....	2 13 0	—	0 15 0	—	0 7 6	2 0	0 4
Purley ..	... ...	3 6 0	—	1 2 0	—	0 9 0	0 0	0 0
Luckady ...	... ...	4 3 6	—	1 6 6	—	0 11 3	0 0	0 0
Wootapollium	... .	4 11 0	—	1 9 0	—	0 12 6	3 2	0 4
Sboranoor	... .	5 7 0	—	1 13 0	—	0 14 6	3 10	0 8
Puttamby	... .	6 1 6	—	2 0 6	—	1 0 3	0 0	0 0
Cootipooram	... .	7 3 6	—	2 6 6	—	1 3 3	0 0	0 0
Tiroor ...	... ...	8 1 0	—	2 11 0	—	1 5 6	5 6	0 8
Tanoor ...	... ...	8 8 6	—	2 13 6	—	1 6 9	0 0	0 0
Perpengady .	... ...	9 0 0	—	3 0 0	—	1 8 0	0 0	0 0
Beypoor...	... ...	9 13 6	—	3 4 6	—	1 10 3	6 9	0 12

Rates for Passengers Palanquins and Dogs.

From JOLLARPETT to.	1st Class. Day.			1st Class. Night.			2nd Class. Day			2nd Class. Night			3rd Class. Day or Night.			Palanquins. Each.		Dogs. Each.	
	Rs.	A.	P.	Rs.	A.	P.	Rs	A.	P.	Rs.	As.	P.	Rs.	As.	P.	Rs	A.	Rs.	As
Madras or Perambore	12	6	0	15	2	0	4	2	0	4	13	0	2	1	0	8	4	0	12
Avady... ...	11	2	6	13	10	2	3	11	6	4	5	5	1	13	9	0	0	0	0
Tiunanore ...	10	11	0	13	1	0	3	9	0	4	2	6	1	12	6	0	0	0	0
Trivellore ...	9	15	0	12	2	4	3	5	0	3	13	10	1	10	6	6	0	0	12
Cudumbathoor ...	9	10	6	11	12	10	3	3	6	3	12	1	1	9	9	0	10	0	0
Chinamapett ...	9	0	0	11	0	0	3	0	0	3	8	0	1	8	0	0	0	0	0
Arconum Junction .	8	7	0	10	5	0	2	13	0	3	4	6	1	6	6	5	10	0	8
N.W.L. Tirutany.. ...	9	1	6	0	0	0	3	0	6	0	0	0	1	8	3	6	1	0	8
N.W.L. Tiruputty. ...	12	4	6	0	0	0	4	1	6	0	0	0	2	0	9	8	3	0	12
N.W.L. Reddipully ...	15	13	6	0	0	0	5	4	6	0	0	0	3	10	3	10	9	1	0
N.W.L. Cuddapah ...	19	8	0	0	0	0	6	8	0	0	0	0	3	4	6	13	0	1	4
Sholinghur... ...	7	2	0	8	11	4	2	6	0	2	12	4	1	3	0	0	0	0	0
Arcot...	6	4	6	7	10	10	2	1	6	2	7	1	1	0	9	4	3	0	8
Theruvellum	5	8	6	6	12	2	1	13	6	2	2	5	0	14	9	0	0	0	0
Vellore..	4	14	0	5	15	4	1	10	0	1	14	4	0	13	0	3	4	0	8
Gooriattum... ...	3	7	6	4	3	10	1	2	6	1	5	7	0	9	3	2	5	0	4
Mailputty... ...	2	8	6	3	1	6	0	13	6	0	15	9	0	6	9	0	0	0	0
Amboor... ...	1	12	6	2	2	10	0	9	6	0	11	1	0	4	9	0	0	0	0
Vaniembady... ...	0	13	6	1	0	6	0	4	6	0	5	3	0	2	3	2	0	0	4
Jollarpett... ..	0	0	0	0	0	0	0	0	0	0	0	0	0	...		...		0	—
B.B.L. Coopum ...	2	1	0	2	8	4	0	11	6	0	12	10	0	5	6	2	0	0	4
B.B.L. Colar Road ...	4	2	0	5	0	8	1	6	0	1	9	8	0	11	0	2	12	0	4
B.B.L. Malloor ...	5	10	0	6	14	0	1	14	0	2	3	0	0	15	0	3	12	0	8
B.B.L. Cadjoody ...		—			—			—			—			...			...		—
B.B.L. Bangalore ...	7	15	6	9	11	10	2	10	6	3	1	7	1	5	3	5	5	0	8
Tripatoor ..	0	7	6	0	9	2	0	2	6	0	2	11	0	1	3	2	0	0	4
Samulputty ...	1	14	0	2	4	8	0	10	0	0	11	8	0	5	0	0	0	0	0
Morapoor ...	3	3	0	3	14	4	1	1	0	1	3	10	0	8	6	0	0	0	0
Mullapuram ...	4	8	0	5	8	0	1	8	0	1	12	0	0	12	0	0	0	0	0
Shervaroy Hills ...	5	10	0	6	14	0	1	14	0	2	3	0	0	15	0	3	12	0	8
Salem ...	7	0	6	8	9	6	2	5	6	2	11	9	1	2	9	4	11	0	8
Sunkerydroog ...	9	4	6		—		3	1	6		—		1	8	9	6	3	0	8
Erode ...	10	6	6		—		3	7	6		—		1	11	9	6	15	0	12
Avenashy Road ...	13	6	6		—		4	7	6		—		2	3	9	8	15	0	12
Somanoor ...	14	7	0		—		4	13	0		—		2	6	6	0	0	0	0
Coimbatoor ...	15	15	0		—		5	5	0		—		2	10	6	10	10	1	0
Palghaut ...	18	12	0		—		6	4	0		—		3	2	0	12	8	1	0
Wootapollium ...	20	10	0		—		6	14	0		—		3	7	0	13	12	1	4
Shoranoor ...	21	6	0		—		7	2	0		—		3	9	0	14	4	1	4
Puttamby ...	22	0	6		—		7	5	6		—		3	10	9	0	0	0	8
Tiroor ...	24	0	0		—		8	0	0		—		4	0	0	16	0	1	0
Beypoor	25	12	6		—		8	9	6		—		4	4	9	17	3	1	8

Rates for Passengers, Palanquins and Dogs.

From BEYPOOR to	1st Class. Day.			1st Class. Night.			2nd Class. Day.			2nd Class. Night.			3rd Class. Day and Night.			Palan. quins. Each.		Dogs. Each.	
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P	Rs.	A.	Rs.	A.
Madras or Perambore.	38	2	6		—		12	11	6		—		6	5	9	25	7	2	4
Arconum Junction ..	34	2	0		—		11	6	0		—		5	11	0	22	12	2	0
N.W.L. Reddipully ...	41	8	6		—		13	13	6		—		6	14	9	27	11	2	4
N.W.L. Cuddapah ...	45	4	6		—		15	1	6		—		7	8	9	30	3	2	8
Arcot ...	31	15	6		—		10	10	6		—		5	5	3	21	5	1	12
Vellore ...	30	9	0		—		10	3	0		—		5	1	6	20	6	1	12
Vaniembady ...	26	10	0		—		8	14	0		—		4	7	0	17	12	1	8
Jollarpett ...	25	12	6		—		8	9	6		—		4	4	9	17	3	1	8
B.B.L. Bangalore ...	33	10	6		—		11	3	6		—		5	9	9	22	7	2	9
Tripatore ...	25	5	0		—		8	7	0		—		4	3	6	16	14	1	8
Shevaroy Hills ...	20	1	0		—		6	11	6		—		3	5	6	13	6	1	4
Salem ...	18	12	0		—		6	4	0		—		3	2	0	12	8	1	0
McDonald's Choultry...	17	8	6		—		5	13	6		—		2	14	9	0	0	0	0
Sunkery Droog ...	16	8	0		—		5	8	0		—		2	12	0	11	0	1	0
Erode ...	15	4	6		—		5	1	6		—		2	8	9	10	3	1	0
Perandorey ...	14	7	0		—		4	13	0		—		2	6	6	0	0	0	0
Wutkallee ...	13	2	0		—		4	6	0		—		2	3	0	0	0	0	0
Avenashy Road ...	12	6	0		—		4	2	0		—		2	1	0	8	4	0	12
Somanoor ...	11	5	6		—		3	12	6		—		1	14	3	0	0	0	0
Coimbatoor ...	9	13	6		—		3	4	6		—		1	10	3	6	9	0	12
Muddikurry ...	9	4	6		—		3	1	6		—		1	8	9	0	0	0	0
Conjecode ...	7	12	6		—		2	9	6		—		1	4	9	0	0	0	0
Palghaut ...	6	15	0		—		2	5	0		—		1	2	6	4	10	0	8
Purley ...	6	7	6		—		2	2	6		—		1	1	3	0	0	0	0
Luckady ...	5	10	0		—		1	14	0		—		0	15	0	0	0	0	0
Wootapollium ...	5	2	6		—		1	11	6		—		0	13	9	3	7	0	8
Shoranoor ...	4	6	6		—		1	7	6		—		0	11	9	2	15	0	4
puttamby ...	3	12	0		—		1	4	0		—		0	10	0	0	0	0	0
Cootipuram ...	2	10	0		—		0	14	0		—		0	7	0	0	0	0	0
Tiroor ...	0	12	6		—		0	9	6		—		0	4	9	2	0	0	4
Tanoor ...	1	5	0		—		0	7	0		—		0	3	6	0	0	0	0
Parpangady ..	0	13	6		—		0	4	6		—		0	2	3	0	0	0	0

Third Class Passengers are conveyed as under—

WESTWARDS.

From Madras to Avady, Trivellore, Arconum, Arcot and Vellore, by the 7-0 A. M., 9-30 A. M, and 2 P. M. Trains.

From Madras to Gooriattum, Vaniembady and Jollarpett, by the 3-0 A.M., 7-0 A.M. and 9-30 A.M. Trains.

From Madras to Arconum, North West Line Stations, Bangalore, and Stations between Tripatoor and Coimbatoor, by the 7-0 A.M. Train

From Cuddapah and Stations on North West Line to Arconum, Arcot, Vellore, by the 8-15 A.M. Train.

From Tiruputty, Naggery and Tirutany to Arconum, Arcot and Vellore by the 6-0 A. M. Train, from Tiruputty.

From Bangalore and Stations on the Branch to Jollarpett and Salem by the 9 A M, Train, from Bangalore.

From Salem to Erode, Avenashy Road, Coimbatoor, Palghaut, Tiroor and Beypoor by the 7-0 A. M. Train from Salem.

EASTWARDS.

From Beypoor to Tiroor, Palghaut, Coimbatoor, Avenashy Road, Erode and Salem by the 7-15 A.M. Train.

From Coimbatoor to Tripatoor, Jollarpett, Bangalore, Vellore, Arcot, Arconum, North West Line Stations, as for as Tiruputty and Madras by the 4-45 A. M. Train from Coimbatoor.

From Bangalore to Jollarpett, Vellore, Arcot, Arconum, North West Line Stations, as for as Tiruputty, and Madras by the 9 A.M. Train.

From Jollarpett to Vaniembady Vellore, Arcot, Arconum, Trivellore, and Madras by the 6 A.M., 8-15 A.M., and 1-40 P.M. Trains.

From Vellore to Arcot, Arconum, North West Line Stations, Trivellore, Avady Perambore and Madras by the 6-10 A.M. Train from Vellore.

From Arconum to Trivellore, Tinnanore and Madras by the 7-15 A. M. Train from Beypoor.

MADRAS RAILWAY.

THE FOLLOWING RULES ARE PUBLISHED FOR GENERAL INFORMATION

		Rs
1.	No Passenger will be allowed to take his seat in or upon any Carriage used on the Railway, without having paid his fare.	
2.	Passengers must show their Tickets to the Guard when required, and deliver them up to the persons authorized to receive them, before leaving the Station.	
3.	Passengers not producing or delivering up their Tickets, will be required to pay the fare from the place whence the Train originally started.	
4.	Passengers at the Road Stations will only be booked conditionally upon their being room in the Carriages.	
5.	Every person attempting to defraud the Company by, in any manner, endeavouring to evade the payment of his full fare is liable to a penalty of Fifty Rupees.....	50
6.	Any person attempting to get into or upon, or to quit any Carriage after the Train has been put in motion, is liable to a penalty of Twenty Rupees	20
7.	Any person smoking in a Carriage or Station, is liable to a penalty of Twenty Rupees; and if after being warned any person shall persist in smoking, he will be liable, in addition to the penalty of Twenty Rupees, to removal from the premises and the forfeiture of his fare....	20
8.	Any person found intoxicated, committing a nuisance or wilfully interfering with the comfort of other Passengers, or obstructing any Officer of the Company in the discharge of his duty, is liable to a penalty of Twenty Rupees, and to removal from the premises, and to forfeit his fare	20
9.	Any Passenger wilfully damaging, or removing any Lamp, Number Plate, or any part of any Carriage, Waggon, Truck, or other property of the Railway Company, will be liable to a fine of Fifty Rupees...	50
10.	No person, unless duly authorized, will be permitted to ride on the Engine or Tender, under a penalty of Twenty Rupees.....	20
11.	No Male person shall enter a Carriage or waiting Room reserved for Females, under a penalty of one Hundred Rupees	100
12.	Any person trespassing on the Railway, or on the Stations, or on any part of the Company's premises, will be liable to a fine of Twenty Rupees and to a further penalty of Fifty Rupees, for persisting, after due notice has been given.....	20
13.	Any person driving any Animal across the Railway, except at the appointed times and places, will be liable to a penalty of Fifty Rupees.....	50
14.	The owner of Cattle, found trespassing on any part of the Company's Premises, is liable to a penalty of Ten Rupees for each Animal...	10
15.	Any person carrying dangerous goods, without due notice and permission having been given, shall be liable to a fine of Two Hundred Rupees	200
16.	The Officers and Servants of the Railway Company are required to enforce the strict observance of the above Rules, and are empowered if necessary to apprehend offenders.	

T. A. JENKINS,
Agent and Manager.

Sanctioned by Government in Extract Minutes of Consultation No. 180, dated 12th June 1856, in conformity with the Act of the Legislative Council, No. 18 of 1854, dated 12th August 1854, entitled "An Act relating to Railways in India."

T. T. PEARS,
Consulting Engineer for Railways.

MADRAS, 13th June 1856.

GENERAL INFORMATION.

Madras Time is kept at all Stations. The times shown in this book are those at which the Trains are intended to arrive at, and depart from the various Stations, but the Company do not guarantee these times being kept, nor do they hold themselves responsible for delays.

Passengers to insure being booked should be at the Stations 10 minutes before the time named in the Table, the doors of the Booking Offices will be closed at the times mentioned, after which no person can be admitted. Passengers cannot be re-booked at Roadside Stations to proceed by the Train in which they have arrived except under special circumstances. Passengers are booked at intermediate Stations only on condition that there shall be room in the Carriages.

Passengers are requested to examine their Tickets and change before leaving the Booking Office Counter, as mistakes can not be afterwards recognised.

Children under three years of age travel free, and above that age are charged full fares

Passengers—desiring to travel from any Station on the Main Line to any Station on the Branches must change carriages as under:—

For Tiruttany, Tiruputty and Cuddapah at *Arcanum Junction* Station.

For Bangalore and Stations on that Branch at *Jollarpett Junction* Station.

The Tickets given to Passengers on payment of their Fares will be required to be produced to the Company's servants or given up to them whenever demanded, any Passenger unable or refusing to produce his Ticket is liable to be charged the fare from the Station whence the Train originally started. The Tickets are not transferable, and are only available on the day of issue. When Passengers leave the Train, the Tickets will be required to be given up.

"*Any person who shall attempt to defraud the Company by travelling or attempting to travel upon the Railway, without having previously paid his fare, or who shall in any other manner attempt to evade the payment thereof is subject to a penalty not exceeding Rupees Fifty.*"

Return Tickets.—First Class Return Tickets for the double journey, at one fare and a quarter, of the Day Train fare will be issued at Madras, (Royapooram) Station, to the following Stations, and *vice versâ*, available for return on any day not exceeding *ten* days, inclusive of the day of issue by either day or night Trains. Thus if a Ticket is issued on the 1st of the month, it will be available for return on any day up to the 10th inclusive.

Bangalore.....	Rs. 26 0 0
Shervar y Hills..	" 23 0 0
Salem.....	" 24 0 0
Coimbatore.....	" 35 0 0

First Class Return Tickets are also issued at Vellore to Madras and Bangalore at the following fares available for the same period as the Tickets above mentioned.

Vellore to Madras and back.	Rs. 9 8 0
Do. to Bangalore and back	" 16 0 0

Return Tickets.—Will be issued from Madras to Trivellore and back, during the New Moon Festivals at the latter place—available for two days during the Monthly Festivals, and three days during the half yearly Festivals, held in January and July, of each year.

First Class.....	Rs. 1 8 0
Second Class	" 0 12 0
Third Class	" 0 8 0

Compartments.—Reserved Compartments can be procured on application to the Traffic Manager, Madras, or to the Station Master at any of the principal Stations on the Line.

Special Trains.—Special Trains may be had on application to the Traffic Manager, Madras, but not less than 36 hours previous notice must be given.

Luggage.—First Class Passengers will be allowed free of charge, 40 lbs. Second Class 25 lbs., and Third Class 15 lbs.

Act No. 18 of 1854. Clause 9,

"No such Railway Company shall in any case be answerable for loss or injury to any passenger's Luggage unless it shall have been booked and separately paid for."

No Luggage is allowed in the Carriages except small Packages which can be placed under the Seat occupied by the owner. Station Masters and Guards are required to remove all Packages which cannot be placed under the Seats of a Carriage.

The Company will not be responsible for loss of, or injury to, any Gold, Silver, Jewellery, Securities and valuable papers, Plated Goods, Pictures, Silks, China and such like valuable articles, unless the same shall have been accepted by an authorised servant of the Company, and an increased charge paid.

Smoking.—Smoking in the Carriages and on the Company's premises is prohibited.

Fees.—The Company's Servants are prohibited from receiving any gratuity under pain of dismissal.

Complaints.—It is requested that any incivility or want of attention on the part of the Company's employes may be communicated to H. E. CHURCH, Traffic Manager.

By order,
R. B ELWIN,
Agent and Manager.

September 1st, 1865.

MADRAS RAILWAY.

NOTICE.

The Madras Railway Company hereby give public notice, that under the provisions of Act No. III of 1865, entitled "An Act relating to the rights and liabilities of Common Carriers," they will not be responsible for loss of, or damage to, the undermentioned Goods, unless the value of such Goods shall have been declared to the said Company, at the time of booking and an increased charge of 2½ pies per Maund per mile, shall have been paid.

"Cloths and tissues embroidered with the precious metals "or of which such metals form part.

"Articles of ivory, ebony or sandal wood."

Madras Railway,
Agent and Manager's Office,
16*th March* 1865.

ROBERT B. ELWIN,
Agent and Manager.

Rates for Horses and Carriages.

From MADRAS to		Horses. One Horse.			Horses. If one Property. 2 Horses.			3 Horses.			Carriages. Four Wheel.			Carriages. Two Wheel.		
		Rs.	A.	P.	Rs	A	P	Rs	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Perambore		—			—			—			—			—		
Avady		—			—			—			—			—		
Tinnanore		—			—			—			—			—		
Trivellore		—			—			—			—			—		
Cudumbathoor		—			—			—			—			—		
Chinamapett		—			—			—			—			—		
Arconum Junction		4	0	6	6	0	9	8	1	0	6	11	6	4	0	6
N. W. L.	Naggery	5	10	0	8	7	0	11	4	0	9	6	0	5	10	0
	Puttoor	6	9	0	9	13	6	13	2	0	—			—		
	Poody	—			—			—			—			—		
	Tiruputty	7	14	0	11	13	0	15	12	0	13	2	0	7	14	0
	Coodoor	—			—			—			—			—		
	Reddipully	11	7	0	17	2	6	22	14	0	19	1	0	11	7	0
	Cuddapah	15	3	0	22	12	6	30	6	0	25	5	0	15	3	0
Sholinghur		—			—			—			—			—		
Arcot		6	1	6	9	2	3	12	3	0	10	2	6	6	1	6
Theruvellum		—			—			—			—			—		
Vellore		7	9	6	11	6	3	15	3	0	12	10	6	7	9	6
Gooriattum		9	0	0	13	8	0	18	0	0	15	0	0	9	0	0
Mailputty		—			—			—			—			—		
Amboor		10	9	6	15	14	3	21	3	0	—			—		
Vaniembaddy		11	8	6	17	14	9	23	1	0	19	3	6	11	8	6
Jollarpett		12	6	0	18	9	0	24	12	0	20	10	0	12	6	0
B. B. L.	Coopum	—			—			—			—			—		
	Colar Road	16	8	0	24	12	0	33	0	0	27	8	0	16	8	0
	Malloor	18	0	0	27	0	0	36	0	0	30	0	0	18	0	0
	Cadjoody	—			—			—			—			—		
	Bangalore	20	5	6	30	8	3	40	11	0	33	14	6	20	5	6
Tripatoor		12	13	6	19	4	3	25	11	0	21	6	6	12	13	6
Samulputty		—			—			—			—			—		
Morapoor		—			—			—			—			—		
Mullapooram		16	14	0	25	5	0	33	12	0	—			—		
Shervaroy Hills		—			—			—			—			—		
Salem		19	6	6	29	1	9	38	13	0	32	5	6	19	6	6
McDonald's Choultry		—			—			—			—			—		
Sankery Droog		—			—			—			—			—		
Erode		22	12	6	35	6	9	45	9	0	37	15	6	22	12	6
Perandurai		—			—			—			—			—		
Watkailee		—			—			—			—			—		
Avenashy Road		25	12	6	38	10	9	51	9	0	42	15	6	25	12	6
Somanoor		—			—			—			—			—		
Coimbatoor		28	5	0	42	7	6	56	10	0	47	3	0	28	5	0
Muddikurry		—			—			—			—			—		
Conjeeveram		—			—			—			—			—		
Palghaut		31	2	0	46	11	0	62	4	0	51	14	0	31	2	0
Purley		—			—			—			—			—		
Luckady		—			—			—			—			—		
Wootapollium		33	0	0	49	8	0	66	0	0	55	0	0	33	0	0
Shoranoor		33	12	0	50	10	0	67	8	0	56	4	0	33	12	0
Puttamby		—			—			—			—			—		
Coolipooram		—			—			—			—			—		
Tiroor		36	6	0	54	9	0	72	12	0	60	10	0	36	6	0
Tanoor		—			—			—			—			—		
Perpengady		—			—			—			—			—		
Beypoor		38	2	6	57	3	9	76	5	0	63	9	6	38	2	

Rates for Horses and Carriages.

From JOLLARPETT to		Horses.			Carriages.	
		One Horse	If one Property. 2 Horses.	3 Horses	Four Wheel.	Two Wheel.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Madras		12 6 0	18 9 0	24 12 0	20 10 0	12 6 0
Perambore		...	...	...	...	...
Avady		...	...	...	...	...
Tinnanore		...	...	...	...	...
Trivellore		...	...	...	...	...
Cundumbathoor		...	...	...	...	...
Chinnampett		...	...	...	...	...
Arcconum Junction		8 7 0	12 10 6	16 14 0	14 1 0	8 7 0
N. W. L.	Saggery	...	...	...	...	...
	Puttoor	...	...	...	...	...
	Poody	...	...	...	...	...
	Tirruputty	12 4 6	18 6 9	24 9 0	20 7 6	12 4 6
	Coodoor	...	...	...	...	...
	Reddipully	15 13 6	23 12 3	31 11 0	26 6 6	15 13 6
	Cuddapah	19 8 6	29 4 0	39 0 0	32 8 0	19 8 0
Sholinghur		...	...	...	...	...
Arcot		6 4 6	9 6 9	12 9 0	10 7 6	6 4 6
Theruvellum		...	...	...	...	...
Vellore		4 11 0	7 5 0	9 12 0	8 2 0	4 14 0
Gooriattum		3 7 6	5 3 3	6 15 0	5 12 6	3 7 6
Mailputty		...	...	...	...	...
Amboor		...	...	...	...	...
Vaniembaddy		3 0 0	3 0 0	3 0 0	5 0 0	3 0 0
Jollarpett		...	...	...	...	...
B. L.	Coopum	...	...	...	...	...
	Colar Road	4 2 0	6 3 0	8 4 0	6 14 0	4 2 0
	Malloor	5 10 0	8 7 0	11 4 0	9 6 0	5 10 0
	Cadjoody	...	...	...	...	...
	Bangalore	7 15 6	11 15 3	15 15 0	13 4 6	7 15 6
Tripatoor		3 0 0	3 0 0	3 0 0	5 0 0	3 0 0
Samulputty		...	...	...	...	...
Morapoor		...	...	...	...	...
Mullapooram		...	...	...	...	...
Shevaroy Hills		5 10 0	8 7 0	11 4 0	9 6 0	5 10 0
Salem		7 0 6	10 8 9	14 1 0	11 11 6	7 0 6
McDonald's Choultry		...	...	...	...	...
Sunkery Droog		...	...	...	...	...
Erode		...	...	...	...	...
Perundurey		10 6 6	15 9 9	20 13 0	17 5 6	10 6 6
Wutkallee		...	...	...	...	...
Avenashy Road		...	...	...	...	...
Somanoor		13 6 6	20 1 9	26 13 0	22 5 6	13 6 6
Coimbatoor		...	...	...	...	...
Muddikurry		15 15 0	23 11 6	31 14 0	26 9 0	15 15 0
Conjeecode		...	...	...	...	...
Palghaut		...	...	...	...	...
Parley		13 12 0	28 2 0	37 8 0	31 4 0	18 12 0
Luckady		...	...	...	...	...
Wootapollium		...	...	...	...	...
Shoranoor		20 10 0	30 15 0	41 4 0	34 6 0	20 10 0
Puttamby		21 6 0	32 1 0	42 12 0	35 10 0	21 6 0
Cootipuram		...	...	...	...	...
Tircor		...	...	...	...	...
Tanoor		21 0 0	31 0 0	41 0 0	40 0 0	21 0 0
Perpengady		...	...	...	...	...
Beypoor		25 12 6	38 10 9	51 9 0	42 15 6	25 1 6

Rates for Horses and Carriages.

From BANGALORE to		Horses.			Carriages.	
		One Horse.	If one Property. 2 Horses.	3 Horses.	Four Wheel.	Two Wheel.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Madras		20 5 6	30 8 3	40 11 0	33 14 6	20 5 6
Perambore		...	...	...	...	...
Avady		...	...	...	...	...
Tinnanore		...	...	...	...	...
Trivellore		...	...	...	...	...
Cundumbathoor		...	...	...	...	...
Chinnampett		16 5 0	24 7 6	32 10 0	27 3 0	16 5 0
Arcconum Junction		...	...	...	...	...
N. W. L.	Saggery	...	...	...	...	...
	Puttoor	...	...	...	...	...
	Poody	...	...	...	...	...
	Tirruputty	...	...	...	...	...
	Coodoor	...	...	...	...	...
	Reddipully	23 11 6	35 9 3	47 7 0	39 8 6	23 11 6
	Cuddapah	27 7 6	41 3 3	54 15 0	45 12 6	27 7 6
Sholinghur		14 4 0	21 6 0	28 8 0	23 12 0	14 4 0
Arcot		...	...	...	...	...
Theruvellum		12 12 0	19 2 0	25 8 0	21 4 0	12 12 0
Vellore		11 5 6	17 0 3	22 11 0	18 14 6	11 5 6
Gooriattum		...	...	...	...	...
Mailputty		...	...	...	...	...
Amboor		8 13 0	13 3 6	17 10 0	14 11 0	8 13 0
Vaniembaddy		7 15 6	11 15 3	15 15 0	13 4 6	7 15 6
Jollarpett		...	...	...	...	...
B. L.	Coopum	...	...	...	...	...
	Colar Road	3 13 6	5 12 3	7 11 0	6 6 6	3 13 6
	Malloor	3 0 0	3 6 0	4 8 0	5 0 0	3 0 0
	Cadjoody	...	...	...	...	...
	Bangalore	...	...	...	...	...
Tripatoor		8 7 0	12 10 6	16 14 0	14 1 0	8 7 0
Samulputty		...	...	...	...	...
Morapoor		...	...	...	...	...
Mullapooram		...	...	...	...	...
Shevaroy Hills		14 14 6	22 5 9	29 13 0	24 13 6	14 14 6
Salem		...	...	...	...	...
McDonald's Choultry		...	...	...	...	...
Sunkery droog		18 6 0	27 9 0	36 12 0	30 10 0	18 6 0
Erode		...	...	...	...	...
Perundurey		...	...	...	...	...
Wutkallee		...	...	...	...	...
Avenashy Road		...	...	...	...	...
Somanoor		23 13 0	35 11 6	47 10 0	39 11 0	23 13 0
Coimbatoor		...	...	...	...	...
Muddikurry		...	...	...	...	...
Conjeecode		26 11 6	40 1 3	53 7 0	44 8 6	26 11 6
Palghaut		...	...	...	...	...
Parley		...	...	...	...	...
Luckady		...	...	...	...	...
Wootapollium		...	...	...	...	...
Shoranoor		...	...	...	...	...
Puttamby		...	...	...	...	...
Cootipuram		...	...	...	...	...
Tircor		...	...	...	...	...
Tanoor		...	...	...	...	...
Perpengady		33 10 6	50 7 9	67 5 0	56 1 6	33 10 0
Beypoor		...	...	...	...	...

Rates for Horses and Carriages.

From CUDDAPAH to		Horses. One Horse.			Horses. If one Property 2 Horses.			Horses. If one Property 3 Horses.			Carriages. Four Wheel			Carriages. Two Wheel.		
		Rs	A.	P	Rs.	A.	P	Rs.	A.	P	Rs.	A.	P	Rs.	A.	P
Madras		15	3	0	22	12	6	30	4	0	25	5	0	15	3	0
Perambore		—			—			—			—			—		
Avady		—			—			—			—			—		
Tinnanore		—			—			—			—			—		
Trivellore		12	12	0	19	2	0	25	8	0	21	4	0	12	12	0
Cudumbathoor		—			—			—			—			—		
Chinamapett		—			—			—			—			—		
Arconum Junction		11	2	6	16	11	9	22	5	0	18	9	6	11	2	6
N. W. L.	Tirutany	10	6	6	15	9	9	20	13	9	17	5	6	10	6	6
	Naggery	9	9	0	14	5	6	19	2	0	15	15	0	9	9	0
	Puttoor	—			—			—			—			—		
	Poody	—			—			—			—			—		
	Tiruputty	7	5	0	10	15	6	14	10	0	12	3	0	7	5	0
	Coodoor	—			—			—			—			—		
	Reddipully	3	12	0	6	10	0	7	8	0	6	4	0	3	12	0
Sholinghur		—			—			—			—			—		
Arcot		13	5	0	19	15	6	26	10	0	22	3	0	13	5	0
Theruvellum		—			—			—			—			—		
Vellore		14	11	6	22	1	3	29	7	0	24	8	6	14	11	6
Gooriattum		—			—			—			—			—		
Mailputty		—			—			—			—			—		
Amboor		—			—			—			—			—		
Vaniembaddy		—			—			—			—			—		
Jollarpett		19	8	0	29	4	0	39	0	0	32	8	0	19	8	0
B. B. L.	Coopum	—			—			—			—			—		
	Colar Road	—			—			—			—			—		
	Malloor	—			—			—			—			—		
	Cadjoody	—			—			—			—			—		
	Bangalore	27	7	6	41	3	3	54	15	0	45	12	6	27	7	6
Tripatore		19	15	6	29	15	3	39	15	0	13	4	6	19	15	6
Samulputty		—			—			—			—			—		
Morapoor		—			—			—			—			—		
Mullapooram		—			—			—			—			—		
Shervaroy Hills		25	3	6	37	13	3	50	7	0	42	0	6	25	3	6
Salem		26	8	6	39	12	9	53	1	0	44	3	6	26	8	6
McDonald's Choultry		—			—			—			—			—		
Sunkery Droog		—			—			—			—			—		
Erode		30	0	0	45	0	0	60	0	0	50	0	0	30	0	0
Paranduray		—			—			—			—			—		
Wutkallee		—			—			—			—			—		
Avenashy Road		32	14	6	49	5	9	65	13	0	54	13	6	32	14	6
Somanoor		—			—			—			—			—		
Coimbatoor		35	7	0	53	2	6	70	14	0	59	1	0	35	7	0
Muddikurry		—			—			—			—			—		
Conjecode		—			—			—			—			—		
Palghaut		38	5	6	57	8	3	76	11	0	63	14	6	38	5	6
Purley		—			—			—			—			—		
Luckady		—			—			—			—			—		
Wootapollium		—			—			—			—			—		
Shoranoor		40	14	0	61	5	0	81	12	0	68	2	0	40	14	0
Puttamby		—			—			—			—			—		
Cootipuram		—			—			—			—			—		
Tiroor		43	8	0	65	4	0	87	0	0	72	8	0	43	8	0
Tanoor		—			—			—			—			—		
Perpengady		—			—			—			—			—		
Beypoor		45	4	6	67	14	9	90	9	0	75	7	6	45	4	6

Rates for Horses and Carriages.

From COIMBATORE to		Horses. One Horse			Horses. If one Property. 2 Horses.			Horses. If one Property. 3 Horses.			Carriages. Four Wheel.			Carriages. Two Whee.		
		Rs.	A.	P.	Rs.	A.	P	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Madras		28	5	0	42	7	6	56	10	0	47	3	0	28	5	0
Perambore		—			—			—			—			—		
Avady		—			—			—			—			—		
Tinnanore		—			—			—			—			—		
Trivellore		—			—			—			—			—		
Cudumbathoor		—			—			—			—			—		
Chinamapett		—			—			—			—			—		
Arconum Junction		24	6	0	36	9	0	48	12	0	40	10	0	24	6	0
N. W. L.	Naggery	—			—			—			—			—		
	Puttoor	—			—			—			—			—		
	Poody	—			—			—			—			—		
	Tiraputty	—			—			—			—			—		
	Coodoor	—			—			—			—			—		
	Reddipelly	—			—			—			—			—		
	Cuddapah	35	7	0	53	2	6	70	14	0	59	1	0	35	7	0
Sholinghur		22	3	6	33	5	3	44	7	0	37	0	6	22	3	6
Arcot		—			—			—			—			—		
Theruvellum		20	13	0	31	3	6	41	10	0	34	11	0	20	13	0
Vllore		—			—			—			—			—		
Gooriattum		—			—			—			—			—		
Mailputty		—			—			—			—			—		
Amboor		16	12	6	25	2	9	33	9	0	27	15	6	16	12	6
Vaniembaddy		15	15	0	23	14	6	31	14	0	26	9	0	15	15	0
Jollarpett		—			—			—			—			—		
B. B. L.	Coopum	—			—			—			—			—		
	Colar Road	—			—			—			—			—		
	Malloor	—			—			—			—			—		
	Cadjoody	—			—			—			—			—		
	Bangalore	23	13	0	35	11	6	47	10	0	39	11	0	23	13	0
Tripatoor		15	7	6	23	3	3	30	15	0	25	12	6	15	7	6
Samulputty		—			—			—			—			—		
Morapoor		—			—			—			—			—		
Mullapooram		—			—			—			—			—		
Shervaroy Hills		8	14	6	13	5	9	17	13	0	14	13	6	8	14	6
Salem		—			—			—			—			—		
McDonald's Choultry		—			—			—			—			—		
Sunkery Droog		5	8	6	8	4	9	11	1	0	9	3	6	5	8	6
Erode		—			—			—			—			—		
Peranduray		—			—			—			—			—		
Wutkallee		3	0	0	3	12	9	5	1	0	5	0	0	3	0	0
Avenashy Road		—			—			—			—			—		
Somanoor		—			—			—			—			—		
Coimbatoor		—			—			—			—			—		
Muddikurry		—			—			—			—			—		
Conjecode		3	0	0	4	3	6	5	10	0	5	0	0	3	0	0
Palghaut		—			—			—			—			—		
Purley		—			—			—			—			—		
Luckady		4	11	0	7	0	6	9	[illegible]	0	7	13	0	4	11	0
Wootapollium		5	7	0	8	2	6	10	14	0	9	1	0	5	7	0
Shoranoor		—			—			—			—			—		
Puttamby		—			—			—			—			—		
Cootipooram		8	1	0	12	1	6	16	2	0	13	7	0	8	1	6
Tiroor		—			—			—			—			—		
Tanoor		—			—			—			—			—		
Perpengady		9	13	6	14	12	3	19	11	0	16	6	6	9	13	6
Beypoor																

Rates for Horses and Carriages.

From BEYPOOR to	Horses. One Horse	Horses. In one Property. 2 Horses.	Horses. In one Property. 3 Horses.	Carriages. Four Wheel	Carriages. Two Wheel.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Madras	38 2 6	57 3 9	76 5 0	63 9 6	38 2 6
Perambore	—	—	—	—	—
Avady	—	—	—	—	—
Tinnanore	—	—	—	—	—
Tiviciro	—	—	—	—	—
Culumbathoor ...	—	—	—	—	—
Chinnampett	—	—	—	—	—
Arconum Junction ...	34 2 0	51 3 0	68 4 0	56 14 0	34 2 —
N. W. L. Naggery ...	—	—	—	—	—
N. W. L. Puttoor ...	—	—	—	—	—
N. W. L. Poody ...	—	—	—	—	—
N. W. L. Tirupatty ...	—	—	—	—	—
N. W. L. Coodoor ...	—	—	—	—	—
N. W. L. Reddipally ...	—	—	—	—	—
N. W. L. Cuddapah ...	45 4 6	67 14 9	90 9 0	75 7 6	45 4 6
Shoonghur	31 15 6	47 15 3	63 15 3	53 4 0	31 15 6
Arcot	—	—	—	—	—
Theruvellum	30 9 0	45 13 6	61 2 0	50 15 0	30 9 0
Vellore	—	—	—	—	—
Goodiattum	—	—	—	—	—
Mailputty	—	—	—	—	—
Ambour	26 10 0	39 15 0	53 4 0	44 6 0	26 10 0
Vaniembadiy	25 12 6	38 10 9	51 9 0	42 15 6	25 12 6
Jollarpett ...	—	—	—	—	—
E. B. L. Coopum ...	—	—	—	—	—
E. B. L. Colar Road ...	—	—	—	—	—
E. B. L. Malloor ...	—	—	—	—	—
E. B. L. Cadjoody ...	—	—	—	—	—
E. B. L. Bangalore ...	33 10 6	50 7 9	67 5 0	56 1 6	33 10 6
Tupatoor	25 5 0	37 15 6	50 10 9	42 3 0	25 5 0
Samulputty	—	—	—	—	—
Morapoor	—	—	—	—	—
Mullapoorum	—	—	—	—	—
Shervaroy Hills ...	18 12 0	28 2 0	37 8 0	31 4 0	18 12 0
Salem	—	—	—	—	—
McDonald's Choultry ...	—	—	—	—	—
Sankery Droog... ...	—	—	—	—	—
Erode	15 4 6	22 14 9	30 9 0	25 7 6	15 4 6
Perandurray	—	—	—	—	—
Warkallee	—	—	—	—	—
Avenshy Road	12 6 0	18 9 0	24 12 0	20 10 0	12 6 0
Sumanoor	—	—	—	—	—
Coimbatoor	9 13 6	14 12 3	19 11 0	16 6 6	9 13 6
Muddukury	—	—	—	—	—
Conjeeveram	—	—	—	—	—
Palghat	6 15 0	10 6 6	13 14 0	11 9 0	6 15 0
Purley	—	—	—	—	—
Luckady	—	—	—	—	—
Wootapollium	5 2 6	7 11 9	10 5 0	8 9 6	5 2 6
Shoranoor	4 6 6	6 9 9	8 13 0	7 5 6	4 6 6
Pottamby	—	—	—	—	—
Cootipooram	—	—	—	—	—
Tiroor	3 0 0	3 0 0	3 9 0	5 0 0	3 0 0
Tanoor	—	—	—	—	—
Perpenguldy	—	—	—	—	—

Rules and Regulations for the Conveyance of Horses, Carriages and Dogs.

Horses and Carriages.—Must be at the Stations 45 minutes before the departure of the Train by which they are intended to be despatched, and when sent from any other Station than Madras, one day's previous notice should be given. They are conveyed only to and from the Stations shown in the Tables on pages 19, 20, 21, 22, 23 & 24 The company do not undertake to forward them by any particular Train, nor do they hold themselves responsible for any injury occurring in loading or unloading.

Grooms.—One Groom or Horse-keeper will be allowed to travel free with each Horse and in the same Vehicle.

Dogs.—Each Dog must be provided with a chain and muzzle, without which the Company will not be responsible for the safe Conveyance. Special compartments are provided for Dogs, and under no consideration will they be allowed to accompany Passengers inside the Carriages.

PARCELS RATES.

Distances.	10 lbs. & under.	20 lbs. & above 10 lbs.	40 lbs. & above 20 lbs.	50 lbs. & above 40 lbs.	100 lbs. & above 80 lbs.	125 lbs. & above 100 lbs.	150 lbs. & above 125 lbs.	200 lbs. & above 150 lbs.	250 lbs. & above 200 lbs.
	Amount	Amount	Amount	Amount	Amount	Amount	Amount	Amount	Amount
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
50 Mls. & under	0 4 0	0 6 6	0 8 0	0 12 0	1 0 0	1 4 0	1 8 0	2 0 0	2 10 0
100 do do	0 6 0	0 8 0	0 10 0	1 0 0	1 4 0	1 8 0	2 8 0	3 4 0	4 0 0
200 do do	0 10 0	1 0 0	1 4 0	1 8 0	1 14 0	2 2 0	3 4 0	4 0 0	5 0 0
300 do do	0 12 0	1 4 0	1 8 0	2 0 0	2 4 0	2 8 0	4 0 0	5 0 0	6 4 0
400 do do	0 14 0	1 8 0	1 12 0	2 4 0	2 10 0	2 14 0	4 12 0	5 8 0	6 14 0
00 do do	1 0 0	1 8 0	2 4 0	2 12 0	3 0 0	3 4 0	5 8 0	6 4 0	7 10 0

N. B.—Parcels weighing more than 250 lbs. will be charged for in proportion to the rate for 250 lbs.

ICE FISH AND VEGETABLES.

N. B.—Each Package must be legibly addressed in English, and prepaid.

Distances.	10 lbs and under	20 lbs & above 10 lbs	40 lbs & above 20 lbs	80 lbs & above 40 lbs	100 lbs & above 80 lbs	125 lbs. above 100 lbs	150 lbs. & above 125 lbs.	200 lbs. & above 150 lbs.	250 lbs & abov. 200 lbs
	Amount	Amount	Amount	Amount	Amount	Amount	Amount	Amount	Amount
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
50 Mls. & under	0 3 0	0 4 6	0 6 0	0 9 0	0 12 0	1 2 0	1 5 0	1 8 0	1 15 0
100 do do	0 4 6	0 6 0	0 7 6	0 12 0	0 15 0	1 5 0	1 9 6	2 2 0	2 7 0
200 do do	0 7 6	0 9 0	0 12 0	1 2 0	1 3 6	1 9 6	2 2 0	3 0 0	3 9 0
300 do do	0 9 0	0 12 0	0 15 0	1 5 0	1 7 6	1 11 6	2 5 0	3 3 0	4 2 0
400 do do	0 10 6	0 15 0	1 2 0	1 8 0	1 12 6	2 1 6	2 11 6	3 9 0	4 8 6
500 do do	0 12 0	1 2 0	1 5 0	1 11 0	2 1 0	2 7 0	3 4 0	4 2 0	5 1 0

Parcels weighing more than 250 lbs. will be charged for, in proportion to the rates for 250 lbs.

Rules and Regulations.

Parcels will be conveyed at the above rates, but must be fully and plainly addressed in English. Parcels arriving in Madras will be handed over to the Company's Delivery agents for delivery unless add essed "to be left until called for."

All Parcels must be delivered at the respective Stations 30 Minutes before the departure of Trains by which they are to be forwarded, or they cannot be booked for that Train.

The Company will not be answerable in any case for loss of, or injury to Gold, Silver, Jewellery, Glass, China, Valuable Papers, Plated Goods, Pictures, Silks, Lace, Shawls, and such like valuable articles, unless the value and nature of such articles shall have been declared, and an increased charge for the safe conveyance accepted by an authorised servant of the Company: neither will they be responsible for loss of, or injury to, Parcels when insecurely packed, nor for loss or damage by leakage. Perishable Goods will only be conveyed at the Owner's risk, and must be pre-paid.

MADRAS RAILWAY.

HACKNEY CARRIAGE FARES FROM THE ROYAPOORAM AND PERAMBORE RAILWAY STATIONS.

RATES FOR CART AND COOLY HIRE FROM THE ROYAPOORAM TERMINUS.

Locality.	From Royapooram Station.	From Perambore Station.	Locality.	Per Cart.	Per Cooly
	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.
Adyar	2 0 0	2 8 0	Adyar	1 4 0	0 6 0
Club	1 4 0	1 4 0	Club	1 0 0	0 4 0
Ennore	3 0 0	3 12 0	Ennore	1 8 0	0 8 0
Fort	1 0 0	1 8 0	Fort	0 8 0	0 4 0
Kilpauk	1 8 0	1 0 0	Kilpauk	1 0 0	0 4 0
Mount	3 0 0	3 0 0	Mount	1 8 0	0 8 0
Nungumbaukum	1 8 0	1 8 0	Nungumbaukum	1 0 0	0 4 0
Purswalkum	1 4 0	1 0 0	Purswalkum	0 12 0	0 5 0
Perambore	1 0 0	0 0 0	Perambore	0 8 0	0 4 0
Palaveram	4 0 0	4 0 0	Palaveram	2 0 0	0 10 0
Red Hills	3 0 0	2 0 0	Red Hills	1 8 0	0 8 0
Royapooram	0 8 0	1 0 0	Royapettah	0 3 0	0 1 0
St. Thome	1 8 0	2 0 0	Royapooram	1 0 0	0 4 0
Tiruvatoor	1 8 0	2 8 0	St. Thome	1 0 0	0 4 0
Vepery	1 8 0	0 12 0	Triplicane	0 14 0	0 3 0
Town	0 12 0	1 0 0	Vepery	0 10 0	0 3 0
			Town as far as the Hospital	0 6 0	0 2 0
			Town as far as the Market	0 4 0	0 1 6

HACKNEY CARRIAGE FARES, FROM THIS BANGALORE STATION.

Locality.	Fare.	
	Rs.	A. P.
Fort	1	8 0
New Barracks	1	8 0
Artillery Quarters	1	8 0
Arab Lines	1	4 0
Hussar Barracks	1	4 0
Infantry Barracks	1	0 0
Bank	1	0 0
Cubbon's Hotel	1	0 0
Per day	1	8 0
Per half-day	1	0 0

The Drivers of all licensed Coaches are supplied by the Railway Company with a Badge, which they are compelled to show to Passengers if required.

It is requested that all instances of incivility or overcharge may be notified to

H. E. CHURCH,
Traffic Manager.

GREAT SOUTHERN OF INDIA RAILWAY.

TIME AND FARE TABLES ON AND AFTER 11TH SEPTEMBER 1864.

The times, shown in these tables are those at which the Trains are intended to depart from the various Stations, but the Company cannot guarantee these times being kept under all circumstances, nor do they hold themselves responsible for delay.

Passengers to ensure being booked, should be at the Stations ten minutes before the time mentioned in the following Tables. The Doors of the Booking Offices will be closed punctually at the hours mentioned, after which no person can be admitted. Passengers cannot be re-booked at Roadside Stations to proceed by the Train in which they have arrived.

WESTWARD TRAINS.

Distance from Negapatam	STATIONS.		Daily, Sundays excepted. No. 2	Daily, Sundays excepted. No. 3	Sunday. No. 3	Fares from Negapatam. 1st Class	2nd Class	3rd Class
Miles.			A. M.	P. M.	A. M.	R. A.	R. A.	R. A.
...	**Negapatam**	Dep.	6 45	2 0	6 45	—	—	—
3	Sickle ...	...	6 54	2 9	6 54	0 3	0 2	0 1
7	Keevalore ...	...	7 5	2 20	7 5	0 7	0 5	0 3
14	Trivalore ...	...	7 30	2 40	7 30	0 14	0 9	0 5
18	Kulikeri ...	...	7 45	2 52	7 45	1 2	0 12	0 6
25	Kordachary ...	...	8 5	3 13	8 5	1 9	1 0	0 8
30	Needamungalum	...	8 25	3 30	8 25	1 14	1 0	0 10
36	Ammapettah ...	...	8 45	3 48	8 45	2 4	1 8	0 12
39	Salamungalum	...	9 0	3 57	9 0	2 7	1 10	0 13
49	Tanjore ...	...	9 35	4 27	9 35	3 1	2 1	1 0
59	Boodalore ...	...	10 15	4 57	10 15	3 11	2 7	1 4
68	Cottraputty ...	...	10 40	5 20	10 40	4 4	2 13	1 7
74	Teroovembore	...	10 57	5 40	10 57	4 10	3 1	1 9
79	**Trichinopoly**	Arr.	11 15	6 0	11 15	4 15	3 5	1 10

EASTWARD TRAINS.

Distance from Trichinopoly	STATIONS.		Daily Sundays excepted. No. 4	Daily Sundays excepted. No. 6	Sunday. No. 4	Fares from Trichinopoly 1st Class	2nd Class	3rd Class
Miles.			A. M.	P. M.	P. M.	R. A.	R. A.	R. A.
...	**Trichinopoly**	Dep.	8 0	2 0	2 0	—	—	—
5	Teroovembore	...	8 15	2 14	2 14	0 5	0 3	0 2
11	Cottraputty ...	...	8 30	2 28	2 28	0 11	0 7	0 4
20	Boodalore ...	...	9 0	2 51	2 51	1 4	0 13	0 7
30	Tanjore ...	...	9 30	3 22	3 22	1 14	1 4	0 10
40	Salamungalum ...	...	10 5	3 54	3 54	2 8	1 11	0 13
43	Ammapettah ...	...	10 14	4 4	4 4	2 11	1 13	0 14
49	Needamungalum	...	10 30	4 25	4 25	3 1	2 1	1 0
54	Kordachary ...	...	10 45	4 40	4 40	3 6	2 4	1 2
61	Kulikeri ...	...	11 0	5 0	5 0	4 1	2 11	1 6
65	Trivalore	....	11 15	5 14	5 14	4 4	2 10	1 8
72	Keevalore	....	11 40	5 35	5 35	4 8	3 0	1 8
76	Sickle ...	.....	11 58	5 48	5 48	4 12	3 3	1 9
79	**Negapatam**	Arr.	12 15	6 0	6 0	4 15	3 5	1 10

RATES FOR PARCELS, PASSENGERS' LUGGAGE, HORSES, CARRIAGES, AND DOGS.

PARCELS WEIGHING AND UNDER.

DISTANCE.	7 lbs.	14 lbs.	28 lbs.	42 lbs.	56 lbs.	84 lbs.	112 lbs.	140 lbs.	Every 28 lbs. or fractional part.
	Annas.								
15 Miles & under	2	4	5	5	6	7	8	10	1
25 do do	2	5	6	6	7	9	10	13	1
50 do do	2	5	6	8	9	11	13	16	2
Above 50 Miles.	2	6	7	9	11	14	15	20	2

PASSENGERS.

LUGGAGE.	HORSES.	CARRIAGES.	DOGS EACH.
2 pie per Mile.	One Horse 1¼ As. per mile.	1¼ Annas per Mile.	Under 50 miles. 4 As.
	Two Horses 2 " " "		
	Three " 3 " "		Above do 8
	——Lowest charge 24 Rupees.——		

PASSENGERS.— Can be booked at intermediate Stations only on condition that there shall be room in the Carriages. The Tickets given to Passengers on payment of their fares will be required to be produced to the Company's servants or given up to them whenever demanded, passengers unable or refusing to produce their tickets are liable to be charged the fare from the most distant Station. The tickets are not transferable, and are only available on the day of issue. Any person who shall attempt to defraud the Company by travelling or attempting to travel upon the Railway, without having previously paid his fare, or who shall in any other manner attempt to evade the payment thereof, is subject to a penalty not exceeding Rupees Fifty.

CHILDREN.—Under Three Years of age travel free and above that age are charged full fares.

PASSENGERS.—Travelling in their own Private Carriages will be charged Passenger's fare in addition to the charge made for the Vehicle.

PASSENGERS LUGGAGE.—No free Luggage allowed except a small Carpet bag or package not exceeding 14 lbs. in weight. Which can be placed under the seat of a Carriage and carried by the owner in his charge and at his risk; all other Luggage conveyed will be charged its actual weight at the published rates, no less charge being made than one Anna.

N. B.—Act No. 18 of 1854 Clause 9. "No such Railway Company shall in any case be answerable for loss or injury to any Passenger's Luggage unless it shall have been booked and separately paid for."

MERCHANDIZE.—All descriptions of goods with the exception of gun powder, vitriol or other acids, and such like dangerous goods, and other articles requiring extra accommodation, can now be conveyed over the Railway at one rate, viz 6 pies per bandy load of 2⅛ Candies (1062lbs) per mile. The Company has appointed Seenevassa Iyenger & Co. as their Bandy Contractors, and this Firm is prepared to cart Traffic to and from the several Railway Stations and the surrounding villages at the rate of 1 Anna per bandy load per mile.

ELECTRIC TELEGRAPH.—The Company's Telegraph Offices, are open from 6 A. M. to 6 P. M. and messages are received from the public between these hours for transmission to any place at which a Government, or Railway, signal station has been established.

SPECIAL ACCOMMODATION.—In the ordinary Trains may be had on application to the Traffic Manager, Negapatam, on 24 hours' notice being given.

PARCELS.—Are received and booked at all Stations on the line. Parcels and packages under 56 lbs. weight each, are conveyed by Passengers' Trains *exclusively* at Parcel rates, and all Parcels weighing above 56 lbs. each are likewise forwarded by Passengers' Trains and charged at Parcel rates, if "*Per Goods Train*," be not distinctly marked thereon.

N. B.—*Parcels must be delivered at the Stations 30 minutes before the Departure of the Trains.*

HORSES AND CARRIAGES.—As Horse boxes and Carriage trucks are only kept at the principal Stations, notice should be given the day previous of such being required, and Carriages and Horses must be at the stations 30 minutes before the time mentioned in these tables. Each horse must be in charge of a Groom, who with the Grass cutter, will be conveyed free of charge.

DOGS.—Must be provided with Chains and Muzzles without which the Company will not be answerable for their safety. Dogs will be conveyed, in a compartment of a Carriage provided for that purpose and under no consideration will they be allowed to accompany Passengers inside the Carriages.

SMOKING.—In Carriages or on the Stations is prohibited under a penalty.

FEES.—The Company's servants are prohibited from receiving any gratuity under pain of dismissal.

COMPLAINTS.—It is requested that any irregularity may be immediately notified to the Agent and Traffic Manager, Negapatam.

W. S. BETTS,
Agent and Traffic Manager.

NEGAPATAM,
1st September 1864.

MADRAS EXCHANGE HALL,

ADVERTISEMENTS.

OAKES & COMPANY,

WINE, STIRIT AND ALE LIST.

REPLENISHED WITH STOCK.

By Late Arrivals.

	Credit. Rs. As.	Cash. Rs. As.
FINEST OLD JAMAICA RUM.		
Finest Jamaica Pine Apple Rum Pure very old mild and well flavored	17 6	15 6
BRANDIES, OLD TOM, HOLLAND AND WHISKEY.		
Our own Europe bottled very superior No. 1 Stock Brandy....	30 0	27 0
Do. do an excellent spirit No. 2 Stock...	26 0	23 8
Do. do Spirit No. 3 Stock..	22 0	19 4
Hennesy's country bottled very old mild and pale No. 1	27 0	24 4
Martel's do. do. dark	28 0	25 4
Curcier and Adet very noted E. B. (inferior to non imported.)...	30 0	27 0
E. Nazarkariewitch & Co.'s very Choice Old Cognac....	25 0	23 8
Gledstane's finest No. 1 Brandy.....	38 0	Nett.
Kshaw's finest No. 1 do....	38 0	Nett
Associated Vineyard Cultivators prize medal First Class Brandy for the sale of which we have been appointed Agents...	25 0	22 8
Our own very Superior London Old Tom a rare generous spirit...	17 0	15 6
Walter Bovill's noted Old "Tom Cat."	17 0	15 6
Swaine and Boord's Cordial Old Tom.		
Smith and Co.'s prize medal Holland, a pure spirit in cases of 15 flasks...	28 0	25 4
Do. do. 12 flasks...	15 0	13 8
Whiskey the finest Scotch Glenlivat.	20 0	18 0
Do. do. Scotch bottled by ourselves and Warranted ten years old and of unrivalled purity....	20 0	18 0
Do. Irish the celebrated O. B., Whiskey upwards of 5 years in Wood, before being bottled the choicest Spirit exported from Ireland for the sale of which we have been appointed Agents at Madras... ...	20 0	Nett.

SHERRIES.

	Credit. Rs. A.	Cash. Rs. A.
Governor General's Pale White Seal Sherry of our own bottl ing admittedly the finest Wine imported....	28 0	25 4
Tod Heatleys, Yellow Seal Sherry.....	29 0	Nett.
Blue Seal our own bottling a fine nutty soft and delicate flavoured Wine...	26 0	23 3
Red Seal do do a rich flwored Wine rather dry on the palte and suitable for Luncheon... ...	24 0	21 1
Yellow Seal ; very excellent full flavour Wine and recommended.....	22 0	19 4
Red Seal ; Pale rich and pure Wine very Old...	20 0	18 2
Green Seal ; this Wine is in great repute as a light and agreeable Wine for Luncheon or mixing... ...	16 0	14 3
Black Seal ; a good, sound pale and pure Wine which we can strongly recommend for ordinary use.. ...	12 0	12 0
Amontillado ; this is a high class Wine, possessing extreme dryness and delicacy..	26 0	23 8

Our Stock of Sherries in Wood is exceedingly varied both in quality and price, the latter ranging from Rs. 450 to Rs. 1,200 per butt duty paid.

PORTS.

	Credit. Rs. A.	Cash. Rs. A.
White's very superior Old E. B., Port a pure fruity and well matured Wine	28 0	25 0
Cockburn's do do a delicious Wine with fine bouquet, and a fruity and delicate flavour.....	28 0	25 4
Our own Stock No. 1 a full bodied and very delicious Wine...	28 0	25 4
Do. do. do. No. 2 an excellent Wine well aged, full colored, and fragrant....	25 0	22 8
Do. do. do. No. 3 a very good pure Wine suitable for mixing or ordinary use...	18 0	16 4
Masden a Choice delicate Wine of Burgundy flavour and fine bouquet...	22 0	19 12
Ordinary Ports of excellent quality suitable for Culinary use or for mixing	14 0	12 10

A large assortment of very Old Ports in wood from Rs. 450 to 1,200 per pipe.

CLARETS.

	Credit. Rs. A.	Cash. Rs. A.
Johnstone's No. 1 a delicate Wine with full flavour and fine bouquet...	26 0	23 8
Do. No. 2 an excellent full bodied yet delicate Dinner Wine....	24 0	21 10
Do. No. 3 a delicious Wine suitable for Breakfast ...	20 0	18 0
Curcier and Adet's, very fine Old Chateau Grand la Rose unrivalled as a Dinner Wine...	30 0	27 0
Do. do. do la Rose a full bodied and delicate Dinner	25 0	23 8
Do do. "Haut Brion," a pure, fruity, fragrant Wine	18 0	16 4

	Credit Rs. As.	Cash Rs. As.
St. Jullien bottled to our express order and imported direct and strongly recommended as a delicious Breakfast Wine	16 0	14 6
St. Jullien Medoc, a sound full bodied Wine for mixing or Claret cup C. B.	12 0	10 12

MADEIRA LISBON, AND MARSALA.

	Credit Rs. As.	Cash Rs. As.
Newton Cossart and Gordon's very fine old Madeira imported direct and bottled by ourselves ...	28 0	25 4
Lisbon a Rich, Dry Pleasant Wine	15 0	13 8
Do. a Superior Rich Dessert Wine	18 0	16 4
Do. Gledstane's do	18 0	16 4
Marsala an excellent Wine	18 0	16 4

SPARKLING AND DRY RHINE WINES.

	Credit Rs. As.	Cash Rs. As.
Gledstane's premier quality Champagne	45 0	38 0
Tod Heatly's do do		
Chanoine Freres a deliciously delicate and dry Wine quite equal to the above in quality	40 0	36 0
Moet and Chandon's very superior and first class Champagne	45 0	38 0
Bousy for India, a bright, fruity Sparkling Wine from one of the Choicest Vineyards in the Epernay ...	40 0	36 0
F. Barbe and Co's Comet Brand, a bright rich mellow-flavored Champagne.	38 0	34 8
F. Barbe and Co.'s Brand, a soft mellow do do	35 0	32 0
F. Barbe and Co.'s "Anchor" Brand, a light pleasant sound Wine	28 0	25 0
La Perle Champagne, a very choice delicate Sparkling and dry Wine	45 0	40 8
La Rubie, do a most delicious and very rare Ruby colored Wine	45 0	40 8
Sparkling Hock, No. 1 R. I O. and Co.'s Nonpariel, a first class wine	35 0	31 8
Do. do No. 2 do Eagle Brand	32 0	28 12
Sparkling Moselle "Deinhard and Jourdan's" the finest Wine imported of fine flavour and peculiarly fragrant	35 0	31 8
Do. do. "Gerothwold's" a delicate Wine possessing the distinctive flavor of the Muscat grape ..	38 0	31 0
Steinwein, a very delicate White Wine possessing body fullness and fine fragrance and esteemed the finest White Wine in the world in jug shapped bottles	22 0	19 12
Sautrne, first quality		

BRITISH SWEET WINES.

We have just imported to particular request a consignment of the above of following varieties which we strongly recommend as light and agreeable beverages for Ladies.

Raisins, grape, Red Current, Black do., and Elder Wine			18 0	16 0

SUNDRY WINES.

		Credit Rs. As.	Cash Rs. As.
Vermouth Noilly Pratt first quality ...	qts.	16 0	14 6
Do. do. do.	pts.	10 0	8 0
Quinine Wine, each bottle Warranted to contain 1 grain of Pare Quinine, a gentle Stimulant, and excellent Tonic highly recommended by the Faculty		28 0	24 0
Orange Bitters, Pale prepared from the finest Swelle Oranges, a delicious Tonic		18 0	16 0
Ginger Wine, Pale the very best Scotch prepared from the finest ginger, bottled by ourselve		18 0	16 0
Do. Do. brown do.		16 0	14 6
Crabbies' do do		18 0	16 0

LIQUERS.

	Credit Rs. As.	Cash. Rs. As.
Curaco finest quality, large jars	48 0	43 0
Creme de Noyeau	24 0	Nett.
Parfait Amour		

ENGLISH AND COUNTRY BOTTLED ALES AND STOUT.

OUR STOCK OF THESE ARE VARIED AND FIRST CLASS.

	Credit Rs. As.	Cash. Rs. As.
Bass' Beer by the renowned Westend bottlers Messrs. M. B. Foster and Son's	6 0	5 8
Do. Do. by Bovill	6 0	5 8
Do. Do. by Hibbert	6 0	5 8
Do. Do. by Cameran and Saunders ...	6 0	5 8
Do. Do. by Chambers	6 0	5 8
Bovill's very Pale Ale a delicious and gentle stimulant ...	6 0	5 8
Tennant's Pale Ale	6 0	5 8
Ind and Coopes do	6 0	5 8
The above in Port	6 0	5 8
Allsopp's Beer by Hibbert and Friend and Co. ...	4 0	3 12
Do. Do. in pints	5 12	5 4
C. B. Beer our own bottling creaming	3 12	3 4
Do. Do. in pints	5 0	4 8
Guinnes's E. B. Stout	3 8	3 4
Barclay's do do		

C. B. Our own Bottling, Barclay and *Guinness creaming and perfectly free from acidity.*

FAMILY TEA DEPARTMENT.

EXCHANGE HALL.

OAKES & COMPANY,

Beg respectfully to draw attention to their present stock of First Class Teas unrivalled for

CHEAPNESS, PURITY, FLAVOR AND STRENGTH.

Finest Pekoe Flavored Congou,	1-4	per 1 lb. packet.
Finest Lapsang Souchong,	2-4	do.
Finest Ghee Chin do.	2-4	do.
Finest Ghee Troi Congou,	2-4	do.
Howquas Family mixture,	3-8	do.
Exchange Hall, do.	3-0	do.

Less 10 per cent. discount for Cash.

FINEST ASTRAGRAM SUGAR.

Beautifully dry and Crystalised, Procurable at the Company's Godowns

Opposite the General Market.

No. 1 Large Crystal pure White, Rs. 6 per Maund.
" 2 do. do. a beautiful Sugar, Rs. 5-8 per Maund.
" 3 A fine bright Sugar with powerful Sweetening qualities, Rs. 5 per Maund.

The above prices are Nett, for Cash only.

A discount will be allowed to Wholesale Purchasers.

OAKES AND COMPANY.

JUST RECEIVED.

Per Last Overland Steamer.

In Prime Condition.

Ham and Cheeses.

Overland Hams, Rs. 1-4 per lb. nett.

Ship do. Ans. 14 do.

Overland Cheese on cut. R. 1-8 per lb. nett.

Ship do. in tins, Berkley and Chedder. | 14 Ans. do.

Pine Cheese 14 Annas per lb. nett.

OAKES AND COMPANY.

Bacon! Bacon!! Bacon!!!

Mild Cured Wiltshire.

OAKES AND COMPANY,

Have just opened out fresh supplies of the above in fitch.

Overland,

Rupee 1-4 per lb. nett.

Ship,

Annas 14 per lb. nett.

Bacon in tin Choice Sieces, Mild Cured R. 1-4 per lb nett.

Finest Seyssel Asphalts!!

THE PUREST IMPORTED,

In Barrels of Cwt, each.

The only known preventive of Leaky Roofs, an invaluable material for Flooring, Roads, Pavements, or Cisterns, and an unfailing preventitive of white Ants.

Rupees 50 per ton nett.

OAKES AND COMPANY,

Exchange Hall, Agents.

DEBEAUX AND CO.

CHEMISTS AND DRUGGISTS.

199, ESPLANADE

MADRAS.

Direct Importers of Drugs, Patent Medicines Surgical and other Instruments, Apothecaries Ware &c. &c. from London and Paris, by Overland Mail Steamers and fast sailing Vessels.

All orders executed with attention and despatch.

J. EAGAN AND SONS,

Boot and Shoe Manufactory,

Where every description of Boot and Shoes, Antigragle and Gaiters are made up to order in the best style, at the shortest notice.

Orders from out-Stations will meet with prompt attention and despatch.

Facing the South Gate, Public Rooms, Bangalore.

J. EAGAN AND SONS,

Merchants, General Agents and Commission Rooms, Boot and Shoe Depot,

OOTACAMUND.

SUMPUNGHEE IYLOO AND CO.

Shop-Keepers, Commission Agents and Auctioneers.

ALSO

Agents for forwarding Goods at Coimbatoor and Ootacamund from and between both Stations. Orders executed punctually and at moderate charges.

DESCHAMPS & CO.

MOUNT ROAD.

Manufacturers of Furniture of all Descriptions.

PARIS Fancy Goods, viz.
Card Receivers, Flower Vases, Caskets with Scent Bottles, Toilet Bottles, Paper Weights. Table Bells.
Carte-de-Visite Albums of entirely new patterns, from 10 to 100 Rupees.
Carte-de-Visite do. very handsome for 100 portraits quarto size 20 Rupees.
Ice Jugs frosted, the new pattern.
Ladies Revolvers 6 chambers 50 and 55 Rupees.
Canes, and Riding Whips for Ladies and Gents' Hill Canes.
Paris Hats, Black and Drab, the lightest possible.
Billiard Cloth 15 and 18 Rupees per yard, Green Baize.
Paper Hangings for rooms, screens, half doors, &c., from 1 Rupee per Roll of 9 yards.
Borders for do. from 1 Anna per yard, also for Punkahs.
Flowered Lastings, and French Chintzes for furniture of new and splendid designs. Brocaded damask 49 inches wide.
Carpetting in Rolls, in Velvet Pile, Brussels and patent Tapestr,
Carpets ready made of sizes.
Chocolate, from the best House in France.
Artificial Fruits, the most perfect imitation.
Pier Glasses, in rich gilt Frames.
Jumelles (Binoculars) for the Field, Marine and Theatre, in plain Leather cases.
Window Glass colored, frosted and flowered.
Frames for Photography, Photographs fitted.
Kid Gloves, white, pulle, light and dark colors.
Ladies' Swedish Riding gloves.
Ladies' white silk gloves.
Eau de-Cologne, and Eau-de-Lavand Ambree superior.
Pate-de Regnauld for obstinate Coughs.
Folding Fans in great variety.
Bridal fans, Rich.
Sliding Fans, from 2 Rs. in Batist, Satin and Moire antique, demideuil, mourning, &c.
PIANOS; New and Second hand; Pianos on Hire Harmoniums.
VIOLINS and Strings; do violoncello.
Do. for children. Do. ¾ size.
TENOR VIOLINS. pare Violin Bows.
DUTCH Carpet 13 inches wide Rs. 1-8.
FEATHER DOWN for pillows.
BRONZE Hanging Argaund Lamps.
WASH HAND STAND Crockery.
TRAVELLER'S bags, leather, superior.
MARBLE PAVEMENTS, 1 foot square, Black and White.
MARBLE Baths, GARDEN IRON Benches.
WIRE NET for Meat Safes.
Do. (Rabbit fence.) 1½ Inch Meshes yard wide.
French Books.

ALSO

A large assortment of music vocal and instrumental.
Tin Coffee pots of the most approved French pattern of all sizes.
Flooring glass ⅜ and ½ inch thickness.

NOVEMBER 1865.

WINE AND SPIRIT LIST.

Supplies now on hand at the Godowns

OF

MESSRS. CHAPMAN & CO.

BANGALORE.

SUPERIOR PALE SHERRIES.

Chapman and Co.'s No. 1 Yellow Seal Pale Sherry, a very delicious Wine.
Chapman and Co.'s Brown Seal Pale Sherry, a fine fruity Wine.
Chapman and Co.'s Black Seal Pale Sherry, a cheap and good Wine.
Pale Dinner Sherry, a very superior dry Wine, Green Seal.
Do. do. do. Extra Quality Red Seal Finest Lisbon.

First Class Brandies Eau de Vie and Cognac.

Chapman and Co.'s No. 1 Pale Brandy red seal.
" " yellow seal.
" " capsule.
Hennessey's No. 1 C. R. Brand C. and Co.
Champagne Vineyard Proprietors Co.'s old Cognac.
Jules Robin and Co.'s Superior Brandy.
Otard Dupuis and Co.'s old Cognac.
Exshaw's No. 1.
Jas. Hennessy's 1857.
Brandenburg Freres, Vieux Cognac.
Good Ordinary C Brand E B Brandies.
Scotch Whiskey.
Plymouth Gin.
Old Tom, (Cat) by Swain Boord and Co.
Genevere in Cases containing 15 large Flasks.
Finest Old Jamaica Rum.
Crabbie's do do.

Finest Mellow Old Ports.

Chapman and Co.'s No. 1 Standard Port a very Mellow Wine.
Chapman and Co.'s No. 2.
Chillingworth's No. 1.
Cutler's.
Chapman and Co.'s do. in Pints.

Clarets Direct Importations.

Fine Bouquet Clarets, Medoc, and St. Julien; "Vin de Bouteaux Pure," "Brand C. and Co."
Ladandes Dubois and Co.'s Chateau La Grange.
Excellent Breakfast Clarets, St. Estephe, Medoc, and St. Julien.
Claret in Pints.

Ginger Wines.

Crabbie's Celebrated Ginger Wine.
Stewart's do do do.

French Liqueurs, Cordials, &c.

Amsterdam Dubb Orange Curacao.
Creme de Noyeau in Stout Bottles.
" " " Martinique.
" " Vanille.
Pink and White Creme de Noyeau.
Maraschino, very fine.
Heering's Copenhagen Cherry Brandy.
Superior Ginger Brandy, Quarts.
Crabbie's do do do.
Pale Orange Bitters, Swain Boord and Co.'s Vermouth, Noilly Prat and Co.'s a preventive of Fevers and Dysentery.
Quinine Wine, Guaranteed to contain in each Wine-Glass full one grain of the finest Sulphate of Quinine, (a most delightful and invigorating Tonic.)

Sparkling Champagne.

Messrs. F. Geisler and Co.'s justly renowned Champagne qts.
" " " qts.
Champagne, good quality, fine and Creaming, pts.

E. B. and C. B. Ales and Porter.

Bass C. B. by C and Co.
" " " qts.
Allsopp's " " pts.
" " " qts.
Allsopp's E. B. Porter in qts. and pts. pts.
Barclay's Doubly Extra Stout in quarts and pts.

Bass' E. B. Pale Ale. qts.
" " " pts.
Allsopp's " qts.
Tennant's " qts.
" " " pts.
Walter Bovil's extra pale Bitter Ale quarts and pts.
Lecoq's E B bottled Bass.

T. H. Wines now in stock.

Messrs. Tod, Heatly and Co.'s old Pale Sherry, Yellow Seal.
Messrs. Tod, Heatly and Co.'s do do Blue Seal.
Messrs. Tod, Heatly and Co.'s No. 1, fine old Port Wine.
Messrs. Tod, Heatly and Co.'s Sparkling Champagne in Quarts.
Messrs. Tod, Heatly and Co.'s do do in Pints.
Messrs. Tod, Heatly and Co.'s Moselle in quarts.
Do do do do in pints.
Messrs. Tod, Heatly and Co.'s E B Light Claret, Black Seal.

Gledstane's Wine, &c.

Messrs. Gledstanes, Coningham and Co.'s Pale Sherry, Yellow Cap.
Do do do Blue Cap, Labelled.
Messrs. Gledstanes, Coningham and Co.'s Port Wine, in quarts.
Messrs. Gledstanes, Coningham and Co.'s Claret, Blue Seal, quart Bottles.

Messrs. Gledstanes, Coningham and Co.'s No. 1 Pale Brandy Gold Labels.
Messrs. Gledstanes, Coningham and Co.'s No. 2, Pale Brandy, Silver Label.
Messrs. Gedstanes, Coningham and Co.'s Superior Sparkling Champagne in quarts.
Do do do do Hock.

Sundries.

No. 1 and 3 real Manilla Cheroots, Candles of kinds, English Birds Eye Shag and cut Cavendish Tobaccos, Soda Water and Lemonade.

All orders for the above mentioned supplies for Up-Country Consituants will be promptly executed, and the greatest care exercised in packing, to guard (as far as possible) against breakage in Transit.

MESSRS. CHAPMAN & COMPANY,

General Dealers, Wine, Ale, and Spirit Merchants,

BANGALORE.

☞ Monthly Supplies of Oilman Stores, Confectionary, &c., from Crosse and Blackwell and Castle and Browne.

N. B.—Discount allowed to Messes and Large Buyers.

Gentlemen's Civil Clothing and Outfitting Establishment,

Mount Road—Madras.

W. GARRATT,

HAS the most extensive Choice Selection of First Class Goods for Gentleman's Dress and General Outfit in Madras, supplied from the principal manufacturers direct. Cloths, Fancy Tweeds, and Fancy Angolas direct from the Mills in the West of England. Also in Fancy Silk and Wool Shirtings and Super all Wool Fancy Flannel for Shirts, and Fancy Elastic Twills for light Suits, all selected from Spring stocks as they come out.

W. G. has no hesitation in stating, as has been repeatedly remarked by his customers, that a better selection both for variety and quality is not to be found in any single London Establishment.

The making up department is under the direct management of Mr. John Hunter, who receives all orders and takes all measurements. No expense is spared in this department for fittings of first quality received also direct from the Manufacturers to special order. The best hands are employed with first class Sewing Machines which make the "Lock Stitch." Orders are executed in the best style in a few hours.

The following Departments are supplied monthly and quarterly with First Class Goods direct from the Manufacturers and are warranted equal to any First Class Goods procurable in London.

Shirt, Collar, and Brace Departments.

Fashionable Shirts in the best Long Cloth, with fine Linen Fittings, Silk and Wool and all Wool Flannel, Superior Linen Collars, Scarfs and Ties, as they are duly introduced.

Hosiery and Under Clothing of every kind manufactured.

Braces, English and French of every manufacture.

Dress and Undress Hat Department.

Supplied from West End manufacturers in every fashion as they are introduced.

The Glove Department.

For Military and Civil Dress of the best London manufactures. Kid Gloves from Paris—Overland—to ensure freshness and finish.

Boot and Shoe Department for Ladies, Gentlemen and Children.

Quarterly supplies both from London and Paris Manufacturers

Trunks, Portmanteaus, Japanned Abettyt cases, Travelling Air Cushions and Pillows, Bags in every variety and size made.

Received a Fresh Supply of Warranted Waterproof Clothing, Goloshes, Sponged Caps, Bathing Caps and a very large variety of useful articles for Travelers, anywhere, too numerous to specify

Gentlemen engaged in Coffee Planting will at all times find Clothing and have a good selection of the most durable and best adapted for their requirements.

Just received for ships "Trafalgar" "Nile." & "Blenheim." Extensive Prisle supplies of select goods as above.

And Cash payments secure Ten per cent Discount.

WINES, &c.

CUTLER PALMER & CO., OF LONDON.

CUTLER & CO., OF BORDEAUX.

For Sale at the Godowns of the undersigned.

		Per dozen Quarts.
CLARETS.		
No. 2.—2nd Growth, Blue Capsuled	Rs...	27 0 0
„ 4.—4th do Green do.	„ ...	22 0 0
„ 5.—5th do Red do.	„ ...	18 0 0
„ 6.— do White do.	„ ...	15 0 0
SHERRIES.		
Amontilado, very old, choice and superior dry.	„ ...	36 0 0
Amoroso very choice, fine flavored.	„ ...	30 0 0
No. 1, Green Seal, full bodied.	„ ...	28 0 0
„ 2, Yellow do. pale.	„ ...	24 0 0
PORTS.		
Best quality (an invalide Wine,) Black Seal.	„ ...	28 0 0
Good do. Red do.	„ ...	24 0 0
CHAMPAGNES.		
Nonpareil. Quarts.	„ ...	38 0 0
Nonpareil. Pints.	„ ...	20 0 0
Finest dry Sparkling S. E. Quarts.	„ ...	38 0 0
Finest dry Sparkling S. E. Pints.	„ ...	20 0 0
MOSELLE.		
Nonpareil Sparkling Gold Foil.	„ ...	38 0 0
SPIRITS.		
No. 1.—Old pale Cognac, very Super Black Capsuled.	Rs.	33 0 0
„ 2.—Pale Cognac, Good Yellow Capsuled.	„	28 0 0
„ 3.—Cognac, Ordinary White do.	„	22 0 0
Rum Superior old Jamaica 1st quality White Capsuled.	„	20 0 0
Gin, London Old Tom do.	„	19 0 0
Whiskey 1st quality Scotch.	„	21 0 0
LIQUERS.		
Curocoa, finest Amsterdam.	„	42 0 0
Maraschino, Superior Zara.	„	42 0 0
Cherry Brandy, best Copenhagen.	„	30 0 0

Messes, Public Companies, and Traders, will receive liberal allowance.

MADRAS, *September* 1865.

BINNY & CO.

P 24027/66

MARCH 1866.

THE MONTHLY

GUIDE TO RAILWAYS

IN THE MADRAS PRESIDENCY.

MADRAS RAILWAY.

MADRAS and ARCONUM, TIRUPUTTY, REDDIPULLY, ARCOT, VELLORE, JOLLARPETT, BANGALORE, SALEM, COIMBATOOR, PALGHAUT, and, BEYPOOR.

The Line between Tiruputty and Cuddapah is now open.

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TABLE I. SOUTH WEST LINE TRAINS FROM MADRAS.
To ARCONUM, VELLORE, SALEM, COIMBATOOR, PALGHAUT AND BEYPOOR.

Miles from Madras	STATIONS	1	2	3	4	A 5	6	SUNDAYS.		REMARKS.
		Week Days.								
		Goods.	1, 2, & 3, Class.	3 Class & Goods.	1, 2, 3 & Goods.	1 & 2, Class & Goods.	Goods.	1 & 2 & 3 Class.	1 & 2 Class & Goods.	
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	
	Madras ... ... Dep	5 0	7 0	9 30	2 0	5 0	7 15	7 0	5 0	NOTE.—A black line thus ——— denotes that the Train does not proceed further.
24	Peramboor...	5 35	7 15	9 50	2 20	5 15	—	7 15	5 20	
13	Arakonam	6 5	7 39	10 20	2 55	6 0	—	7 39	—	
17½	Tinnamoor... ...	—	7 55	10 48	3 13	6 15	—	7 55	—	
23¾	Trivellore	6 50	8 15	11 18	3 45	6 40	8 58	8 15	6 30	
29¼	Cudumbathoor	7 8	—	11 31	3 58	—	—	8 24	—	
36	Chinnapette... ...	—	—	12 0	4 20	—	—	8 27	—	
42¼	Arconum *Junc*... ...Arr	8 0	8 50	12 30	4 45	7 45	—	8 50	7 30	
		P. M.	P. M.		A. M.	A. M.		P. M.	A. M.	
161¾	Cuddapah ...Arr	7 10	5 30	—	—	—	—	6 30	7 0	
	Do. dept. for E and W Tr	—	—	—	8 15	8 15	—	9 0	P. M. 8 15	
	Arconum *Junc* ... Dep	—	9 5	12 45	5 0	L. U.	10 0	9 5	8 0	
				P. M.				10 5		
55¾	Cholinghur.	—	—	1 40	5 45	—	—	10 23	—	
65	Arcot	—	—	2 15	6 20	9 25	11 28	10 38	9 25	
73	Theruvellum	—	—	2 50	6 55	—	—	10 55	—	
80¼	Vellore ... Arr	—	10 40	3 20	7 30	10 15	12 30	11 30	10 15	
	Dep	—	10 55	3 50	—	10 35	12 30	11 55	10 35	
95¾	Gooriattum	—	11 30	4 50	—	11 30	1 23	11 55	—	
105¾	Tailpatty	—	—	5 35	—	—	—	12 16	—	
112¾	Ambour	—	—	6 15	—	—	—	12 40	—	
122¼	Vaniambady	—	12 40	7 5	—	—	2 33	P. M. 1 5	—	
			P. M.			A. M.			A. M.	
132	Jollarpett *Junc.* ...Arr	1 5		7 50	—	1 30	4 0		1 30	
		P. M.				A. M.		P. M.	A. M.	
216¼	Bangalore ... ...Arr	6 30	—	—	—	7 0	12 0	6 30	7 0	
		A. M.				P. M.	A. M.	A. M.	P. M.	
	Do. dept. for West Tr.	9 0	—	—	—	8 15	10 15	9 0	8 15	
	Jollarpett *Junc.* ..Dep	1 25	—	—	—	2 0	4 50	1 25	2 0	
136¾	Tripature...	1 40	—	—	—	2 15	5 13	1 40	2 15	
151¼	Samulputty	2 15	—	—	—	3 5	6 10	2 15	3 5	
166	Moraoor... ...	2 53	—	—	—	4 0	7 10	2 53	4 0	
180	Mullapooram	3 38	—	—	—	4 55	8 0	3 38	4 55	

MARCH 1866-31 DAYS.

PHASES OF THE MOON.

	D.	H.	M.			D.	H.	M.	
Full Moon	1	5	13	Afternoon.	First Quarter.	23	6	24	Aftern
Last Quarter	9	9	14	Afternoon.	Full Moon	31	9	52	Morni
New Moon	17	2	58	Morning.					
Apogee	6	8	—	Afternoon.	Perigee	18	7	—	Aftern

Day of Month	Day of Week	Remarkable Days, &c.	Mean Time THE SUN Rise	THE SUN Sets	THE MOON Rises	THE MOON Culm	THE MOON Se
			h. m.	h. m.	h. m.	h. m.	h.
1	Thu	*Saint David*	6 20	6 6	6 6	Morn	5
2	Fri	Sovereignty of Ceylon assumed by the	6 19	6 6	6 55	0 21	6
3	Sat		6 19	6 6	7 43	1 6	7
4	Sun	3rd Sunday in Lent	6 18	6 6	8 31	1 50	7
5	Mon		6 18	6 6	9 17	2 34	8
6	Tue	Peace of Seringapatam 1792	6 17	6 6	10 5	3 17	9
7	Wed	Siege of Bangalore 1791	6 16	6 6	10 54	4 2	10
8	Thu	Siege of Lucknow 1858	6 16	6 6	11 42	4 48	10
9	Fri	Treaty of Lahore 1846	6 15	6 7	Morn	5 35	Af
10	Sat	Prince of Wales married 1863	6 15	6 7	0 30	6 23	0
11	Sun	4th Sunday in Lent	6 14	6 7	1 20	7 13	1
12	Mon		6 13	6 7	2 10	8 4	1
13	Tue		6 13	6 7	2 58	8 55	2
14	Wed	The Sikh Army surrendered 1849	6 12	6 7	3 47	9 47	3
15	Thu		6 11	6 7	4 37	10 40	4
16	Fri		6 11	6 7	5 25	After	5
17	Sat	*Saint Patrick*	6 10	6 7	6 10	0 27	6
18	Sun	5th Sunday in Lent. Princess	6 9	6 7	7 0	1 22	7
19	Mon	Louisa Caroline Alberta b. 1840	6 9	6 7	7 52	2 18	8
20	Tue	Bangalore taken 1791	6 8	6 8	8 46	3 15	9
21	Wed		6 7	6 8	9 42	4 13	10
22	Thu		6 7	6 8	10 40	5 11	11
23	Fri	Chandernagore taken 1757	6 7	6 8	After	6 7	Mo
24	Sat	Battle of Hyderabad (Scinde) 1843	6 6	6 8	0 34	7 2	0
25	Sun	6th Sun. in Lent *or Palm Sunday*	6 5	6 8	1 31	7 55	1
26	Mon	[Annunciation Lady Day	6 4	6 8	2 25	8 45	2
27	Tue	Defeat of Tippoo Saib 1799	6 3	6 8	3 16	9 32	3
28	Wed		6 3	6 8	4 5	10 18	3
29	Thu	Annexation of the Punjaub 1849	6 2	6 8	4 54	11 3	4
30	Fri	Good Friday	6 1	6 8	5 38	11 46	5
31	Sat	Easter Eve	6 1	6 8	6 26	Morn	5

REMARKS ON THE WEATHER.

Throughout this month the South or alongshore wind with very t
equal force prevails: it is accompanied with a profuse dampness and sult
ness, which renders its effects highly prejudicial to health and comfort. C
this account the sea breeze which sets in at noon, and blows till sun-set,
less courted than at other seasons: the sky is, however, beautifully cl
for about twenty-seven days, the remaining four being cloudy. Dew l
frequently occurs, and is less in quantity than last month. Rain and ligh
ning are little known.

The hottest time of the day is at 0h. 20m. P. M.; the coldest at 5h. 0m.

Jame

Ex-Offici

A—3rd Class passengers are conveyed by 5.0 P. M. Train from and to stations between Salem and Beypoor only.

1	2	1, 2 & 3 Class & Goods.	1, 2 & 3 Class.	1, 2 & Goods.	1, 2, and 3 Class.	Goods.	1, 2 & 3 Class.	1, 2 & 3 Class & Goods.	
		A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	A. M.	
2063	Salem ... Dep	7 0	5 0	—	7 0	10 0	5 0	7 0	
2194	McDonald's Choultry ...	7 35	5 35	—	7 35	10 40	5 35	7 35	
	Ankery Droog ...	8 25	6 12	—	8 25	11 30	6 12	8 25	
	Erode ...	9 6	6 50	—	9 6	12 10	6 50	9 46	
2521	Perunduray ...	9 46	7 25	—	9 46	12 50	7 25	10 31	
2664	Wurkallee ...	10 31	8 7	—	10 31	1 45	8 7	11 0	
275	Avenashy Road ...	11 0	8 35	—	11 0	2 17	8 35	11 33	
285	Somanoor ...	11 33	9 6	—	11 33	3 3	9 6	12 20	
3013	Coimbatore ... Arr	12 20	9 50	—	12 20	4 0	9 50		
		A. M.	P. M.				A. M. 1 & 2 only.		
	Coimbatore ... Dep	7 45		—	1 0	—	7 45	1 0	
308	Muddukurry ...	8 6		—	1 20	—	8 6	1 20	
3234	Coujeeole ...	8 55		—	2 10	—	8 55	2 10	
332	Palghaut ... { Arr / Dep	9 20 / 9 25		—	2 35 / 2 40	—	9 20 / 9 25	2 35 / 2 40	
3373	Purley ...	9 43		—	2 58	—	9 43	2 53	
347	Luckady ...	10 13		—	3 28	—	10 13	3 23	
3514	Wootapollium ...	10 30		—	3 45	—	10 30	3 45	
3594	Shoranoor ...	10 58		—	4 10	—	10 58	4 10	
3664	Puttanby ...	11 22		—	4 33	—	11 22	4 33	
3784	Cootipoolam ...	11 54		—	4 58	—	11 54	4 58	
3874	Tiroor ... { Arr / Dep	12 20 / 12 25		—	5 26 / 5 30	—	12 20 / 12 25	5 26 / 5 30	
3923	Panur ...	12 42		—	5 47	—	12 42	5 47	
3974	Perpengady ...	1 0		—	6 5	—	1 0	6 5	
4064	Beypoor ... Arr	1 25		—	6 30	—	1 25	6 30	

TABLE II.

SOUTH WEST LINE TRAINS TO MADRAS.

FROM BEYPOOR, PALGHAUT, COIMBATOOR SALEM, VELLORE, AND ARCONUM.

Miles from Beypoor	STATIONS.	1 A. Goods.	2 A Week Days. 1, 2 3 & Goods.	3 1 2 and Goods.	4 3, Class & Goods.	5 Goods.	6 1, 2, and 3 Class.	A. Sundays. 1, 2 3 & Goods.	A. Sundays. 1 2 & Goods.	REMARKS.
			A. M.	P. M.				A. M.	P. M.	
	Beypoor ...Dep	—	7 15	12 30	—	—	—	7 15	12 30	NOTE.—A black line thus ——— denotes that the Train does not proceed further.
8¾	Perpengady	—	7 45	1 0	—	—	—	7 45	1 0	
13¾	Tanoor	—	8 2	1 18	—	—	—	8 2	1 18	
18¼	Tircor ... {Arr	—	{8 21	{1 35	—	—	—	{8 21	{1 35	
	{Dep		{8 26	{1 40				{8 26	{1 40	
28	Cootipooram	—	8 55	2 12	—	—	—	8 55	2 12	
39¼	Putamby	—	9 28	2 50	—	—	—	9 28	2 50	
46¾	Shoranoor	—	9 58	3 15	—	—	—	9 58	3 15	
54¼	Wootapollium	—	10 30	3 45	—	—	—	10 30	3 45	
59¼	Lucksdy	—	10 47	4 1	—	—	—	10 47	4 1	
63½	Purley ...	—	11 15	4 27	—	—	—	11 15	4 27	
74¼	Palghaut {Arr	—	{11 35	{4 44	—	—	—	{11 35	{4 44	A.—3rd Class Passengers are conveyed by the 7-15 A. M Train from and to Stations between BEYPOOR and SALEM.
	{Dep		{11 50	{4 54				{11 50	{4 54	
82¾	Conjecode	—	12 20	5 19	—	—	—	12 20	5 19	
95¼	Muddikurry	—	1 20	6 20	—	—	—	1 20	6 20	
104¼	Coimbatoor Arr	A. M. 1 40		6 40	—	—	A. M.	1 40	6 40	
									A. M.	
	Coimbatoor Dep	6 30	2 15	—	—	—	4 45	2 15	4 45	
120¼	Somanoor	7 20	3 3	—	—	—	5 20	3 3	5 20	
131¼	Avenashy Road	8 5	3 40	—	—	—	6 0	3 40	6 0	
139¾	Wutkallee	8 40	4 5	—	—	—	6 28	4 5	6 28	
154	Peranduray ... {Arr.	9 30	4 48	—	—	—	7 10	4 48	7 10	
	{Dep	9 46								
163¼	Erode	10 30	5 20	—	—	—	7 40	5 20	7 40	
175¼	Surkery Droog	11 30	6 12	—	—	—	8 25	6 12	8 25	
186¼	McDonald's Choultry ...	12 12	6 45	—	—	—	9 3	6 45	9 3	
199¼	Salem ... Arr	1 0	7 20	—	—	—	9 35	7 20	9 35	
		1	2	3	4	5	6	1	2	

Miles	STATIONS.	1 B Goods.	2 B 1 & 2 Class.	3 3 Class & Goods.	4 3 Class & Goods.	5 Goods.	1 B 1, 2 & 3 Class.	2 B 1, & 2 Class.	1, 2 & 3 Class.	REMARKS.
		A. M.	P. M.	A. M.			A. M.	P. M.	A. M.	
	Salem ...Dep	1 30	8 0	—	—	—	9 55	8 0	9 55	
214	Shevaroy Hills	2 30	9 0	—	—	—	10 35	9 0	10 35	
226	Mullapooram	3 38	10 0	—	—	—	11 11	10 0	11 11	
240¼	Morapoor	4 26	11 0	—	—	—	11 50	11 0	11 50	
255	Samulputty	5 25	12 0	—	—	—	12 30	12 0	12 30	
269¼	Trinatore	6 20	12 50	—	A. M.	—	1 5	12 50	1 5	
274¼	Jollarpett *June* Arr	6 40	1 5	—	—	—	1 20	1 5	1 20	
			A. M.				P. M.	A. M.	P. M.	
358¼	Bangalore ...Arr	12 0	7 0	—	—	—	6 30	7 0	6 30	
		A. M.	P. M.				A. M.	P. M.	A. M.	
	Do. dept. for Madras	10 15	8 15	—	—	—	9 0	8 15	9 0	
	Jollarpett *June* Dep	8 30	1 30	—	6 0	—	1 40	1 30	1 40	B—3rd Class Passengers are conveyed by 7-15 A.M. Train from ARCONUM TRIVELLORE T'INNANORE AVADY and PERAMBORE to MADRAS.
282¼	Vaniembady	—	—	—	6 30	—	2 5	—	2 5	
293¼	Amboor	10 5	2 22	—	7 10	—	2 25	2 33	2 25	
300¾	Mailputty	—	—	—	7 32	—	—	—	2 45	
310¼	Goriattum	11 30	—	—	8 10	—	—	—	3 15	
325¾	Vellore... {Arr	{12 15	{4 12	A. M. 6 30	{8 45	—	{3 30	{4 12	{3 50	
	{Dep	{12 30	{4 20	6 54	9 0		{3 35	{4 20	{4 0	
333	Theruvellum	—	—	7 25	9 31	—	—	—	4 20	
341¼	Arcot	1 22	5 10	7 53	10 5	—	4 10	5 10	4 40	
350¾	Sholinghur	—	—	8 20	10 36	—	—	—	5 0	
363¾	Arconum *June* Arr	2 40	6 17	8 35	11 25	P. M. 5 0	5 0	6 17	5 30	
				P. M.		A. M.	A. M.			
428¼	Cuddapah Arr	—	—	5 30	—	—	—	—	A. M. 8 15	
						5 20				
	Do. dept. for Madras.	—	—	—	—		—	—		
	Arconum *June* Dep	3 0	6 25	8 50	11 35	1 40	5 10	6 25	5 40	
370¼	Chinamapett	—	—	9 10	12 0	—	—	—	6 0	
376¼	Cudumbathoor	—	7 8	9 31	—	—	—	7 8	6 20	
380½	Trivellore...	4 5	7 31	9 45	12 30	2 44	5 50	7 31	6 30	
388½	Tinnanore... ...	—	7 55	10 12	1 8	3 13	6 15	7 55	6 54	
393¼	Avaly...	—	8 10	10 30	1 26	3 30	—	8 10	7 10	
402¾	Perambore .. {Arr	5 35	8 35	11 0	{2 0	—	6 55	8 35	7 45	
	{Dep				{2 20				—	
406¼	Madras ...Arr	6 0	9 0	11 20	2 40	4 30	7 15	9 0	8 0	

TABLE V.

NORTH WEST LINE.

TRAINS from MADRAS, COIMBATOOR, SALEM, BANGALORE, and VELLORE to TIRUPUTTY, REDDIPULLY and CUDDAPAH.

Miles to Cuddapah.	STATIONS.	WEEK DAYS. Goods.	WEEK DAYS. 1, 2 & 3.	WEEK DAYS. 1, 2 & 3.	SUNDAYS. 1, 2 & 3.
		A. M.	A. M.	P. M.	A. M.
161½	Madras .. ...Dep	5 0	7 0	2 0	7 0
119	*Arconum Junction*	8 0	8 50	4 45	8 50
				A. M.	
378½	Coimbatore .. ... Dep.	—	—	4 45	—
383½	Salem...	—	—	9 00	—
292½	Bangalore	—	—	9 0	—
156½	Vellore ... ... —	—	6 10	3 35	—
	Arconum Junction (*Arrival for West*)	—	8 20	5 0	—
	Arconum Junc. .. .. Dep	8 50	10 0	5 25	10 0
111	Tirutany	9 19	10 26	5 55	10 26
101¾	Naggery	9 52	10 58	6 30	10 58
92½	Puttoor	10 26	11 32	7 5	11 32
83½	Poody...	11 0	12 3	7 40	12 3
77¼	Tiruputty .. Arr	11 30	12 25	8 0	12 25
	Tiruputty .. Dep	1 15	12 50	—	12 50
52½	Coodoor	3 35	2 20	—	2 20
39¾	Reddidully .. Arr	4 25	3 0	—	3 0
31¾	Rajampett	4 57	3 30	—	3 30
24¾	Nundalore	5 25	3 55	—	3 55
14½	Wontimettah	6 9	4 35	—	4 35
	Cuddapah .. Arr	7 10	5 30	—	5 30

TABLE VI.

NORTH WEST LINE.

TRAINS from CUDDAPAH, REDDIPULLY and TIRUPUTTY to VELLORE, BANGALORE, SALEM, COIMBATOOR and MADRAS.

Miles from Cuddapah.	STATIONS.	WEEK DAYS. 1, 2, & 3.	WEEK DAYS. Good	WEEK DAYS. 1, 2, & 3.	SUNDAYS. 1, 2, & 3.
		A. M.	A. M.	A. M.	A. M.
	Cuddapah Dep	—	5 20	8 15	8 15
14½	Wontimettah...	—	6 20	9 10	9 10
24¾	Nundalore	—	7 0	9 50	9 50
31¾	Rajampett	—	7 30	10 15	10 15
39¾	Reddipully	—	8 3	10 45	10 45
52½	Coodoor	—	8 54	11 25	11 25
77¼	Tiruputty Arr	—	10 20	12 45	12 45
	Tiruputty Dep	6 0	10 35	1 15	1 15
83½	Poody...	6 30	11 0	1 37	1 37
92½	Puttoor	7 0	11 32	2 9	2 9
101¾	Naggery	7 33	12 5	2 40	2 40
111	Tirutany	8 5	12 37	3 15	3 15
119	*Arconum Junction*... ... Arr	8 35	1 10	3 45	3 45
				P. M.	
	Arconum Junction *Departure for West.*	9 5	—	5 0	—
157	Vellore	10 55	—	7 30	—
		P. M.			
253	Bangalore .. ... Arr	6 30	—	—	—
243½	Salem ... ... Dep	5 0	—	—	—
338¾	Coimbatoor ... ... Arr.	9 50	—	—	—
		A. M.	P. M.	P. M.	P. M.
	Arconum Junction *Departure for Ms.*	8 50	1 40	5 10	5 10
161½	Madras ... .. Arr	11 20	4 30	7 15	7 15

BANGALORE BRANCH LINE.

TABLE III.

TRAINS from MADRAS, VELLORE, BEYPOOR, PALGHAUT, COIMBATOOR, and SALEM, to BANGALORE.

Miles to Bangalore.	STATIONS.	WEEK DAYS. 1, 2 & 3 Goods.	WEEK DAYS. Goods.	WEEK DAYS. 1 2, & 3 & Goods	SUNDAYS. 1, 2 & 3. & Gords.	SUNDAYS. 1, 2, & 3 Class.
		P. M.	P. M.	A. M.	P. M.	A. M.
216¼	Madras .. Dep	5 0	7 15	7 0	5 0	7 0
135¾	Vellore	10 35	—	10 55	10 35	10 55
84¼	Jollarpett tion, } Arr. from Madras.	1 30	—	1 5	1 30	1 5
		A. M.		A. M.		
358¾	Beypoor ... Dep. A	7 15	—	—	7 15	—
284¼	Palghaut	11 50	—	—	11 50	—
254¼	Coimbatoor	2 15	—	4 45	2 15	4 45
159¼	Salem	8 0	—	9 55	8 0	9 55
	Jollarpett Ar. from Wt	1 5	—	1 20	1 5	1 20
		A. M.	A. M.	P. M.	A. M.	
	Jollarpett ... Dep	1 50	5 30	1 45	1 50	1 45
62¼	Coopum	3 25	7 3	3 20	3 25	3 20
41	Colar Road	4 35	8 45	4 25	4 35	4 25
24¼	Malloor	5 30	10 4	5 15	5 30	5 15
12¼	Cadjoody	6 14	11 0	5 51	6 14	5 51
	Bangalore. Arr.	7 0	12 0	6 30	7 0	6 30

A 3rd Class Passengers are conveyed by the 7-15 A. M. Train between Beypoor and Salem.

TABLE IV.

TRAINS from BANGALORE to MADRAS, VELLORE, SALEM, COIMBATOOR, PALGHAUT AND BEYPOOR.

Distance from Bangalore.	STATIONS.	WEEK DAYS. 1, 2 & 3 Class.	WEEK DAYS. Goods.	WEEK DAYS. 1, 2 & Goods.	SUNDAYS. 1, 2 & 3 Class.	SUNDAYS. 1, 2 & Goods.
		A. M.	A. M.	P. M.	A. M.	P. M.
	Bangalore. Dep	9 0	10 15	8 15	9 0	8 15
12¼	Cadjoody	9 33	11 0	8 52	9 33	8 52
24¼	Malloor	10 4	12 0	9 30	10 4	9 30
41	Colar Road	10 50	1 10	10 25	10 50	10 25
62¼	Coopum .. { Arr / Dep	11 55	{ 2 40 / 3 20	11 35	11 55	11 35
84¼	Jollarpett Junction. } (Arr. from Bangl.)	1 0	5 0	12 50	1 0	12 50
				A.		A.
	Jollarpett Junction. } (Dep. for West)	1 25	—	2 0	1 25	2 0
159¼	Salem	5 0	—	7 0	5 0	7 0
254¼	Coimbatore	9 50	—	1 0	9 50	1 0
284¼	Palghaut	—	—	2 40	—	2 40
358¾	Beypoor . Arr.	—	—	6 30	—	6 30
		P. M.	A. M.	A. M.	P. M.	A. M.
	Jollarpett Junction. } (Dep. for Madras.)	1 40	—	1 30	1 40	1 30
135¾	Vellore	3 35	—	4 20	3 35	4 20
173¾	Arconum Junc. Arr.	5 0	—	6 17	5 0	6 17
216¼	Madras ... Arr	7 15	6 0	9 0	7 15	9 0

A 3rd Class Passengers are conveyed by this Train between Salem and Beypoor.

Rates for Passengers, Palanquins, and Dogs.

FROM MADRAS TO		1st Class. Day	1st Class. Night.	2nd Class. Day.	2nd Class. Night.	3rd Class.	PALANQUINS. Each.	Dogs. Each.
		RS A. P.	RS A. P.	RS. A P	RS. A. P.	S. A. P.	RS. A.	RS. A.
Perambore ...	...	0 6 0	0 7 4	0 2 0	2 4	0 1 0	—	0 0
Avady ...	...	1 3 6	1 7 10	0 6 6	0 7 7	0 3 3	—	0 0
Tinnanore ...	...	1 11 0	2 1 0	0 9 0	0 10 6	0 4 6	—	0 0
Trivellore ...	...	2 7 0	2 15 8	0 13 0	0 15 2	0 6 6	—	0 4
Cudumbathoor ...	...	2 13 0	3 7 0	0 15 0	1 1 6	0 7 6	—	0 0
Chinamapett ..	...	3 6 0	4 2 0	1 2 0	1 5 0	0 9 0	—	0 0
Arconum Junction	..	4 0 6	4 14 10	1 5 6	1 9 1	0 10 9	2 11	0 4
N W L.	Tirutany ...	4 12 6	...	1 9 6	...	0 12 9	—	0 8
	Naggery ...	5 10 0	...	1 14 0	...	0 15 0	3 12	0 8
	Putt or ...	6 9 0	...	2 3 0	...	1 1 6	0 0	0 0
	Poody	7 5 0	...	2 7 0	...	1 3 6	0 0	0
	Tiruputty ...	7 14 0	...	2 10 0	..	1 5 0	5 4	0 8
	Coodoor ...	10 3 6	..	3 6 6	...	1 11 3	0 0	0 0
	Reddipully ..	11 7 0	...	3 13 0	..	1 14 6	7 10	0 12
	Rajampett ..	12 3 0	...	4 1 0	...	2 0 6	—	—
	Nundaloor ...	12 13 6	...	4 4 6	...	2 2 3	—	—
	Wontimettah ...	13 12 6	...	4 9 6	...	2 4 9	9 3	0 12
	Cuddapah	15 3 0	...	5 1 0	...	2 8 6	10 2	1 0
Sholinghur ..	...	5 4 0	6 6 8	1 12 0	2 0 8	0 14 0	—	0 0
Arcot...	...	6 1 6	7 7 2	2 0 6	2 5 11	1 0 3	4 1	0 0
Theruvellum	...	6 13 6	8 5 10	2 4 6	2 10 7	1 2 3	—	0 4
Vellore ..	... ..	7 9 6	9 4 6	2 8 6	2 15 3	1 4 3	5 1	0 0
Gooriatrum	... ...	9 0 0	11 0 0	3 0 0	3 8 0	1 8 0	6 0	0 0
Mailputty	... ..	9 15 0	12 2 4	3 5 6	3 13 10	1 10 6	—	0 0
Amboor ..	... ..	10 9 6	12 15 2	3 8 6	4 1 11	1 12 3	0 0	0 0
Vaniembaddy	... .	11 8 6	14 1 6	3 13 6	4 7 9	1 14 9	7 11	0 12
Jollarpett	. .	12 6 0	15 2 0	4 2 0	4 13 0	2 1 0	8 4	0 12
B P L.	Coopum ..	14 7 0	17 10 4	4 13 0	5 9 1	2 6 6	9 10	1 8
	Colar Road. ...	16 8 0	20 2 8	5 8 0	6 6 8	2 12 0	11 0	1 8
	Malloor ...	18 0 0	22 0 0	6 0 0	7 0 0	3 0 0	12 0	1 0
	Cadjoody ..	—	—	—	..	0 0 0	0 0	0 8
	Bangalore ..	20 5 6	24 13 10	6 12 6	7 14 7	3 6 3	13 9	1 0
Triparoor ...	..	12 13 6	15 11 2	4 4 6	4 15 11	2 2 3	8 9	0 12
Sumu'putty ...	..	14 4 0	17 6 8	4 12 0	5 8 8	2 6 0	—	0 0
Morapoor ...	..	15 9 0	19 0 4	5 3 0	6 0 10	2 9 6	—	0 0
Mullapooram ...	..	16 14 0	0 10 0	5 10 0	6 9 0	2 13 0	0 0	0 0
Shervaroy Hills ..	..	18 0 0	22 0 0	6 0 0	7 0 0	3 0 0	12 0	1 0
Salem ...	...	19 6 6	23 11 6	6 7 8	9 3 3	9 12 15	1 4	
Sunkery Droog ...	..	21 10 6	—	7 3 6	—	3 9 9	—	—
Erode	...	22 12 6	—	7 9 6	—	3 12 9	15 3	1 4
Avenashy Road...	...	25 12 6	—	8 9 6	—	4 4 9	17 3	1 8
Somanoor ...	...	26 13 0	—	8 15 0	—	4 7 6	—	—
Coimbatoor ...	..	28 5 0	—	9 7 0	—	4 11 6	18 14	1 12

Rates for Passengers, Palanquins, and Dogs.

From CUDDAPAH to	1st Class. Day	1st Class. Night	2nd Class. Day	2nd Class. Night	3rd Class.	Palanquins Each	Dogs Each
	Rs. A. P.	—	Rs. A. P.	—	Rs. A. P.	Rs. A.	Rs. A.
Madras ...	15 3 0	—	5 1 0	—	2 8 6	10 2	1 0
Perambore ...	15 3 0	—	5 1 0	—	2 7 6	—	—
Avady ...	13 15 0	—	4 10 6	—	2 5 3	—	—
Tinnanore ...	13 8 0	—	4 8 0	—	2 4 0	—	—
Trivellore ...	12 12 0	—	4 4 0	—	2 2 0	8 8	0 12
Cudumbathoor ...	12 6 0	—	4 2 0	—	2 1 0	—	—
Chinamapett ...	11 13 0	—	3 15 6	—	1 15 6	—	—
Arconum Junction ...	11 2 6	—	3 11 6	—	1 13 9	7 7	0 12
N. W. L. Tirutany ...	10 6 6	—	3 7 6	—	1 11 9	6 15	0 12
N. W. L. Naggery ...	9 9 0	—	3 3 0	—	1 9 6	6 0	0 1
N. W. L. Puttoor ...	8 10 0	—	2 14 0	—	1 7 0	—	—
N. W. L. Poody ...	7 14 0	—	2 10 0	—	1 5 0	—	—
N. W. L. Tirupatty ...	7 5 0	—	2 7 0	—	1 3 6	4 14	0 8
N. W. L. Coodoor ...	4 15 6	—	1 10 6	—	0 13 3	—	—
N. W. L. Reddipully ...	3 12 0	—	1 4 0	—	0 10 0	2 8	0 4
N. W. L. Rajampett ...	3 0 0	—	1 0 0	—	...	—	—
N. W. L. Nundaloor ...	2 5 6	—	0 12 6	—	...	—	—
N. W. L. Wontimettah ...	1 6 6	—	0 7 6	—	...	—	—
Arcot ...	13 5 0	...	4 7 0	—	—	8 11	0 12
Vellore ...	14 11 6		4 14 6	—	—	9 13	1 0

Rates for Passengers, Palanquins and Dogs.

From BEYPOOR to	1st Class. Day	1st Class. Night	2nd Class. Day	2nd Class. Night	3rd Class.	Palanquins. Each	Dogs. Each
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A.	Rs. A.
Salem ...	13 12 0	—	6 4 0	—	3 2 0	12 8	1 0
McDonald's Choultry ...	17 8 6	—	5 13 6	—	2 14 9	0 0	0 0
Sunkery Droog ...	16 8 0	—	5 8 0	—	2 13 0	11 0	1 0
Erode ...	15 4 6	—	5 1 6	—	2 8 6	10 0	0 0
Peranduray ...	14 7 0	—	4 13 0	—	2 6 6	0 0	0 0
Wutkallee ...	13 2 0	—	4 6 0	—	2 3 0	0 0	0 0
Avenashy Road ...	12 6 0	—	4 2 0	—	2 1 0	8 0	0 12
Somanoor ...	11 5 6	—	3 12 6	—	1 14 3	8 0	0 0
Coimbatoor ...	9 13 6	—	3 4 6	—	1 10 3	6 0	0 12
Muddikurry ...	9 4 6	—	3 1 6	—	1 8 9	6 0	0 0
Conjecode ...	7 12 6	—	2 9 6	—	1 4 9	4 0	0 0
Palghaut ...	6 15 0	—	2 5 0	—	1 2 6	4 0	0 4
Purley ...	6 7 6	—	2 2 6	—	1 1 3	4 0	0 4
Luckady ...	5 10 0	—	1 14 0	—	0 15 0	3 0	0 0
Wootapollium ...	5 2 6	—	1 11 6	—	0 13 9	3 0	0 0
Sheranoor ...	4 6 6	—	1 7 6	—	0 11 9	2 0	0 0
Puttamby ...	3 12 6	—	1 4 6	—	0 10 6	2 0	0 0
Cootipuram ...	2 10 0	—	0 14 0	—	0 7 0	1 8	0 0
Tiroor ...	1 12 6	—	0 9 6	—	0 6 4	1 4	0 0
Tanoor ...	1 5 6	—	0 7 6	—	0 5 3	1 0	0 0
Perpengady ...	0 13 6	—	0 4 6	—	0 3 2	0 12	0 0

Rates for Passengers, Palanquins and Dogs.

From SALEM to	1st Class. Day	1st Class. Night	2nd Class. Day	2nd Class. Night	3rd Class.	Palanquins. Each	Dogs. Each
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Madras ...	19 6 6	23 11 6	6 7 6	7 8 9	3 3 9	12 15 0	1 4 0
Perambore ...	19 6 6	23 11 6	6 7 6	7 8 9	3 3 0	—	—
Avady ...	18 3 0	22 3 8	6 1 6	7 1 2	3 0 6	—	—
Tinnanore ...	17 11 6	22 14 6	5 14 6	6 14 3	2 15 3	—	—
Trivellore ...	16 15 6	20 11 10	5 10 6	6 9 7	2 13 3	11 5 0	1 0 0
Cudumbathoor ...	16 11 0	20 6 4	5 9 0	6 7 10	2 12 6	—	—
Chinnamapett ...	16 0 6	19 9 6	5 5 6	6 3 9	2 10 9	—	—
Arconum Junction ...	15 6 0	18 12 8	5 2 6	5 15 8	2 9 0	10 4 0	1 0 0
N. W. L. Tirutany ...	16 2 0	—	5 6 6	—	2 11 0	10 12 0	1 0 0
N. W. L. Naggery ...	17 1 6	—	5 11 6	—	2 13 6	11 6 0	1 0 0
N. W. L. Puttoor ...	17 14 6	—	5 15 6	—	2 15 9	—	—
N. W. L. Poody ...	18 12 0	—	6 4 6	—	3 2 0	—	—
N. W. L. Tirupatty ...	19 5 6	—	6 7 6	—	3 3 6	12 14 0	1 4 0
N. W. L. Coodoor ...	21 10 6	—	7 3 6	—	3 9 9	—	—
N. W. L. Reddypully ...	22 14 0	—	7 10 6	—	3 13 0	15 4 0	11 4 0
N. W. L. Rajampett ...	23 10 0	—	7 14 0	—	3 15 0	—	—
N. W. L. Nundaloor ...	24 4 6	—	8 1 6	—	4 0 9	—	—
N. W. L. Wontimettah ...	25 3 6	—	8 6 6	—	4 3 3	16 13 0	1 8 0
N. W. L. Cuddapah ...	26 8 6	—	8 13 6	—	4 6 9	17 11 0	1 8 0
Shalinghur ...	14 2 6	17 4 10	4 11 6	5 8 1	2 5 9	—	—
Arcot ...	15 5 0	16 4 4	4 7 0	5 2 10	2 3 6	8 14 0	0 12 0
Theruvellum ...	12 9 0	15 5 8	4 3 0	4 14 2	2 1 6	—	—
Vellore ...	11 14 6	14 8 10	3 15 6	4 10 1	1 15 9	7 15 0	0 12 0
Gooriattum ...	10 6 6	12 11 6	3 7 6	4 0 9	1 11 9	6 15 0	0 12 0
Mailputty ...	9 9 0	11 11 0	3 3 0	3 11 6	1 9 6	—	—
Amboor ...	8 13 6	10 12 4	2 15 6	3 6 10	1 7 6	—	—
Vaniembaddy ...	7 14 0	9 10 0	2 10 0	3 1 0	1 5 0	5 4 0	0 8 0
Jollarpett ...	7 0 6	8 9 6	2 5 6	2 11 9	1 2 9	4 11 0	0 8 0
Coopum ...	9 1 6	11 1 10	3 0 6	3 8 7	1 8 3	6 1 0	0 8 0
Collar Road ...	11 1 0	13 8 4	3 11 0	4 4 10	1 13 6	7 6 0	0 12 0
Malloor ...	12 10 6	15 7 6	4 3 6	4 14 9	2 1 9	8 7 0	0 12 0
Cadjody ...							
Bangalore ...	14 14 6	18 3 6	4 15 6	5 12 9	2 7 9	9 15 0	1 0 0
Tripatoor ...	6 9 0	8 0 4	2 3 0	2 8 10	1 1 6	4 6 0	0 8 0
Samulputty ...	5 4 0	6 6 8	1 12 0	2 0 8	0 14 0	—	—
Morapoor ...	3 13 6	4 11 2	1 4 6	1 7 11	0 10 3	—	—
Mullapooram ...	2 8 6	3 1 6	0 13 6	0 15 9	0 6 9	—	—
Shervaroy Hills ...	1 6 6	1 11 6	0 7 6	0 8 9	0 3 3	—	—
McDonald's Choultry ...	1 3 6	—	0 6 6	—	0 3 3	—	—
Sunkery Droog ...	2 4 0	—	0 12 0	—	0 6 0	2 0 0	0 4 0
Erode ...	3 7 6	—	1 2 6	—	0 9 3	2 5 0	0 4 0
Peranduray ...	4 5 0	—	1 7 0	—	0 11 6	—	—
Wutkallee ...	5 10 0	—	1 14 0	—	0 15 0	—	—
Avenashy Road ...	6 6 0	—	2 2 0	—	1 1 0	4 4 0	0 8 0
Somanoor ...	7 6 6	—	2 7 6	—	1 3 9	—	—
Coimbatoor ...	8 14 6	—	2 15 6	—	1 7 9	5 15 0	0 8 0
Muddikurry ...	9 7 6	—	3 2 6	—	1 9 3	—	—
Conjecode ...	10 15 6	—	3 10 6	—	1 13 3	—	—
Palghaut ...	11 13 0	—	3 15 0	—	1 15 6	7 14 0	0 12 0
Purley ...	12 4 6	—	4 1 6	—	2 0 9	—	—
Luckady ...	13 2 0	—	4 6 0	—	2 3 0	—	—
Wootapollium ...	13 9 6	—	4 8 6	—	2 4 3	9 1 6	0 12 0
Sheranoor ...	14 5 6	—	4 12 6	—	2 6 3	9 9 0	1 0 0
Puttamby ...	15 0 0	—	5 0 0	—	2 8 0	—	—
Cootipooram ...	16 2 0	—	5 6 0	—	2 11 0	—	—
Tiroor ...	16 15 6	—	5 10 6	—	2 13 3	15 5 0	1 0 0
Tanoor ...	17 7 0	—	5 13 0	—	2 14 6	—	—
Perpengaddy ...	17 14 6	—	5 15 6	—	2 15 9	—	—
Beypoor ...	18 12 0	—	6 4 0	—	3 2 0	12 8 0	1 0 0

Rates for Passengers, Palanquins, and Dogs.

From COIMBATORE to	1st Class. Day.	1st Class. Night.	2nd Class. Day	2nd Class. Night.	3rd Class.	Palanquins Each,	Dogs. Each.
	Rs. A. P.	Rs. A. P	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A.	Rs. A
Madras ...	28 5 0	—	9 7 0	—	4 11 6	18 14	1 12
Perambore ...	28 5 0	—	9 7 0	—	4 10 9	18 14	1 12
Avady	27 1 6	—	9 0 6	—	4 8 3	—	—
Tinnanore	26 10 0	—	8 14 6	—	4 7 0	—	—
Trivellore	25 14 0	—	8 10 0	—	4 5 0	—	—
Arconum Junction ...	24 6 0	—	8 2 0	—	4 1 0	16 4	1 8
Arcot	22 3 0	—	7 6 6	—	3 11 3	14 13	1 4
Vellore	20 13 0	—	6 15 0	—	3 7 6	13 14	1 4
Gooriattum	19 5 0	—	6 7 0	—	3 3 6	—	—
Amboor..	17 11 6	—	5 14 6	—	2 15 3	—	—
Vaniembaddy	16 12 6	—	5 9 6	—	2 12 9	11 3	1 0
Jollarpett	15 15 6	—	5 5 0	—	2 10 6	10 10	1 0
B.B.L. Coopum	18 0 0	—	6 0 0	—	3 0 0	—	—
B.B.L. Colar Road ...	20 1 0	—	6 11 0	—	3 5 6	—	—
B.B.L. Malloor ..	21 9 0	—	7 3 6	—	3 9 6	—	—
B.B.L. Cadjeody ...	—	—	—	—	—	—	—
B.B.L. Bangalore ...	23 13 0	—	7 15 6	—	3 15 6	15 14	1 8
Tripatoor	15 7 6	—	5 2 6	—	2 9 3	10 5	1 0
Samulputty	14 2 6	—	4 11 6	—	2 5 9	—	—
Morapoor	12 12 0	—	4 4 0	—	2 2 0	—	—
Mullaporam	11 7 0	—	3 13 0	—	1 14 6	6 14	0 12
Shervaroy Hills.. ...	10 5 0	—	3 7 0	—	1 11 6	6 15	0 8
Salem...	8 14 6	—	2 15 6	—	1 7 9	5 15	0 8
McDonaldsChoultry...	7 11 0	—	2 9 0	—	1 4 6	4 7	0 8
Sunkery Droog	6 10 6	—	2 3 6	—	1 1 9	4 7	0 8
Erode	5 8 6	—	1 13 6	—	0 14 9	3 11	0 8
Peranduray	4 11 0	—	1 9 0	—	0 12 6	0 0	0 0
Wutkallee	3 6 0	—	1 2 0	—	0 9 0	0 0	0 4
Avenashy Road	2 8 6	—	0 13 6	—	0 6 9	2 0	0 0
Somanoor...	1 8 0	—	0 8 0	—	0 4 6	0 0	0 0
Muddikurry	0 9 0	—	0 3 0	—	0 1 6	0 0	0 0
onjecode	2 1 0	—	0 11 0	—	0 5 6	2 0	0 4
Palghaut	2 13 0	—	0 15 0	—	0 7 6	2 0	0 0
Purley	3 6 0	—	1 2 0	—	0 9 0	0 0	0 0
Luckady	4 3 6	—	1 6 6	—	0 11 3	0 0	0 4
Wootapollium	4 11 0	—	1 9 0	—	0 12 6	3 3	2 0
Shornoor	5 7 0	—	1 13 0	—	0 14 6	3 10	0 0
Puttamby	6 1 6	—	2 0 6	—	1 0 3	0 0	0 0
Cootipooram	7 3 6	—	2 6 6	—	1 3 3	0 0	0 8
Tircor	8 1 0	—	2 11 0	—	1 5 6	5 6	0 0
Tanoor	8 8 6	—	2 13 6	—	1 6 9	0 0	0 0
Perpengady	9 0 0	—	3 0 0	—	1 8 3	6 9	0 12
Beypoor...	9 13 6	—	3 4 6	—	1 10 3		

Rates for Passengers Palanquins and Dogs

From JOLLARPETT to	1st Class. Day.	1st Class. Night.	2nd Class. Day	2nd Class. Night	3rd Class.	Palanquins Each	Dogs. Each.
	Rs. A. P.	Rs. A. P.	Rs A. P.	Rs. As. P.	Rs. As. P.	Rs A.	Rs As
Madras ..	12 6 0	15 2 0	4 2 0	4 13 0	2 1 0	8 4	0 12
Perambore ...	12 6 0	15 2 0	4 2 0	4 13 0	2 0 3	8 4	0 12
Avady... ...	11 2 6	13 10 2	3 11 6	4 5 5	1 13 9	0 0	0 0
Tinnanore ...	10 11 0	13 1 0	3 9 0	4 2 6	1 12 6	0 0	0 0
Trivellore ...	9 15 0	12 2 4	3 5 0	3 13 10	1 10 6	6 0	0 12
Cudumbathoor ...	9 10 6	11 12 10	3 3 6	3 12 1	1 9 9	0 10	0 0
Chinamapett ...	9 0 0	11 0 0	3 0 0	3 8 0	1 8 0	0 10	0 0
Arconum Junction	8 7 0	10 5 0	2 13 0	3 4 6	1 6 6	5 0	0 8
NWL Tirutany.. ...	9 1 6	0 0 0	3 0 6	0 0 0	1 8 3	6 1	0 8
NWL Tirupatty. ...	12 4 6	0 0 0	4 1 6	0 0 0	2 0 9	8 3	0 12
Sholinghur... ...	7 2 0	8 11 4	2 6 0	2 12 4	1 3 0	0 0	0 0
Arcot...	6 4 6	7 10 10	2 1 6	2 7 1	1 0 9	4 3	0 8
Theruvellum... ...	5 8 6	6 12 2	1 13 6	2 2 5	0 14 9	0 0	0 0
Vellore.. ...	4 14 0	5 15 4	1 10 0	1 14 4	0 13 0	3 4	0 8
Gooriattum... ...	3 7 6	4 3 10	1 2 6	1 5 7	0 9 3	2 5	0 4
Mailputty... ...	2 8 6	3 1 6	0 13 6	0 15 9	0 6 9	0 0	0 0
Amboor... ...	1 12 6	2 2 10	0 9 6	0 11 1	0 4 9	0 0	0 0
Vaniembady... ...	0 13 6	1 0 6	0 4 6	0 5 3	0 2 3	2 0	0 4
Jollarpett... ..	0 0 0	0 0 0	0 0 0	0 0 0	0 ...	...	0 —
B.B.L. Coopum ...	2 1 0	2 8 4	0 11 6	0 12 10	0 5 6	2 0	0 4
B.B.L. Colar Road ...	4 2 0	5 0 8	1 6 0	1 9 8	0 11 0	2 12	0 4
B.B.L. Malloor ...	5 10 0	6 14 0	1 14 0	2 3 0	0 15 0	3 12	0 8
B.B.L. Cadjeody ...	6 13 6	8 5 10	2 4 6	2 10 7	1 2 3	—	0 8
B.B.L. Bangalore ...	7 15 6	9 11 10	2 10 6	3 1 7	1 5 3	5 5	0 8
Tripatoor ..	0 7 6	0 9 2	0 2 6	0 2 11	0 1 3	2 0	0 4
Samulputty ..	1 14 0	2 4 8	0 10 0	0 11 8	0 5 0	0 0	0 0
Morapoor ...	3 3 0	3 14 4	1 1 0	1 3 10	0 8 6	0 0	0 0
Mullapuram ...	4 8 0	5 8 0	1 8 0	1 12 0	0 12 0	0 0	0 0
Shervaroy Hills ...	5 10 0	6 14 0	1 14 0	2 3 0	0 15 0	3 12	0 8
Salem ...	7 0 6	8 9 6	2 5 6	2 11 9	1 2 9	4 11	0 8
Sunkerydroog ...	9 4 6	—	3 1 6	—	1 8 9	6 3	0 8
Erode ...	10 6 6	—	3 7 6	—	1 11 9	6 15	0 12
Avenashy Road ...	13 6 6	—	4 7 6	—	2 3 9	8 15	0 12
Somanoor ...	14 7 0	—	4 13 0	—	2 6 6	0 0	0 0
Coimbatoor ...	15 15 0	—	5 5 0	—	2 10 6	10 10	1 0

Rates for Passengers, Palanquins, and Dogs.

From BANGALORE to	1st Class. Day.	1st Class. Night.	2nd Class. Day.	2nd Class. Night.	3rd Class. Day and Night.	Palanquins. Each.	Dogs. Each.
	Rs. A. P.	Rs. A. P	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A.	Rs. A.
Madras ..	20 5 6	24 13 10	6 12 6	7 14 7	3 6 3	13 9	1 4
Perambore ...	20 5 6	24 13 10	6 12 6	7 14 7	3 5 3	13 9	1 4
Avady ..	19 2 0	23 6 0	6 6 0	7 7 0	3 3 0	0 0	0 0
Trivellore ...	17 14 6	21 14 2	5 15 6	6 15 5	2 15 9	11 15	1 0
Arconum Junction ..	16 5 0	19 15 0	5 7 0	6 5 6	2 11 6	10 14	1 0
Arcot	14 4 0	17 6 8	4 12 0	5 8 8	2 6 0	9	1 0
Vellore	12 12 0	15 9 4	4 4 0	4 15 4	2 2 0	8 8	0 12
Gooriattum	11 5 6	13 13 10	3 12 6	4 6 7	1 14 3	7 9	0 12
Vaniembaddy	8 13 0	10 12 4	2 15 0	3 6 10	1 7 6	5 14	0 8
Jollarpett ..	7 15 6	9 11 10	2 10 6	3 1 7	1 5 3	5 5	0 8
B.B.L. Coopum... ...	5 13 0	7 1 8	1 15 0	2 4 2	0 15 6	3 14	0 8
B.B.L. Colar Road ...	3 13 6	4 11 2	1 4 6	1 7 11	0 10 3	2 9	0 4
B.B.L. Malloor ..	2 4 0	2 12 0	0 12 0	0 14 0	0 6 0	2 0	0 4
B.B.L. Cadgoody ...	1 2 0	1 6 0	0 6 0	0 7 0	0 3 0	0 0	0 4
Tripatoor ...	8 7 0	10 5 0	2 13 0	3 4 6	1 6 6	5 10	0 8
Salem	14 14 6	18 3 6	4 15 6	5 12 9	2 7 9	9 15	1 0
Erode	18 6 0	—	6 2 0	—	3 1 0	12 4	9 0
Coimbatore ...	23 13 0	—	7 15 0	—	3 15 6	15 14	1 8

Third Class Passengers are conveyed as under—

WESTWARDS.

From Madras to Avady, Trivellore, Arconum, Arcot and Vellore, by the 7 0 A. M, 9 30 A. M, and 2 P. M. Trains.

From Madras to Conjiattum, Vaniembady and Jollarpett, by the 7-0 A M and 9-30 A.M. Trains.

From Madras to Arconum, North West Line Stations, Bangalore, and Stations between Tripatoor and Coimbatoor, by the 7-0 A.M. Train

From Cuddapah and Stations on North West Line to Arconum, Arcot, Vellore by the 8-15 A M. Train.

From Tiruputty, Niggery and Tirutany to Arconum, Arcot and Vellore by the 6-0 A. M. Train, from Tiruputty.

From Bangalore and Stations on the Branch to Jollarpett and Salem by the 9 A M, Train, from Bangalore.

From Salem to Erode, Avenashy Road, Coimbatoor, Palghaut, Tiroor and Beypoor by the 7-0 A. M. Train from Salem.

EASTWARDS.

From Beypoor to Tiroor, Palghaut, Coimbatoor, Avenashy Road, Erode and Salem by the 7-15 A.M. Train.

From Coimbatoor to Tripatoor, Jollarpett, Bangalore, Vellore, Arcot, Arconum North West Line Stations, as far as Tiruputty and Madras by the 4-45 A. M Train from Coimbatoor.

From Bangalore to Jollarpett, Vellore, Arcot, Arconum, North West Line Stations, as far as Tiruputty, and Madras by the 9 A.M. Train.

From Jollarpett to Vaniembady Vellore, Arcot, Arconum, Trivellore, and Madras by the 6 A.M., 8 15 A.M, and 1-40 P.M. Trains.

From Vellore to Arcot, Arconum, North West Line Stations, Trivellore, Avady Perambore and Madras by the 6 10 A.M. Train from Vellore.

From Arconum to Trivellore, Tinnanore and Madras by the 7-15 A M. Train from Beypoor.

MADRAS RAILWAY.

THE FOLLOWING RULES ARE PUBLISHED FOR GENERAL INFORMATION

		Rs
1.	No Passenger will be allowed to take his seat in or upon any Carriage used on the Railway, without having paid his fare.	
2.	Passengers must show their Tickets to the Guard when required, and deliver them up to the persons authorized to receive them, before leaving the Station.	
3.	Passengers not producing or delivering up their Tickets, will be required to pay the fare from the place whence the Train originally started.	
4.	Passengers at the Road Stations will only be booked conditionally upon their being room in the Carriages.	
5.	Every person attempting to defraud the Company by, in any manner, endeavouring to evade the payment of his full fare is liable to a penalty of Fifty Rupees.	50
6.	Any person attempting to get into or upon, or to quit any Carriage after the Train has been put in motion, is liable to a penalty of Twenty Rupees	20
7.	Any person smoking in a Carriage or Station, is liable to a penalty of Twenty Rupees; and if after being warned any person shall persist in smoking, he will be liable, in addition to the penalty of Twenty Rupees, to removal from the premises and the forfeiture of his fare....	20
8.	Any person found intoxicated, committing a nuisance or wilfully interfering with the comfort of other Passengers, or obstructing any Officer of the Company in the discharge of his duty, is liable to a penalty of Twenty Rupees, and to removal from the premises, and to forfeit his fare	20
9.	Any Passenger wilfully damaging, or removing any Lamp, Number Plate, or any part of any Carriage, Waggon, Truck, or other property of the Railway Company, will be liable to a fine of Fifty Rupees...	50
10.	No person, unless duly authorized, will be permitted to ride on the Engine or Tender, under a penalty of Twenty Rupees.....	20
11.	No Male person shall enter a Carriage or waiting Room reserved for Females, under a penalty of one Hundred Rupees .. -	100
12.	Any person trespassing on the Railway, or on the Stations, or on any part of the Company's premises, will be liable to a fine of Twenty Rupees and to a further penalty of Fifty Rupees, for persisting, after due notice has been given...	20 / 50
13.	Any person driving any Animal across the Railway, except at the appointed times and places, will be liable to a penalty of Fifty Rupees.....	50
14.	The owner of Cattle, found trespassing on any part of the Company's Premises, is liable to a penalty of Ten Rupees for each Animal... ..	6
15.	Any person carrying dangerous goods, without due notice and permission having been given, shall be liable to a fine of Two Hundred Rupees	200
16.	The Officers and Servants of the Railway Company are required to enforce the strict observance of the above Rules, and are empowered if necessary to apprehend offenders.	

ROBERT B ELWIN,
Agent and Manager.

Sanctioned by Government in Extract Minutes of Consultation No. 180, dated 12th June 1856, in conformity with the Act of the Legislative Council, No. 18 of 1854, dated 12th August 1854, entitled "An Act relating to Railways in India."

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

Madras, 13th June 1856.

GENERAL INFORMATION.

I. **Madras Time** is kept at all Stations. The times shown in this book are those at which the Trains are intended to arrive at, and depart from, the various Stations, but the Company do not guarantee these times being kept, nor do they hold themselves responsible for delays.

II. **Passengers**, to insure being booked, should be at the Stations 10 minutes before the time named in the Table; the doors of the Booking Offices will be closed at the times mentioned, after which no person can be admitted. **Passengers** cannot be re-booked at Roadside Stations, to proceed by the Train in which they have arrived, except under special circumstances. **Passengers** are booked at intermediate Stations only on condition that there shall be room in the Carriages upon the arrival of the Train.

III. **Passengers** are requested to examine their Tickets and change before leaving the Booking Office Counter, as mistakes cannot be afterwards recognised.

Children under three years of age travel "free", but above that age are charged full fares.

IV. **The Tickets** given to Passengers on payment of their Fares will be required to be produced to the Company's servants or given up to them whenever demanded, any Passenger unable or refusing to produce his Ticket, is liable to be charged the fare from the Station whence the Train originally started. The Tickets are not transferable, and are only available on the day of issue. When Passengers leave the Train, the Tickets will be required to be given up.

"*Any person who shall attempt to defraud the Company by travelling or attempting to travel upon the Railway, without having previously paid his fare, or who shall in any other manner attempt to evade the payment thereof, is subject to a penalty not exceeding Rupees Fifty.*"

V. **Passengers**—desiring to travel from any Station on the Main Line to any Stations on the Branches must **change Carriages** as under:—

For Tiruttany, Tiruputty, and Cuddapah, at *Arcconum Junction.*

For Bangalore, and Stations on that Branch, at *Jollarpett Junction.*

VI. **Passengers** wishing to avoid a change of Carriages at the Junction can engage **Through** Carriages at the following rates, by giving two days' notice.

First Class Carriage on payment for eight Tickets.
Second do do do for twenty do.

The First Class charge includes eight, and the Second Class twenty, Passengers. Any number in excess of eight and twenty respectively will be charged the ordinary Day or Night Fare.

VII. **Saloon First Class** Carriages can be obtained on the same terms, as First Class Through Carriages.

RESERVED COMPARTMENTS.

VIII. Families requiring First Class Reserved Compartments, can obtain them on application, at reduced rates, on the following conditions:

BY DAY TRAINS.

For a Family not exceeding six in number on payment for five Tickets.

BY NIGHT TRAINS.

For a Family not exceeding five in number on payment for four Tickets.

If by the Day and Night Trains respectively a Family of more than six or five in number wish to travel in the same Compartment each Passenger in excess of these numbers, will be charged the Ordinary Fare.

IX. **Return Tickets**—First Class Return Tickets for the double journey, at one fare and a quarter of the Day fare, will be issued at Madras and Perambore to the following Stations, and *vice versâ*, available for return on any day not exceeding *ten* days, inclusive of the day of issue, by either day or night Trains. Thus a Ticket issued on the 1st of the month, will be available for return on any day up to, and inclusive of, the 10th.

Bangalore.....	Rs.	26	0
Shervay Hills..	,,	23	0
Salem.....	,,	24	0
Coimbatore.....	,,	35	0

X. **First Class Return** Tickets are also issued at Vellore to Madras and Bangalore at the following fares available for the same period.

Vellore to Madras and back.	Rs.	9	8 0
Do. to Bangalore and back		16	0 0

XI. **First Class Return** Tickets can be procured at any other Stations than those mentioned above on payment of a charge of 2 annas per mile equivalent to one fare and a third of that by Day Train.

XII. **Return Tickets.**—Will be issued from Madras to Trivellore and back, **by Special Train only** during the New Moon Festivals, and be available for two days during the Monthly, and three days during the half yearly, Festivals, held in January and July, of each year.

First Class.....	Rs.	1	8 0
Second Class.....	,,	0	12 0
Third Class.....	,,	0	8 0

The Company are prepared to issue, on application to the Traffic Manager, First Class Return Tickets at reduced rates to Cricket and Pleasure parties.

XIII. **Special Trains** may be had on application to the Traffic Manager, Madras, by giving thirty-six hours previous notice.

XIV. **Luggage.**—First Class Passengers will be allowed free of charge, 40 lbs. Second Class 25 lbs., and Third Class 15 lbs.

All Luggage must be prepaid at the Booking Station.

Act No. 18 of 1854 Clause 9,

"No such Railway Company shall in any case be answerable for loss or injury to any passenger's Luggage, unless it shall have been booked and separately paid for."

No Luggage is allowed in the Carriages except small Packages which can be placed under the Seat occupied by the owner. Station Masters and Guards are required to remove all Packages which cannot be deposited under the Seat.

XV. **The Company** will not be responsible for loss of, or injury to, any Gold, Silver, Jewellery, Securities and valuable papers, Plated Goods, Pictures, Silks, China, and such like valuable articles, unless the same shall have been accepted by an authorised servant of the Company, and an increased charge paid.

XVI. **Smoking.**—Smoking in the Carriages and on the Company's premises is prohibited.

XVII. **Fees.**—The Company's Servants are prohibited from receiving any gratuity under pain of dismissal.

XVIII. **Complaints.**—It is requested that any incivility or want of attention on the part of any Servant of the Company may be communicated to H. E. CHURCH, Traffic Manager.

By order,
R. B ELWIN,
Agent and Manager.

September 1st, 1865.

MADRAS RAILWAY.

NOTICE.

The Madras Railway Company hereby give public notice, that under the provisions of Act No. III of 1865, entitled "An Act relating to the rights and liabilities of Common Carriers," they will not be responsible for loss of, or damage to, the undermentioned Goods, unless the value of such Goods shall have been declared to the said Company, at the time of booking and an increased charge of 2½ pies per Maund per mile, shall have been paid.

"Cloths and tissues embroidered with the precious metal or of "which such metals form part.

"Articles of ivory, ebony or sandal wood."

Madras Railway,
Agent and Manager's Office,
16*th March* 1865.

ROBERT B. ELWIN,
Agent and Manager.

Rates for Horses and Carriages.

From MADRAS to		Horses									Carriages					
		One Horse.			If one Property. 2 Horses.			3 Horses			Four Wheel			Two Wheel.		
		Rs.	A.	P.	Rs	A	P	Rs	A	P	Rs	A	P.	Rs	A.	P.
Arconum Junction	...	4	0	6	6	0	9	8	1	0	6	11	6	4	0	6
N.W.L. Tiruputty		7	14	0	11	13	0	16	14	0	13	2	0	7	14	0
N.W.L. Cuddapah		15	3	0	22	12	6	30	6	0	25	5	0	15	3	0
Arcot ..	...	6	1	6	9	2	3	12	3	0	10	2	6	6	1	6
Vellore ..	...	7	9	6	11	6	3	15	1	0	12	10	6	7	9	6
Gooriattum	...	9	0	0	13	8	0	18	0	0	15	0	0	9	0	0
Jollarpett	...	12	6	0	18	9	0	24	12	0	20	10	0	12	6	0
B.B.L. Colar Road		16	8	0	24	12	0	33	0	0	27	8	0	16	8	0
B.B.L. Malloor		18	0	0	27	0	0	36	0	0	30	0	0	18	0	0
B.B.L. Bangalore	...	20	5	6	30	8	3	40	11	0	33	14	6	20	5	6
Tripatoor	...	12	13	6	19	4	3	25	11	0	21	6	6	12	13	6
Mullapoorum	...	16	14	0	25	5	0	33	12	0						
Salem ...	...	19	6	6	29	1	9	38	13	0	32	5	6	19	6	6
Erode ...	...	22	12	6	35	6	9	45	9	0	37	15	6	22	12	6
Avenashy Road ..		25	12	6	38	10	9	51	9	0	42	15	6	25	12	6
Coimbatoor ...		28	5	0	42	7	6	56	10	0	47	3	0	28	5	0
Palghaut ...		31	2	0	46	11	0	62	4	0	51	14	0	31	2	0
Wootapollium ...		33	0	0	49	8	0	66	0	0	55	0	0	33	0	0
Shoranoor ...		33	12	0	50	10	0	67	8	0	56	4	0	33	12	0
Tiroor ..		36	6	0	54	9	0	72	12	0	60	10	0	36	6	0
Beypoor ...	...	38	2	6	57	3	9	76	5	0	63	9	6	38	2	0

Rates for Horses and Carriages.

From JOLLARPETT to		Horses									Carriages.					
		One Horse			If one Property. 2 Horses.			3 Horses			Four Wheel.			Two Wheel.		
		Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Madras...	...	12	6	0	18	9	0	24	12	0	20	10	0	12	6	0
Arconum Junction		8	7	0	12	10	6	16	14	0	14	1	0	8	7	0
N.W.L. Tiruputty		12	4	6	18	6	9	24	9	0	20	7	6	12	4	6
N.W.L. Cuddapah	...	19	8	0	29	4	0	39	0	0	32	8	0	19	8	0
Arcot	...	6	4	6	9	6	9	12	9	0	10	7	6	6	4	6
Vellore...	...	4	14	0	7	5	0	9	12	0	8	2	0	4	14	0
Gooriattum	...	3	7	6	5	3	3	6	15	0	5	12	6	3	7	6
Vaniembaddy...		3	0	0	3	0	0	3	0	0	5	0	0	3	0	0
B.B.L. Colar Road		4	2	0	6	3	0	8	4	0	6	14	0	4	2	6
B.B.L. Malloor		5	10	0	8	7	0	11	4	0	9	6	0	5	10	0
B.B.L. Bangalore	...	7	15	6	11	15	3	15	15	0	13	4	6	0	7	15
Tripatoor	...	3	0	0	3	0	0	3	0	0	5	0	0	3	0	0
Shevaroy Hills ..		5	10	0	8	7	0	11	4	0	9	6	0	5	10	0
Salem	...	7	0	6	10	8	9	14	1	0	11	11	6	7	0	6
Erode	...	10	6	6	15	9	9	20	13	0	17	5	6	10	6	6
Avenashy Road...		13	6	6	20	1	9	26	13	0	22	5	6	13	6	6
Coimbatoor	...	15	15	0	23	14	6	31	14	0	26	9	0	15	15	0
Palghaut	...	18	12	0	28	2	0	37	8	0	31	4	0	18	12	0
Wootapollium	...	20	10	0	30	15	0	41	4	0	34	6	0	20	10	0
Shoranoor	...	21	6	0	32	1	0	42	12	0	35	10	0	21	6	0
Tiroor	...	24	0	0	36	0	0	48	0	0	40	0	0	24	0	0
Beypoor	..	25	12	6	38	10	9	51	9	9	42	15	6	25	1	6

Rates for Horses and Carriages.

From BANGALORE to		Horses.									Carriages.					
		One Horse.			If one Property. 2 Horses.			3 Horses.			Four Wheel.			Two Wheel.		
		Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Madras	...	20	5	6	30	8	3	40	11	0	32	14	6	20	5	6
Arconum Junction.	...	16	5	0	24	7	6	32	10	0	27	13	0	16	5	0
N.W.L. Cuddapah	...	27	7	6	41	3	3	54	15	0	45	12	6	27	7	6
Arcot	...	14	4	0	21	6	0	28	8	0	23	12	0	14	4	0
Vellore...	...	12	12	0	19	2	0	25	8	0	21	4	0	12	12	0
Gooriattum...	...	11	5	6	17	0	3	22	11	0	18	4	6	11	5	6
Jollarpett	...	7	15	6	11	15	3	15	15	0	13	4	0	7	15	6
B.B.L. Colar Road	....	3	13	6	5	12	3	7	11	0	6	6	6	3	13	6
B.B.L. Malloor	...	3	0	0	3	6	0	4	8	0	5	0	0	3	0	0
Tripatoor	...	8	7	0	12	10	6	16	14	0	14	0	0	8	7	0
Shevaroy Hills	...	13	9	6	20	3	6	27	3	0	22	11	6	13	9	6
Salem	...	14	14	6	22	5	9	29	13	0	24	13	6	14	14	6
Erode	...	16	6	0	27	9	0	36	12	0	30	10	0	18	6	0
Coimbatoor	...	23	13	0	35	11	6	47	10	0	39	11	0	23	13	0
Palghaut	...	26	11	6	40	1	3	53	7	0	44	8	6	26	11	6
Beypoor	...	33	10	6	50	7	9	67	5	0	56	1	6	33	10	0

Rates for Horses and Carriages.

From CUDDAPAH to		Horses.									Carriages.					
		One Horse.			If one Property 2 Horses.			3 Horses.			Four Wheel			Two Wheel		
		Rs	A	P.	Rs	A	P	Rs.	A.	P	Rs.	A	P	Rs.	A.	P.
Madras ...	...	15	3	0	22	12	6	30	4	0	25	5	0	15	3	0
Arconum Junction	...	11	2	6	16	11	9	22	5	0	18	9	6	11	2	6
N.W.L. Tirutany...	...	10	6	6	15	9	9	20	13	9	17	5	6	10	6	6
N.W.L. Naggery ..	...	9	9	0	14	5	6	19	2	0	15	15	0	9	9	0
N.W.L. Tiruputty	...	7	5	0	10	15	6	14	10	0	12	8	0	7	5	0
N.W.L. Reddipully	...	3	12	0	5	10	0	7	8	0	6	4	0	3	12	0
Arcot	...	13	5	0	6	19	15	26	10	0	22	3	0	13	5	0
Vellore	...	14	11	6	22	1	3	29	7	0	24	8	6	14	11	6
Jollarpett	..	19	8	0	29	4	0	39	0	0	32	8	0	19	8	0
B.B.L. Bangalore	.	27	7	6	41	3	3	54	15	0	45	12	6	27	7	6
Tripatore ..	...	19	15	6	29	15	3	39	15	0	33	4	6	19	15	6
Shervaroy Hills ..	...	25	3	6	37	13	3	50	7	0	42	0	6	25	3	6
Salem ..	..	26	8	6	39	12	9	53	1	0	44	3	6	26	8	6
Erode ..	..	30	0	0	45	0	0	60	0	0	50	0	0	30	0	0
Avenashy Road...	...	32	14	6	49	5	9	65	13	0	54	13	6	32	14	6
Coimbatoor ...	...	35	7	0	53	2	6	70	14	0	59	1	0	35	7	0
Palghaut ...	...	38	5	6	57	8	3	76	11	0	63	14	6	38	5	6
Shoranoor ...	...	40	14	0	61	5	0	81	11	0	68	2	0	40	14	0
Tiroor ...	...	43	8	0	65	4	0	87	0	0	72	8	0	43	8	0
Beypoor ..	..	45	4	6	67	14	9	90	9	0	75	7	6	45	4	6

Rates for Horses and Carriages.

From COIMBATORE to	Horses.									Carriages.					
	One Horse			If one Property. 2 Horses			3 Horses.			Four Wheel			Two Wheel.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Madras	28	5	0	42	7	6	56	10	0	47	3	0	28	5	0
Arconum Junction	24	6	0	36	9	0	48	12	0	40	10	0	24	6	0
N. W. L. Cuddapah	35	7	0	53	2	6	70	14	0	59	1	0	35	7	0
Arcot	22	3	6	33	5	3	44	7	0	37	0	6	22	3	6
Vellore	20	13	0	31	3	6	41	10	0	34	11	0	20	13	0
Vaniembaddy	16	12	6	25	2	9	33	9	0	27	15	6	16	12	6
Jollarpett	15	15	0	23	11	6	31	14	0	26	9	0	15	15	0
B. B. L. Bangalore	23	13	0	35	11	6	47	10	0	39	14	0	23	13	0
Tripatoor	7	15	6	23	3	3	30	15	0	25	12	6	15	7	6
Salem	8	14	6	13	5	9	17	13	0	14	13	6	8	14	6
Erode	5	8	0	8	4	9	11	1	0	9	3	6	5	8	6
Avenashy Road	3	0	0	3	12	9	5	1	0	5	0	0	3	0	0
Palghaut	3	0	0	4	3	6	5	10	0	5	0	0	3	0	0
Wootapalium	4	11	0	7	0	6	9	6	0	7	13	0	4	11	0
Shoranoor	5	7	0	8	2	6	10	14	0	9	1	0	5	7	0
Tiroor	8	1	0	12	1	6	16	2	0	13	7	0	8	1	6
Perroor	9	13	6	14	12	3	19	11	0	16	6	6	9	13	6

Rates for Horses and Carriages

From BEYPOOR to	Horses.									Carriages.					
	One Horse			If one Property. 2 Horses			3 Horses.			Four Wheel			Two Wheel.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Madras	38	2	6	57	3	9	76	5	0	63	9	6	38	2	6
Arconum Junction	34	2	0	51	3	0	68	4	0	58	14	0	34	2	0
N. W. L. Cuddapah	45	4	6	67	14	9	90	9	0	75	7	6	45	4	6
Arcot	31	15	6	47	15	3	63	15	3	53	4	0	31	15	6
Vellore	30	9	0	45	13	6	61	2	0	50	13	0	30	9	0
Vaniembaddy	26	10	0	39	15	0	53	4	0	44	6	0	26	10	0
Jollarpett	25	12	6	38	10	9	51	9	0	42	15	6	25	12	6
B. B. L. Bangalore	33	10	6	50	7	9	67	5	0	56	1	6	33	10	6
Tripatoor	25	5	0	37	15	6	50	0	0	42	3	0	25	5	0
Salem	18	12	0	28	2	0	37	8	0	31	4	0	18	12	0
Erode	15	4	6	22	14	9	30	9	0	25	7	6	15	4	6
Avenashy Road	12	6	0	18	9	0	24	12	0	20	10	0	12	6	0
Coimbatoore	9	13	6	14	12	3	19	11	0	16	6	6	9	13	6
Palghaut	6	5	0	10	6	6	13	14	0	11	9	0	6	15	0
Wootapalium	5	2	6	7	11	9	10	5	0	8	9	6	5	2	6
Shoranoor	4	6	6	6	9	9	8	13	0	7	5	6	4	6	6
Perroor	3	0	0	3	0	0	3	9	0	5	0	0	3	0	0

Rules and Regulations for the Conveyance of Horses, Carriages and Dogs.

Horses and Carriages.—Must be at the Stations 45 minutes before the departure of the Train by which they are intended to be despatched, and when sent from any other Station than Madras, one day's previous notice should be given. They are conveyed only to and from the Stations shown in the Tables on pages 20, 21, & 22 The company do not undertake to forward them by any particular Train, nor do they hold themselves responsible for any injury occurring in loading or unloading.

Grooms.—One Groom or Horse-keeper will be allowed to travel free with each Horse and in the same Vehicle.

Dogs.—Each Dog must be provided with a chain and muzzle, without which the Company will not be responsible for the safe Conveyance. Special compartments are provided for Dogs, and under no consideration will they be allowed to accompany Passengers inside the Carriages.

PARCELS RATES.

Distances.	10 lbs. & under.			10 lbs. & above 10 lbs.			20 lbs. & above 20 lbs.			30 lbs. & above 40 lbs.			50 lbs. & above 50 lbs.			75 lbs. & above 100 lbs.			100 lbs. & above 125 lbs.			125 lbs. & above 150 lbs.			150 lbs. & above 200 lbs.			200 lbs. & above 250 lbs.		
	Amount			Amount			Amount			Amount			Amount			Amount			Amount			Amount			Amount			Amount		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
50 Mls. & under	0	4	0	0	6	0	0	8	0	0	12	0	1	0	0	1	4	0	1	8	0	1	12	0	2	0	0	2	10	0
100 do do	0	10	0	0	8	0	0	10	0	1	0	0	1	8	0	1	8	0	1	12	0	2	4	0	3	4	0	3	4	0
200 do do	0	10	0	0	10	0	1	0	0	1	8	0	1	10	0	1	14	0	2	2	0	2	8	0	4	0	0	4	0	0
300 do do	0	12	0	1	0	0	1	6	0	1	12	0	2	0	0	2	4	0	2	8	0	3	0	0	4	6	0	4	14	0
400 do do	0	14	0	1	4	0	1	8	0	2	0	0	2	6	0	2	10	0	3	0	0	3	14	0	4	12	0	5	10	0
500 do do	1	0	0	1	8	0	2	0	0	2	4	0	2	12	0	3	0	0	3	4	0	3	8	0	5	8	0	6	4	0

N. B.—Parcels weighing more than 250 lbs. will be charged for in proportion to the rate for 250 lbs.

ICE FISH AND VEGETABLES.

N. B.—Each Package must be egibly addressed in English, and prepaid.

Distances.	10 lbs and under			20 lbs & above 10 lbs			30 lbs & above 20 lbs			40 lbs & above 30 lbs			50 lbs & above 40 lbs			75 lbs & above 50 lbs			100 lbs & above 75 lbs			125 lbs & above 100 lbs			150 lbs & above 125 lbs			200 lbs & above 150 lbs			250 lbs & above 200 lbs		
	Amount			Amount			Amount			Amount			Amount			Amount			Amount			Amount			Amount			Amount			Amount		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
50 Mls. & under	0	3	0	0	4	6	0	6	0	0	9	0	0	12	0	0	15	0	1	2	0	1	8	0	1	15	0	2	7	0
100 do do	0	4	0	0	6	0	0	7	6	0	12	0	1	0	0	1	4	0	1	8	0	1	14	0	2	7	0	3	0	0
200 do do	0	7	6	0	9	0	0	12	0	1	2	0	1	5	0	1	8	0	1	11	0	1	14	0	3	0	0	3	12	0
300 do do	0	9	0	0	12	0	0	15	0	1	5	0	1	8	0	1	11	0	1	14	0	2	2	0	3	6	0	4	3	0
400 do do	0	10	6	0	15	0	1	2	0	1	8	0	1	11	0	1	15	0	2	2	0	2	6	0	3	9	0	4	10	0
500 do do	1	12	0	1	2	0	1	8	0	1	14	0	2	1	0	2	4	0	2	7	0	2	10	0	4	2	0	4	14	0

Parcels weighing more than 250 lbs will be charged for, in proportion to the rates for 250 lbs.

Rules and Regulations

Parcels will be conveyed at the above rates, but must be fully and plainly addressed in English. Parcels arriving in Madras will be handed over to the Company's Delivery agents for delivery unless add essed "to be left until called for."

All Parcels must be delivered at the respective Stations 30 Minutes before the departure of Trains by which they are to be forwarded or they cannot be looked for that Train.

The Company will not be answerable in any case for loss of, or injury to Gold, Silver, Jewellery, Glass, China, Valuable Papers, Plated Goods, Pictures, Silks, Lace, Shawls, and such like valuable articles, unless the value and nature of such articles shall have been declared, and an increased charge for the safe conveyance accepted by an authorised servant of the Company: neither will they be responsible for loss of, or injury to, Parcels when insecurely packed, nor for loss or damage by leakage. Perishable Goods will only be conveyed at the Owner's risk, and must be prepaid.

MADRAS RAILWAY.

HACKNEY CARRIAGE FARES FROM THE ROYAPOORAM AND PERAMBORE RAILWAY STATIONS.

Locality.	From Royapooram Station.	From Perambore Station.
	Rs. A. P.	Rs. A. P.
Adyar	2 0 0	2 8 0
Club	1 4 0	1 4 0
Egmore	3 0 0	3 12 0
Fort	1 0 0	1 8 0
Kilpauk	1 8 0	1 8 0
Mount	3 0 0	3 0 0
Nungumbaukum	1 8 0	1 8 0
Pursewalkum	1 4 0	1 0 0
Perambore	1 4 0	0 0 0
Palaveram	4 0 0	4 0 0
Red Hills	3 0 0	2 0 0
Royapooram	0 8 0	1 4 0
St Thome	1 8 0	2 0 0
Tiravatoor	1 8 0	2 8 0
Vepery	1 0 0	0 12 0
Town	0 12 0	1 0 0

RATES FOR CART AND COOLY HIRE FROM THE ROYAPOORAM TERMINUS.

Locality.	Per Cart.	Per Cooly
	Rs. A. P.	Rs. A. P.
Adyar	1 4 0	0 5 0
Club	1 0 0	0 4 0
Egmore	1 8 0	0 6 0
Fort	1 0 0	0 4 0
Kilpauk	1 8 0	0 6 0
Mount	1 8 0	0 6 0
Nungumbaukum	1 4 0	0 5 0
Pursewalkum	1 0 0	0 4 0
Perambore	0 12 0	0 3 0
Palaveram	0 12 0	0 3 0
Red Hills	2 0 0	0 7 0
Royapettah	1 0 0	0 4 0
Royapooram	0 8 0	0 3 0
St Thome	1 0 0	0 4 0
Triplicane	0 14 0	0 5 0
Vepery	0 10 0	0 3 0
Town *as far as the General Hospital*	0 6 0	0 2 0
Town *as far as the Market*	0 — 0	0 — 6

HACKNEY CARRIAGE FARES, FROM THE BANGALORE STATION.

Locality.	Fare.
	Rs. A. P.
Fort	1 8 0
New Barracks	1 8 0
Artillery Quarters	1 8 0
Arab Lines	1 4 0
Hussar Barracks	1 4 0
Infantry Barracks	1 0 0
Bank	1 0 0
Cubbon's Hotel	1 0 0
Per day	2 8 0
Per half-day	1 8 0

The Drivers of all licensed Coaches are supplied by the Railway Company with a Badge, which they are compelled to shew to Passengers if required.

It is requested that all instances of incivility or overcharge may be notified to

H. E. CHURCH,
Traffic Manager.

GREAT SOUTHERN OF INDIA RAILWAY.

TIME AND FARE TABLES ON AND AFTER 11TH SEPTEMBER 1864.

The times, shown in these tables are those at which the Trains are intended to depart from the various Stations, by the Company cannot guarantee these times being kept under all circumstances, nor do they hold themselves responsible for delays. Passengers to ensure being booked, should be at the Stations ten minutes before the time mentioned in the following Tables. The Doors of the Booking Offices will be closed punctually at the hours mentioned, after which no person can be admitted. Passengers cannot be re-booked at Roadside Stations to proceed by the Train in which they have arrived.

WESTWARD TRAINS.

Distance from Negapatam	STATIONS.	DAILY, Sundays excepted. No. 2	DAILY, Sundays excepted. No. 3	SUNDAY. No. 3	FARES FROM NEGAPATAM. 1st Class	2nd Class	3rd Class
Miles.		A. M.	P. M.	A. M.	R. A.	R. A.	R. A.
...	**Negapatam** Dep.	6 45	2	6 45	—	—	—
3	Sickle ...	6 54	2 9	6 54	0 3	0 2	0 1
7	Keevalore ...	7 6	2 20	7 5	0 7	0 5	0 3
14	Trivalore ...	7 30	2 40	7 30	0 14	0 9	0 5
18	Kulikeri ...	7 45	2 52	7 45	1 2	0 12	0 6
25	Kordachery ..	8 5	3 13	8 5	1 9	1 0	0 8
30	Needamungalum	8 25	3 30	8 25	1 14	1 0	0 10
36	Ammapettah ...	8 45	3 48	8 45	2 4	1 4	0 12
39	Salamungalum ...	9 0	3 57	9 0	2 7	1 10	0 13
49	Tanjore ...	9 35	4 27	9 35	3 2	1 11	0 15
59	Boodalore ...	10 15	4 57	10 15	3 12	2 1	1 4
68	Cottraputty ...	10 40	5 26	10 40	4 2	2 13	1 7
74	Tenoovembore ...	10 57	5 40	10 57	4 10	3 1	1 9
79	**Trichinopoly** Arr.	11 15	6 0	11 54	5 3	3 11	1 10

EASTWARD TRAINS.

Distance from Trichinopoly	STATIONS.	DAILY, Sundays excepted. No. 4	DAILY, Sundays excepted. No. 6	SUNDAY. No. 4	FARES FROM TRICHINOPOLY 1st Class	2nd Class	3rd Class
Miles.		A. M.	P. M.	P. M.	R. A.	R. A.	R. A.
...	**Trichinopoly** Dep.	8 0	2 0	2 0	—	—	—
5	Tenoovembore ...	8 15	2 14	2 14	0 5	0 3	0 2
11	Cottraputty ...	8 30	2 28	2 28	0 11	0 7	0 4
20	Boodalore ...	9 0	2 51	2 51	0 18	0 13	0 7
30	Tanjore ...	9 30	3 22	3 22	1 3	0 20	0 10
40	Salamungalum ...	10 5	3 54	3 54	1 9	0 24	0 13
43	Ammapettah ...	10 14	4 4	4 4	1 11	1 0	0 14
49	Needamungalum ...	10 30	4 25	4 25	2 0	1 2	0 15
54	Kordachary ...	10 45	4 40	4 40	2 3	1 4	0 16
61	Kulikeri ...	11 0	4 55	5 0	2 7	1 6	0 17
65	Trivalore	11 15	5 6	5 14	2 9	1 7	0 18
72	Keevalore	11 40	5 35	5 35	2 13	1 9	0 20
76	Sickle	11 53	5 48	5 48	2 15	1 10	0 21
79	**Negapatam** Arr.	12 15	6 0	6 0	2 18	1 12	0 22

RATES FOR PARCELS, PASSENGERS' LUGGAGE, HORSES, CARRIAGES, AND DOGS.

Distance.	Parcels weighing and under. 7 lbs.	14 lbs.	28 lbs.	42 lbs.	56 lbs.	84 lbs.	112 lbs.	140 lbs.	Every 28 lbs. or fractional part.	Passengers Luggage	Horses.	Carriages.	Dogs each.
	Annas.												
15 Miles & under	2	4	5	5	6	7	8	10	1	2 pie per Yard per Mile.	One Horse 1¼ Annas per mile.	1¼ Annas per Mile.	Under 50 lbs. 4 As.
25 do do	2	5	5	6	7	9	10	13	1		Two Horses 2 " " "		
50 do do	2	5	6	8	9	11	13	16	2		Three " 3 " " "		
Above 50 Miles.	2	6	7	9	11	14	16	20	2		Lowest charge 2½ Rupees.		Above do 8

PASSENGERS.— Can be booked at Intermediate Stations only on condition that there shall be room in the Carriages. The Tickets given to Passengers on payment of their fares will be required to be produced to the Company's servants or given up to them whenever demanded, passengers unable or refusing to produce their tickets are liable to be charged the fare from the most distant Station. The tickets are not transferable, and are only available on the day of issue. Any person who shall attempt to defraud the Company by travelling or attempting to travel upon the Railway, without having previously paid his fare, or who shall in any other manner attempt to evade the payment thereof, is subject to a penalty not exceeding Rupees Fifty.

CHILDREN.—Under Three Years of age travel free and above that age are charged full fares.

PASSENGERS.—Travelling in their own Private Carriages will be charged Passenger's fare in addition to the charge made for the Vehicle.

PASSENGERS LUGGAGE.—No free Luggage allowed except a small Carpet bag or package *not exceeding* 14 *lbs. in weight.* Which can be placed under the seat of a Carriage and carried by the owner in his charge and at his risk; all other Luggage conveyed will be charged its actual weight at the published rates, no less charge being made than one Anna.

N. B.—Act No. 18 of 1854 Clause 9. "*No such Railway Company shall in any case be answerable for loss or injury to any Passenger's Luggage unless it shall have been booked and separately paid for.*"

MERCHANDIZE Alldescriptions of goods with the exception of gunpowder, vitriole—or other acids, and such like dangerous goods, and other articles requiring extra accommodation, can now be conveyed over the Railway at one rate, viz 6 pies per bandy load of 2½ Candies (1062lbs) per mile. The Company has appointed Seenevassa Iyenger & Co., as their Bandy Contractors, and this Firm is prepared to cart Traffic to and from the several Railway Stations and the surrounding villages at the rate of 1 Anna per bandy load per mile.

ELECTRIC TELEGRAPH.—The Company's Telegraph Offices, are open from 6 A M. to 6 P. M. and messages are received from the public between those hours for transmission to any place at which a Government, or Railway, signal station has been established.

SPECIAL ACCOMMODATION.—In the ordinary Trains may be had on application to the Traffic Manager, Negapatam, on 24 hours' notice being given.

PARCELS.—Are received and booked at all Stations on the line. Parcels and packages under 56 lbs. weight each, are conveyed by Passengers' Trains *exclusively* at Parcel rates, and all Parcels weighing above 56 lbs. each are likewise forwarded by Passengers' Trains and charged at Parcel rates, if "*Per Goods Train,*" be not distinctly marked thereon.

N. B.—*Parcels must be delivered at the Stations* 30 *minutes before the Departure of the Trains.*

HORSES AND CARRIAGES.—As Horse boxes and Carriage trucks are only kept at the principal Stations, notice should be given the day previous of such being required, and Carriages and Horses must be at the stations 30 minutes before the time mentioned in these tables. Each horse must be in charge of a Groom, who with the Grass-cutter, will be conveyed free of charge.

DOGS.—Must be provided with Chains and Muzzles without which the Company will not be answerable for their safety. Dogs will be conveyed, in a compartment of a Carriage provided for that purpose and under no consideration will they be allowed to accompany Passengers inside the Carriages.

SMOKING.—In Carriages or on the Stations is prohibited under a penalty.

FEES.—The Company's servants are prohibited from receiving any gratuity under pain of dismissal.

COMPLAINTS.—It is requested that any irregularity may be immediately notified to the Agent and Traffic Manager, Negapatam.

W. S. BETTS,
Agent and Traffic Manager.

NEGAPATAM,
1st September 1864.

INDIAN TRAMWAY COMPANY, (Limited.)

RATES FOR THE CONVEYANCE OF GOODS FROM CONJEVERAM STATION TO STATIONS ON THE MADRAS RAILWAY.

Per Bengal Maund of 82 lbs.

STATIONS.	Special Class.		First Class.		Second Class.		Third Class.		Fourth Class		Fifth Class.	
	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs	A. P.
Madras	0	1 11	0	2 8	0	3 2	0	3 8	0	5 5	0	7 8
Avady...	0	1 7	0	2 2	0	2 7	0	3 1	0	4 1	0	6 3
Tinnanoor...	0	1 5	0	2 0	0	2 5	0	2 10	0	3 8	0	5 8
Trivellore	0	1 3	0	1 8	0	2 0	0	2 5	0	3 3	0	4 6
Cudumbathoor	0	1 2	0	1 7	0	1 11	0	2 3	0	3 2	0	4 3
Chinnamapet...	0	1 0	0	1 6	0	1 10	0	2 2	0	2 11	0	4 2
Arconum Junction	0	1 4	0	1 8	0	2 0	0	2 7	0	3 4	0	4 5
Tirutany	0	1 5	0	2 2	0	2 8	0	3 1	0	3 8	0	5 1
Naggery	0	1 11	0	2 2	0	2 8	0	3 3	0	4 5	0	6 1
Puttoor	0	2 8	0	2 6	0	3 3	0	4 11	0	5 5	0	7 7
Poody	0	2 8	0	3 2	0	4 4	0	5 3	0	6 0	0	7 10
Tiruputty	0	2 11	0	3 4	0	4 11	0	5 6	0	6 7	0	8 11
Coodoor	0	3 2	0	3 7	0	5 3	0	6 0	0	7 1	0	9 1
Reddipully	0	3 4	0	4 1	0	5 6	0	6 7	0	8 1	0	10 2
Rajamapett	0	3 7	0	4 5	0	5 10	0	6 11	0	8 4	0	10 6
Nundaloor	0	3 11	0	4 8	0	6 2	0	7 4	0	8 11	0	11 0
Wantimenta...	0	4 1	0	4 11	0	6 6	0	7 10	0	9 4	0	11 10
Cuddapah...	0	4 5	0	5 3	0	6 11	0	8 4	0	9 11	0	12 5
Sholinghur	0	4 8	0	5 6	0	7 2	0	8 8	0	10 2	0	12 9
Arcot	0	5 2	0	6 0	0	7 10	0	9 3	0	10 11	0	13 5
Theruvellum	0	5 5	0	6 3	0	8 2	0	9 8	0	11 3	0	14 0
Vellore...	0	5 8	0	6 7	0	8 6	0	9 11	0	11 8	0	14 6
Gorriattum	0	5 11	0	7 0	0	8 10	0	10 3	0	12 0	0	14 11
Mailputty	0	6 2	0	7 4	0	9 2	0	10 7	0	12 5	0	15 3
Ambour	0	6 6	0	7 8	0	9 6	0	11 0	0	12 10	0	15 9
Vaniembaddy...	0	6 9	0	8 0	0	9 10	0	11 4	0	13 2	0	16 2
Jollarpett	0	7 0	0	8 4	0	10 3	0	11 9	0	13 7	0	16 8
Coopum	0	7 5	0	8 8	0	10 7	0	12 1	0	13 11	0	17 1
Colar Road....	0	7 8	0	9 0	0	10 10	0	12 5	0	14 4	0	17 7
Malloor.	0	7 11	0	9 4	0	11 2	0	12 9	0	14 9	0	18 2
Cadjoody	0	8 2	0	9 8	0	11 6	0	13 2	0	15 2	0	18 8
Bangalore...	0	8 6	0	10 0	0	11 11	0	13 7	0	15 7	0	19 2
Tripatore...	0	8 9	0	10 4	0	12 3	0	13 11	0	16 0	0	19 9
Samulputty.	0	9 0	0	10 8	0	12 7	0	14 4	0	16 5	0	20 3
Morapoor.	0	9 3	0	11 0	0	12 11	0	14 8	0	16 10	0	20 9
Mullapooram	0	9 6	0	11 3	0	13 2	0	15 1	0	17 3	0	21 2
Shervaroy Hills....	0	9 9	0	11 6	0	13 6	0	15 5	0	17 7	0	21 8
Salem...	0	10 0	0	11 10	0	13 10	0	15 10	0	18 0	0	22 2
McDonald's Choultry...	0	10 3	0	12 1	0	14 2	0	16 3	0	18 6	0	22 8
Sunkery Droog...	0	10 6	0	12 5	0	14 6	0	16 8	0	18 11	0	23 2
Erode	0	10 9	0	12 8	0	14 10	0	17 0	0	19 3	0	23 8
Peranduray.	0	11 0	0	12 11	0	15 1	0	17 5	0	19 8	0	24 2
Wutkallee	0	11 3	0	13 2	0	15 5	0	17 9	0	20 0	0	24 8
Avenashy Road..	0	11 6	0	13 5	0	15 9	0	18 1	0	20 5	0	25 2
Somanoor	0	11 9	0	13 8	0	16 0	0	18 5	0	20 10	0	25 8
Coimbatore.	0	12 0	0	13 11	0	16 4	0	18 9	0	21 2	0	26 2
Muddikurry...	0	12 3	0	14 2	0	16 8	0	19 1	0	21 7	0	26 8
Conjecode	0	12 6	0	14 5	0	16 11	0	19 5	0	21 11	0	27 2
Paulghaut	0	12 9	0	14 8	0	17 1	0	19 9	0	22 4	0	27 8
Purley...	0	13 0	0	14 11	0	17 5	0	20 1	0	22 9	0	28 2
Luckady...	0	13 3	0	15 2	0	17 9	0	20 5	0	23 2	0	28 8
Wootapollium...	0	13 6	0	15 5	0	17 11	0	20 9	0	23 6	0	29 2
Shoranoor	0	13 9	0	15 8	0	18 2	0	21 1	0	23 11	0	29 8
Puttamby.	0	14 0	0	15 11	0	18 6	0	21 5	0	24 4	0	30 2
Coobipooram...	0	14 3	0	16 2	0	18 10	0	21 9	0	24 9	0	30 8
Tiroor	0	14 6	0	16 5	0	19 2	0	22 1	0	25 2	0	31 2
Tanoor	0	14 9	0	16 8	0	19 6	0	22 5	0	25 7	0	31 8
Parpengady	0	15 0	0	16 11	0	19 10	0	22 9	0	26 0	0	32 2
Beypoor...	0	15 3	0	17 2	0	20 2	0	23 1	0	26 5	0	32 8

INDIAN TRAMWAY COMPANY, (Limited.)

From and after Tuesday the First of August 1865.

TIME AND FARE TABLE.

DOWN TRAINS FROM ARCONUM TO CONJEVERAM.

Distance.	STATIONS.	DAILY TRAINS.		SUNDAY TRAINS.	
		1st 2nd & 1st 2nd & 3rd Class 3rd Class and Goods.	1st 2nd & 3rd Class and Goods.	1st 2nd & 3rd Class 3rd Class and Goods.	1st 2nd & 3rd Class and Goods.
		A. M.	P. M.	A. M.	P. M.
9	*Arconum* .... *Dep.*	9 - 15	5 - 15	9 - 15	5 - 15
11	*Pulloor*	9 - 55	5 - 55	9 - 55	5 - 55
14½	*Little Conjeveram* .... *Arr.*	10 - 5	6 - 5	10 - 5	6 - 5
	(Chengleroyen's Choultry.	10 - 45	6 - 45	10 - 45	6 - 45

Distance.	RATES OF FARE.													
	First Class.		Second Class.		Third Class.		Luggage per Md.		Dogs each.		Truck rates for Horses, Carriages, &c.	
	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	A.	P.	A.	P.	Rs.	A. P.
9	0	0 0	0	0 0	0	0 0	0	0	0	0	0	0 0
11	0	9 0	0	4 0	0	3 0	0	0	0	0	0	0 0
14½	0	11 0	0	5 0	0	3 8	0	0	0	0	0	0 0
	0	3 0	0	9 0	0	6 0	0	0	0	0	0	0 0

UP TRAINS FROM CONJEVERAM TO ARCONUM.

Distance.	STATIONS.	DAILY TRAINS.		SUNDAY TRAINS.	
		1st 2nd & 1st 2nd & 3rd Class 3rd Class and Goods.	1st 2nd & 3rd Class and Goods.	1st 2nd & 3rd Class 3rd Class and Goods.	1st 2nd & 3rd Class and Goods.
		A. M.	P. M.	A. M.	P. M.
7½	*Little Conjeveram.* .... *Dep.*	7 - 0	3 - 0	7 - 0	3 - 0
9½	Chengleroyen's Choultry	7 - 40	3 - 40	7 - 40	3 - 40
18½	*Arconum* .... *Arr.*	8 - 30	4 - 30	7 - 50	4 - 30

Distance.	RATES OF FARE.													
	First Class.		Second Class.		Third Class.		Luggage per Md.		Dogs each.		Truck rates for Horses, Carriages, &c.	
	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	A.	P.	A.	P.	Rs.	A. P.
7½	0	0 0	0	0 0	0	0 0	0	0	0	0	0	0 0
9½	0	8 0	0	4 0	0	2 8	0	0	0	0	0	0 0
18½	0	10 0	0	5 0	0	3 4	0	0	0	0	0	0 0
	1	3 0	0	9 0	0	6 0	0	0	0	0	0	0 0

NOTICE.—Madras Time is kept at all Stations. The doors of the Booking Offices will be opened 30 Minutes before the starting time of each Train. The Trains are arranged to run in connection with the Morning and Evening Trains on the Madras Line. Passengers can go and return from Madras to Conjeveram and vice versa the same day.

For further information and Rates and conditions for the conveyance of Passengers and Goods, see the Company's Rules and Regulations which are exhibited at each Station.

Arrangements have been made with the Indian Carrying Company to lift Goods in any part of Madras and to deliver them in Conjeveram or neighbouring villages on being paid the fixed through rates.

By Order,

E. M. HOLLOWAY,
Assistant Engineer and Traffic Manager.

ARCONUM,
22nd July 1865.

INDIAN TRAMWAY COMPANY, (Limited.)

RATES FOR THE CONVEYANCE OF GOODS, FROM PULLOOR STATION TO STATIONS ON THE MADRAS RAILWAY.

STATIONS.	Per Bengal Maund of 82 lbs.																	
	Special Class.			First Class.			Second Class.			Third Class.			Fourth Class.			Fifth Class.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Madras	0	1	8	0	2	4	0	2	9	0	3	2	0	4	8	0	6	8
Avady	0	1	4	0	1	10	0	2	2	0	2	7	0	3	8	0	5	3
Tinnanore	0	1	2	0	1	8	0	2	0	0	2	4	0	3	4	0	4	9
Trivellore	0	1	0	0	1	4	0	1	8	0	1	11	0	2	9	0	3	9
Cadumbathoor	0	0	11	0	1	3	0	1	6	0	1	9	0	2	6	0	3	6
Chinnampett	0	0	11	0	1	2	0	1	5	0	1	8	0	2	5	0	3	3
Arconum Junction	0	0	7	0	0	9	0	0	11	0	1	1	0	1	1	0	1	11
N. W. LINE. Tirutany	0	1	1	0	1	4	0	1	7	0	1	10	0	2	7	0	3	5
N. W. LINE. Naggery	0	1	1	0	1	6	0	1	10	0	2	1	0	2	11	0	3	11
N. W. LINE. Puttoor	0	1	3	0	1	11	0	2	3	0	2	7	0	3	7	0	5	1
N. W. LINE. Poody	0	1	7	0	2	3	0	2	8	0	3	0	0	4	4	0	6	1
N. W. LINE. Tiruputty	0	1	9	0	2	5	0	2	10	0	3	3	0	4	5	0	6	7
N. W. LINE. Coodoor	0	2	5	0	3	5	0	3	11	0	4	6	0	6	7	0	9	6
N. W. LINE. Reddipully	0	2	8	0	3	10	0	4	6	0	5	1	0	7	0	0	10	10
N. W. LINE. Rajampett	0	2	11	0	4	2	0	4	10	0	5	7	0	8	2	0	11	9
N. W. LINE. Mundaloor	0	3	1	0	4	4	0	5	1	0	5	10	0	8	7	0	12	5
N. W. LINE. Wuntimetta	0	3	4	0	4	9	0	5	7	0	6	5	0	9	5	0	13	8
N. W. LINE. Cuddapah	0	3	8	0	5	3	0	6	2	0	7	1	0	10	5	0	15	2
Sholingbur	0	1	1	0	1	5	0	1	8	0	1	11	0	2	7	0	3	6
Arcot	0	1	4	0	1	9	0	2	1	0	2	4	0	3	4	0	4	7
Theruvellum	0	1	6	0	2	1	0	2	5	0	2	9	0	3	11	0	5	6
Vellore	0	1	8	0	2	4	0	2	9	0	3	1	0	4	6	0	6	3
Gooriattum	0	2	1	0	2	10	0	3	4	0	3	10	0	5	7	0	7	11
Mailputty	0	2	4	0	3	3	0	3	9	0	4	4	0	6	4	0	9	1
Amboor	0	2	6	0	3	6	0	4	1	0	4	9	0	6	11	0	9	11
Yaniembaddy	0	2	9	0	3	11	0	4	7	0	5	3	0	7	7	0	11	0
Jollarpett	0	2	11	0	4	3	0	4	11	0	5	5	0	8	3	0	12	0
B. L. *Coopum*	0	3	6	0	5	0	0	5	11	0	6	9	0	9	11	0	14	5
B. L. *Colar Road*	0	4	1	0	5	10	0	6	9	0	7	9	0	11	5	1	0	9
B. L. *Malloor*	0	4	5	0	6	5	0	7	6	0	8	7	0	12	5	1	2	7
B. L. *Cadjoody*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B. L. *Bangalore*	0	5	0	0	7	4	0	8	5	0	9	9	0	14	5	1	5	3
Tripatoor	0	3	1	0	4	5	0	5	2	0	5	11	0	8	5	0	12	7
Samulputty	0	3	5	0	4	11	0	5	9	0	6	7	0	9	8	0	14	1
Morapoor	0	3	9	0	5	6	0	6	5	0	7	4	0	10	9	0	15	9
Mullapooram	0	4	2	0	6	0	0	7	0	0	8	0	0	11	10	1	1	4
Shervaroy Hills	0	1	5	0	6	5	0	7	6	0	8	7	0	12	3	1	2	7
Salem	0	4	9	0	6	11	0	8	1	0	9	3	0	13	3	1	4	2
McDonald's Choultry	0	5	1	0	7	5	0	8	8	0	9	11	0	14	8	1	5	7
Sunkery Droog	0	5	4	0	7	10	0	9	2	0	10	4	0	15	6	1	6	10
Erode	0	5	8	0	8	4	0	9	7	0	11	1	1	0	5	1	8	3
Peranduray	0	5	11	0	8	8	0	10	1	0	11	6	1	1	1	1	9	3
Wutkalle	0	6	3	0	9	2	0	10	8	0	12	3	1	2	2	1	10	9
Avanashy Road	0	6	6	0	9	6	0	11	1	0	12	8	1	2	10	1	11	9
Somanoor	0	6	9	0	9	11	0	11	6	0	13	2	1	3	7	1	13	0
Coimbatore	0	7	1	0	10	6	0	12	3	0	14	0	1	4	9	1	14	9
Muddikurray	0	7	3	0	10	8	0	12	6	0	14	3	1	5	3	1	15	5
Conjecode	0	7	8	0	11	3	0	13	1	0	15	0	1	6	4	2	1	1
Palghaut	0	7	10	0	11	7	0	13	6	0	15	6	1	7	0	2	1	1
Purley	0	8	0	0	11	10	0	13	9	0	15	9	1	7	5	2	2	9
Luckady	0	8	3	0	12	1	0	14	2	1	0	1	1	8	1	2	3	9
Wootapollium	0	8	4	0	12	3	0	14	4	1	0	3	1	8	3	2	4	2
Shoranoor	0	8	6	0	12	7	0	14	8	1	0	9	1	9	0	2	5	0
Puttamby	0	8	8	0	12	10	0	15	0	1	1	2	1	9	6	2	5	10
Cootipuram	0	9	0	0	13	2	0	15	6	1	1	9	1	10	0	2	7	4
Tiroor	0	9	2	0	13	5	0	15	10	1	2	2	1	11	0	2	8	1
Tanoor	0	9	4	0	13	9	1	0	1	1	2	5	1	11	5	2	8	8
Perpengady	0	9	5	0	14	0	1	0	3	1	2	8	1	11	9	2	9	3
Beypoor	0	9	8	0	14	4	1	0	8	1	3	1	1	12	5	2	10	3

INDIAN CARRYING COMPANY, (LIMITED.)

ARRANGEMENTS FOR THE CONVEYANCE OF PASSENGERS, GOODS, PARCELS &c.

RATES FOR CONVEYANCE OF PASSENGERS.

TO OR FROM.	TRANSIT. One Passenger inside, one servant outside. One seat in Horse Carriage with relays.			TRANSIT. One Passenger inside, one servant outside. Pair of Bullocks with relays.			TRANSIT. Two Passengers inside, one servant outside. Horses Carriage with relays.			TRANSIT. Two Passengers inside, one servant outside. Pair of Bullocks with relays.			Ghaut Phæton. With 3 relays of Bullocks. For two Passengers.			Ghaut Phæton. With 3 relays of Bullocks. For one Passenger.			Mail Cart. One Passenger only no Luggage allowed			Common Cart. One pair of Bullocks without relays.			One Passenger only. H. or P. with Saddle for Lady or Gentleman.			One Passenger only. Palanquin.			One Passenger only. Tonjon.			One Passenger only. Munchiel.			One Passenger only. Chairs.			Coolies each.		
Bangalore and Mysore	0	0	0	16	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bangalore and Bellary	0	0	0	60	0	0	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coimbatore and Mettapollium	10	0	0	12	0	0	20	0	0	15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mettapollium and Kullar	2	0	0	3	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mettapollium and Coonoor	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	18	0	0	0	0	0	8	0	0	7	0	0	15	0	0	12	0	0	9	0	0	6	8	0	0	8	0
Coonoor and Ootacamund	13	0	0	9	0	0	13	0	0	9	0	0	0	0	0	0	0	0	0	0	0	4	8	0	4	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Salem Railway Station & Foot of Ghaut	4	0	0	2	8	0	4	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	8	0	0	0	0	2	0	0	0	4	0
Foot of Ghaut to Top of Shevaroy Hills (Yercaud)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	0	7	0	0	0	0	0	5	0	0	0	6	0
At Salem or Shevaroy Hills	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
Salem and Trichinopoly, 2 Wheeled	0	0	0	25	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	25	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Beypoor and Calicut	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Salem Railway Station & Town	4	0	0	2	0	0	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coimbatore Station and Town	3	0	0	1	8	0	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Each Passenger travelling by Bullock Transit will be allowed 40lbs. of luggage : but no luggage allowed for Servants.

Passengers can only be booked at intermediate Stations, when the Company's Conveyances are not engaged by parties Travelling on through Tickets.

Passengers Booked through from Madras to Mysore, Bellary, Mettapollium, Coonoor, Ootacamund & Trichinopoly at the undernoted Rates

TO OR FROM	One Passenger 1st Class by Rail and Seat in Horse Carriage from Coimbatore.	Two Passengers 1st Class Seats by Rail and Horse Carriage from Coimbatore.	One Passenger 1st Class by Rail and Bullock Transit from Coimbatore.	Two Passengers 1st Class by Rail and 1 Double Bullock Transit from Coimbatore.	One Passenger 1st Class by Rail Horse Carriage from Coimbatore to Mettapollium and Phaeton up the Ghaut.	One Passenger 1st Class Seat by Rail Horse Carriage from Coimbatore to Mettapollium and Pony up the Ghaut.	Two Passengers 1st Class Seats by Rail Horse conveyance from Coimbatore to Mettapollium and 2 Ponies up the Ghaut.	One Passenger 1st Class by Rail Bullock Transit from Coimbatore to Mettapollium and Poney up the Ghaut.	Two Passengers 1st Class Seats by Rail Bullock Transit from Coimbatore to Mettapollium and 2 Ponies up the Ghaut.	One Passenger 1st Class by Rail Horse Carriage from Coimbatore to Mettapollium 2 Ponies up the Ghaut, and Horse Coach from Coonoor.	Two Passengers 1st Class Seats by Rail Horse Carriage from Coimbatore to Mettapollium 2 Ponies up the Ghaut, and Horse Coach from Coonoor.	One Passenger 1st Class by Rail Bullock Transit from Coimbatore to Mettapollium 1 Poney up the Ghaut, and Bullock Coach from Coonoor.	Two Passengers 1st Class Seats by Rail Double Bullock Transit from Coimbatore to Mettapollium 2 Ponies up the Ghaut and Bullock Coach from Coonoor.	One Passenger 1st Class by Rail and 2 Wheeled Transit from Salem.	One Passenger 1st Class by Rail and Bullock Transit from Bangalore.	Two Passengers 1st Class by Rail and Bullock Transit from Bangalore.
	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	Rs. A. P.	A. P. R.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.
Madras & Mysore	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	26 5 6	56 11 0
Madras & Bellary.....	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	80 5 6	110 11 0
Madras& Mettapollium	38 5 0	76 10 0	40 6 0	71 10 0	6 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Madras and Coonoor....	0 0 0	0 0 0	0 0 0	0 0 0	56 5 0	45 5 0	90 10 0	17 5 0	85 10 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Madras & Ootacamund.	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	65 5 0	103 10 0	58 5 0	24 10 0	0 0 0	0 0 0	0 0 0
Madras & Trichinopoly.	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	44 6 6	0 0 0	0 0 0

The Company do not guarantee to set down Passengers at places other than their own Stations unless special arrangements are made.

Passengers travelling by Night Train to Bangalore will be charged Rs. 4-8-4 and to Salem Rs. 4-5-0 each, in addition to the above rates.

Passengers using Palanquins, Tonjons or Munchiels instead of Ponies up the Ghaut will have to pay in addition to the above Rates, Rs. 8 for each Palanquin, Rs. 5 for each Tonjon, and Rs. 2 for each Munchiel. Passengers using Transits from Mettapollium to foot of Ghaut will be charged in addition to the above rates Rs. 5 for Horse Transit, Rs. 3 for Bullock Transit.

Passengers also booked at through rates from Bangalore, Coonoor and Ootacamund to Bombay (via Calicut,) in connection with the Bombay Coast and River Steam Navigation Company. Particulars regarding the time of sailing of the Bombay Steamers, and information as to through rates &c., may be obtained from the Company's Agents at the above places, or at the Head Office, Mount Road, Madras.

At Bangalore the Company hire out Pilenthums, Phætons, Palanquin Coaches, &c., at the following rates :—

Pilenthum, and Pair of Horses.....	Per day Rs.	7	0	0	Per week of 7 days Rs.	40	0	0	Per month Rs.	150 0 0
Phæton, and single Horse.....	do. „	3	0	0	do. „	18	0	0	do. „	70 0 0
Palanquin Coach and single Horse.....	do. „	2	8	0	do. „	15	0	0	do. „	60 0 0

ORDERS RECEIVED AT THE COMPANY'S OFFICES, SHOOLAY, BANGALORE.

RATES FOR THE CONVEYANCE OF CARRIAGES, COACHES, &c.

TO OR FROM.	Two Wheeled. Rs.	A.	P	Four Wheeled. Rs.	A.	P
Madras and Mysore.....	35	8	6	50	0	0
„ Bangalore.....	22	5	0	35	14	6
„ Cuddapah.....	17	3	0	28	5	0
„ Bellary	60	0	0	75	0	0
„ Trichinopoly.....	35	0	0	50	0	0
„ Coimbatore.....	30	0	0	49	0	0
„ Mettapollium	34	0	0	53	0	0
„ Coonoor.....	40	0	0	60	0	0
„ Ootacamund.....	45	0	0	65	0	0

These Rates include collection in Madras and Delivery in any of the Towns mentioned above.

RATES FOR CONVEYANCE OF PARCELS

FROM MADRAS TO.	10 lbs. and under. Rs.	A.	P.	20 lbs. and above 10 lbs. Rs.	A.	P.	40 lbs. and above 20 lbs. Rs.	A.	P.	80 lbs. and above 40 lbs. Rs.	A.	P.	100 lbs. and above 80 lbs. Rs.	A.	P.	125 lbs. and above 100 lbs. Rs.	A.	P.	150 lbs. and above 125 lbs. Rs.	A.	P.	200 lbs. and above 150 lbs. Rs.	A.	P.	250 lbs. and above 200 lbs. Rs.	A.	P.
Arcot	0	12	0	0	15	0	1	4	0	1	10	0	2	2	0	2	8	0	2	14	0	4	0	0	4	8	0
Bangalore	1	10	0	1	6	0	1	12	0	2	4	0	2	12	0	3	4	0	3	8	0	5	8	0	6	6	0
Bellary	2	4	0	4	3	0	6	8	0	9	2	0	12	8	0	14	14	0	17	4	0	20	14	0	23	14	0
Beypoor	1	4	0	1	13	0	2	2	0	2	12	0	3	6	0	3	12	0	4	0	0	6	10	0	7	8	0
Calicut	1	8	0	2	1	0	2	8	0	3	2	0	3	14	0	4	8	0	4	14	0	7	10	0	8	10	0
Cochin	2	0	0	2	15	0	3	12	0	5	6	0	6	6	0	7	4	0	8	2	0	11	2	0	12	10	0
Coimbatore	1	4	0	1	11	0	2	2	0	2	10	0	3	4	0	3	10	0	4	0	0	6	4	0	7	2	0
Combaconum	2	14	0	4	0	0	5	0	0	6	6	0	7	4	0	8	8	0	10	0	0	13	0	0	15	8	0
Conjeeveram	0	8	0	0	12	0	1	2	0	1	11	0	2	2	0	2	11	0	3	3	0	4	2	0	5	4	0
Coonoor	2	4	0	2	15	0	3	8	0	4	12	0	6	8	0	8	2	0	9	10	0	13	0	0	15	0	0
Cuddapah	0	13	0	1	1	0	1	5	0	1	15	0	2	3	0	2	8	0	2	14	0	4	4	0	5	0	0
Hericor	2	14	0	4	3	0	6	8	0	9	2	0	12	8	0	14	14	0	17	4	0	20	14	0	23	14	0
Kotagherry	2	12	0	3	8	0	4	4	0	5	8	0	7	8	0	9	19	0	11	6	0	15	0	0	17	0	0
Madura	4	0	0	5	4	0	6	8	0	8	8	0	9	8	0	11	0	0	12	8	0	16	0	0	19	0	0
Mettapollium	1	12	0	2	4	0	3	0	0	3	12	0	4	4	0	4	14	0	5	6	0	8	0	0	9	6	0
Mysore	1	14	0	2	11	0	4	0	0	5	10	0	7	8	0	8	14	0	10	4	0	12	14	0	14	14	0
Negapatam	2	8	0	3	8	0	4	4	0	5	12	0	6	8	0	7	12	0	9	0	0	12	8	0	15	0	0
Ootacamund	2	12	0	3	8	0	4	4	0	5	8	0	7	8	0	9	19	0	11	6	0	15	0	0	17	0	0

22nd July 1865.

By Order,
B. M. HOLLOWAY,
Assistant Engineer and Traffic Manager.

R. P. CARR AND COMPANY,

General Agents,

No. 4, 1st Line Beach, Madras.

SUPERFINE FLOUR

Laybourn and Co.

RECOMMEND the above Flour for family household use; it makes delicious pastry.

LAYBOURN & CO., take daily supplies of their Wine, Fancy, Captain, Abernethy and Mount Biscuits, Cakes, Ginger-Nuts, &c.

Sponge, Pound, and Wedding Cakes made to order.—Steam-made Ship and Cuddy Biscuits always on hand.

"THE BANGALORE DISPENSARY."

C. J. RIGGS,

No. 24 Shoolay Road.

BANGALORE.

FROM MADRAS TO.	10 lbs. and under.	20 lbs. and above 10 lbs.	30 lbs. and above 20 lbs.	50 lbs. and above 40 lbs.	100 lbs. and above 80 lbs.	125 lbs. and above 100 lbs	150 lbs and above 125 lbs.	200 lbs. and above 150 lbs.	250 lbs. and above 200 lbs.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Palghaut	1 4 0	1 11 0	2 2 0	2 10 0	3 4 0	3 10 0	4 0 0	6 4 0	7 2 0
Ponany	1 6 0	1 15 0	2 4 0	3 0 0	3 8 0	4 2 0	4 10 0	7 0 0	8 2 0
Pothanore	1 4 0	1 11 0	2 2 0	2 10 0	3 4 0	3 10 0	4 0 0	6 4 0	7 2 0
Salem	1 2 0	1 7 0	1 14 0	2 6 0	2 14 0	3 4 0	3 10 0	5 8 0	6 6 0
Seringapatam	1 14 0	2 11 0	4 0 0	5 10 0	7 8 0	8 14 0	10 4 0	14 14 0	14 14 0
Sooramungalum	1 2 0	1 7 0	1 14 0	2 6 0	2 14 0	3 4 0	3 10 0	5 8 0	6 6 0
Tanjore	2 2 0	3 0 0	4 4 0	5 8 0	6 4 0	7 12 0	8 12 0	12 0 0	14 6 0
Tuticoor	2 14 0	4 2 0	6 8 0	9 2 0	12 8 0	14 14 0	17 4 0	20 14 0	23 14 0
Trichinopolly	2 2 0	3 0 0	4 8 0	6 0 0	8 0 0	9 0 0	10 0 0	12 0 0	14 0 0
Vellore	0 16 0	1 2 0	1 8 0	1 14 0	2 8 0	2 14 0	3 6 0	4 8 0	5 8 0
Wallajahpett	0 12 0	0 15 0	1 4 0	1 11 0	2 0 0	2 8 0	3 0 0	4 0 0	4 8 0
Wellington	2 12 0	3 8 0	4 4 0	5 8 0	7 8 0	9 10 0	11 6 0	15 0 0	17 0 0
Yercaud (Shevaroy Hills)	1 11 0	2 0 0	2 12 0	3 8 0	4 4 0	5 2 0	6 0 0	7 8 0	9 0 0

Parcels weighing more than 250 lbs will be charged in proportion to the rate for 250 lbs. Parcels charged at the above rates are forwarded by passenger train and Horse Conveyance. The Company book Parcels between any of the above places and Bombay via Calicut.

CONVEYANCE OF GOODS.

The Company undertake to book Goods at through rates from and to any places where they have Agencies—Goods also booked at through rates to Bombay via Calicut.

By special arrangements the Company also forward Goods and Parcels to Mercara, Kurnool, Cannanore, Tellicherry, Secunderabad, Ramandroog, &c. The Company purpose opening Agencies at all of these places shortly.

For the removal of Furniture, &c. Spring trollies with Bullocks and driver are supplied in Madras, Cuddapah, Bangalore, Salem, Trichinopoly, Coimbatore, Beypoor, Negapatam and Calicut at the rate, of Rs. 3 8 0 per day and Rs. 1-12-0 per half day.

Refreshment rooms with beds and baths attached for the convenience of travellers are kept by the Company at Mattapollium and Coonoor.

Further particulars regarding the Company's rates or arrangements may be obtained on application at the Head Office, Mount Road, Madras, or from any of the Company's Agents.

Rates of an earlier date are cancelled.

Madras,
28th February 1866.

D. W. AUCHTERLONIE,
Manager.

B. M. HOLLOWAY,
Resident Engineer and Traffic Manager.

MADRAS EXCHANGE HALL,

ADVERTISEMENTS.

OAKES & COMPANY,

WINE, STIRIT AND ALE LIST.

REPLENISHED WITH STOCK.

By Late Arrivals.

FINEST OLD JAMAICA RUM.

	Credit. Rs. A.	Cash. Rs. A.
Finest Jamaica Pine Apple Rum Pure very old mild and well flavored	17 6	15 6

BRANDIES, OLD TOM, HOLLAND AND WHISKEY.

	Credit. Rs. A.	Cash. Rs. A.
Our own Europe bottled very superior No. 1 Stock Brandy....	30 0	27 0
Do. do an excellent spirit No. 2 Stock...	26 0	23 8
Do. do Spirit No. 3 Stock.	22 0	19 4
Hennesy's country bottled very old mild and pale No. 1	27 0	24 4
Martel's do. do. dark	28 0	25 4
Curcier and Adet very noted E. B. (inferior to non imported.)...	30 0	27 0
E. Nazarkariewitch & Co.'s very Choice Old Cognac...	25 0	23 8
Gledstane's finest No. 1 Brandy....	38 0	Nett.
Exshaw's finest No. 1 do....	38 0	Nett.
Associated Vineyard Cultivators prize medal First Class Brandy for the sale of which we have been appointed Agents...	25 0	22 8
Our own very Superior London Old Tom a rare generous spirit...	17 0	15 6
Walter Bovill's noted Old "Tom Cat."	17 0	15 6
Swaine and Boord's Cordial Old Tom.		
Smith and Co.'s prize medal Holland, a pure spirit in cases of 15 flasks...	28 0	25 4
Do. do. 12 flasks...	15 0	13 8
Whiskey the finest Scotch Glenlivat.....	20 0	18 0
Do. do. Scotch bottled by ourselves and Warranted ten years old and of unrivalled purity.... ...	20 0	18 0
Do. Irish the celebrated O. B. Whiskey upwards of 5. years in Wood, before being bottled the choicest Spirit exported from Ireland for the sale of which we have been appointed Agents at Madras... ...	20 0	Nett.

SHERRIES.

	Credit. Rs. A.	Cash. Rs. A.
Governor General's Pale White Seal Sherry of our own bottling admittedly the finest Wine imported....	28 0	25 4
Tod Heatleys, Yellow Seal Sherry.....	29 0	Nett.
Blue Seal our own bottling a fine nutty soft and delicate flavoured Wine...	26 0	23 3
Red Seal do do a rich flavored Wine rather dry on the palte and suitable for Luncheon... ...	24 0	21 1
Yellow Seal ; very excellent full flavour Wine and recommended.....	22 0	19 4
Red Seal ; Pale rich and pure Wine very Old... ...	20 0	18 2
Green Seal ; this Wine is in great repute as a light and agreeable Wine for Luncheon or mixing... ...	16 0	14 3
Black Seal ; a good, sound pale and pure Wine which we can strongly recommend for ordinary use.. ...	12 0	12 0
Amontillado ; this is a high class Wine, possessing extreme dryness and delicacy..	26 0	23 8

Our Stock of Sherries in Wood is exceedingly varied both in quality and price, the latter ranging from Rs. 450 to Rs. 1,200 per butt duty paid.

PORTS.

	Credit. Rs. A.	Cash. Rs. A.
White's very superior Old E. B., Port a pure fruity and well matured Wine..	28 0	25 0
Cockburn's do do a delicious Wine with fine bouquet, and a fruity and delicate flavour..	28 0	25 4
Our own Stock No. 1 a full bodied and very delicious Wine..	28 0	25 4
Do. do. do. No. 2 an excellent Wine well aged, full colored, and fragrant...	25 0	22 8
Do. do. do. No. 3 a very good pure Wine suitable for mixing or ordinary use...	18 0	16 4
Masden a Choice delicate Wine of Burgundy flavour and fine bouquet...	22 0	19 12
Ordinary Ports of excellent quality suitable for Culinary use or for mixing	14 0	12 10

A large assortment of very Old Ports in wood from Rs. 450 to 1,200 per pipe.

CLARETS.

	Credit. Rs. A.	Cash. Rs. A.
Johnstone's No. 1 a delicate Wine with full flavour and fine bouquet...	26 0	23 8
Do. No. 2 an excellent full bodied yet delicate Dinner Wine....	24 0	21 10
Do. No. 3 a delicious Wine suitable for Breakfast ...	20 0	18 0
Curcier and Adet's, very fine Old Chateau Grand la Rose, unrivalled as a Dinner Wine..	30 0	27 0

	Credit. Rs. A.	Cash. Rs. A.
Do. do. do la Rose a full bodied and delicate Dinner	25 0	22 8
Do do. „ "Haut Brion," a pure, fruity, fragrant Wine	18 0	19 0
St. Jullien bottled to our express order and imported direct and strongly recommended as a delicious Breakfast Wine	16 0	14 6
St. Jullien Medoc, a sound full bodied Wine for mixing or Claret cup C. B.	12 0	10 19

MADEIRA LISBON, AND MARSALA.

	Credit Rs. A.	Cash, Rs. A.
Newton Cossart and Gordon's very fine old Madeira imported direct and bottled by ourselves ...	28 0	25 4
Lisbon a Rich, Dry Pleasant Wine	15 0	13 8
Do. a Superior Rich Dessert Wine	18 0	16 4
Do. Gledstane's do	18 0	16 4
Marsala an excellent Wine	18 0	16 4

SPARKLING AND DRY RHINE WINES.

	Credit Rs. A.	Cash. Rs. A.
Gledstane's premier quality Champagne	45 0	38 0
Tod Heatly's do do		
Chanoine Freres a deliciously delicate and dry Wine quite equal to the above in quality	40 0	36 0
Moet and Chandon's very superior and first class Champagne	45 0	38 0
Bousy for India, a bright, fruity Sparkling Wine from one of the Choicest Vineyards in the Epernay ...	40 0	36 0
F. Barbe and Co's Comet Brand, a bright rich mellow flavored Champagne.	38 0	34 8
F. Barbe and Co.'s Brand, a soft mellow do do	35 0	32 0
F. Barbe and Co.'s "Anchor" Brand, a light pleasant sound Wine	28 0	25 0
La Perle Champagne, a very choice delicate Sparkling and dry Wine	45 0	40 8
La Rubie, do a most delicious and very rare Ruby colored Wine	45 0	40 8
Sparkling Hock, No. 1 R. 1 0. and Co.'s Nonpariel, a first class wine	35 0	31 8
Do. do No. 2 do Eagle Brand	32 0	28 12
Sparkling Moselle "Deinhard and Jourdan's" the finest Wine imported of fine flavour and peculiarly fragrant	35 0	31 8
Do. do. "Gerothwold's" a delicate Wine possessing the distinctive flavor of the Muscat grape ..	38 0	34 0
Steinwein, a very delicate White Wine possessing body fullness and fine fragrance and esteemed the finest first White Wine in the world in jug shapped bottles Sautrne, quality.	23 0	19 12

BRITISH SWEET WINES.

We have just imported to particular request a consignment of the above of following varieties which we strongly recommend as light and agreeable beverages for Ladies.

	Credit. Rs. A.	Cash Rs. A.
Raisins, grape, Red Current, Black do., and Elder Wine	18 0	16 0

SUNDRY WINES.

	Credit Rs. A.	Cash. Rs. A.
Vermouth Noilly Pratt first quality ... qts.	16 0	14 6
Do. do. do. ..... pts.	10 0	8 0
Quinine Wine, each bottle Warranted to contain 1 grain of Pare Quinine, a gentle Stimulant, and excellent Tonic highly recommended by the Faculty	28 0	24 0
Orange Bitters, Pale prepared from the finest Swelle Oranges, a delicious Tonic	18 0	16 0
Ginger Wine, Pale the very best Scotch prepared from the finest ginger, bottled by ourselve	18 0	0
Do. Do: brown do	16 0	14 6
Crabbies' do do	18 0	16 0

LIQUERS.

	Credit Rs. A.	Cash. Rs. A.
Curaco finest quality, large jars	48 0	43 0
Creme de Noyeau	24 0	Nett.
Parfait Amour		

ENGLISH AND COUNTRY BOTTLED ALES AND STOUT.

OUR STOCK OF THESE ARE VARIED AND FIRST CLASS.

	Credit. Rs. A.	Cash. Rs. A.
Bass' Beer by the renowned Westend bottlers Messrs. M. B. Foster and Son's	6 0	5 8
Do. Do. by Bovill	6 0	5 8
Do. Do. by Hibbert	6 0	5 8
Do. Do. by Cameran and Saunders	6 0	5 8
Do. Do. by Chambers	6 0	5 8
Bovill's very Pale Ale a delicious and gentle stimulant	6 0	5 8
Tennant's Pale Ale	6 0	5 8
Ind and Coopes do		

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER.)

Paid up Capital £1,500,000.

Reserved Fund £444,000.

Madras Agency.

EXCHANGE.

The Corporation draws on London, Scotland, Ireland, Paris, Bombay, Calcutta, Ceylon, Singapore Hong Kong, Mauritius, Melbourne, and Sydney, and issues Circular Note negotiable in Egypt, Syria, the Continent of Europe, New South Wales, and the Cape of Good Hope.

DEPOSITS.

Interest is allowed on *Fixed Deposits*, for amounts not less than Rupees 200, at the following rates, viz. On deposit receipt re-payable at 3 months' notice 3 per cent.

" do do do 6 do 4 per cent.

" do do do 12 do 5 per cent.

Notice may be given at the time of depositing, or at any subsequent period; and will be dispensed with, when the amount is required to be remitted to England, or elsewhere, in the drafts of of the Corporation.

Current Deposit accounts, withdrawable by Cheques (without notice), bear interest at 2 per cent., on daily credit balances between Rupees 500 and Rupees 50,000: *no Commission being charged on receipts or disbursements.*

REMITTANCE.

Family and other remittances are made free of charge, for Constituents at current rates of exchange. It is requested that all communications may be addressed, and Bills and Hoondies made payable to "The Agent of the Oriental Bank Corporation, Madras;" also that applicants for Drafts will give in full, the *Christian names* and addresses of the payees (to whom if desired, the Drafts will be forwarded direct.) Drafts on London payable on demand are drawn on the Bank of England.

COMMISSION.

The Corporation charges a commission of ½ per cent. (and postages) on collection of Foreign Bills, and ¼ per cent. for procuring Bills on Provincial Treasuries.

No charge is made by the Corporation for receiving *Government Paper* and other Securities, into safe Custody, nor for drawing Interest and Dividends to be lodged to the credit of Constituents' accounts, or on remittances; ¼ per cent. is charged on the amount of Securities given out of custody, and on their purchase and sale (except when the proceeds are remitted in the Drafts of the Corporation) Enfacement of Government Paper is procured for Constituents without charge.

HOURS OF BUSINESS.

From ten till three, (on Saturdays from ten till one) o'clock.

J. F. MOIR,
Agent.

F.W. Ros.o Calcutta /h
L h476

THE ATHENÆUM AND DAILY NEWS.

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Being a Compendium of News from all parts of India.

Published once a fortnight on the departure of the P. & O. Mail Steamers to Suez.

TERMS.

Via Marseilles, Rs 21-0 per annum including Postage.
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Payable in advance within the first month of Subscription.

A SINGLE COPY ONE RUPEE.

NO. 150, POPHAM HOUSE, BLACK TOWN, MADRAS.

B. M. HOLLOWAY,
Resdnt Engineer and Traffic Manager.

Letter from C
to for Olyp. to the
15th 1725 Septem

P 24

No 18

Statement of Rol
Completed & in Course of C
on 30 June 1866.

Madras Railway

Locomotive and Carriage building Department

A Statement of Rolling Stock finished and that in the course of Erection and Construction upto 30th June 1866.

Erected	Upto 31st May 1866.	This Month June	Total	In the Course of Erection	Upto 30th June 1866
der Locomotives					
Nos 1, 2, 3, 4, 425 to 106	86	"	86	Nil	
omotives	20	"	20		

Finished	Upto 1st May 1866	This Month June	Total	In the Course of Construction	Upto 30th June 1866	Sanctioned: On the 14th Oct 1865 and 8th Nov 1864	18th March 17th 24th Oct 1865	6th November 18th December 1865	10th January 1866.	8th June 1866.	Remarks.
ing Carriages	"	"	"		4	"	4	"	"	"	* To be Converted into Composite and No 9 & 11 fitted with Water Boxes for accommodation
ges do	15	"	15*		"	"	"	7	8	"	
do do	40	"	40		"	"	"	7	10	"	o Brakes to be applied to five second Class Carriages
do do Brakes	"	"	"		"	186	"	"	"	"	
do do	96	"	96		"	"	"	30	20	"	
do do	30	"	30		"	15	xx 15	"	"	"	xx Frame of these to be built double Mail accommodation
Storied Carriage	1	"	1		1	"	1	1	"	"	
riages	18	"	18		"	15	5	1	4	"	
ggons	244	"	244		14	293	"	"	"	"	
Goods Waggons	344	"	344		32	376	"	"	"	"	xxxxx Fifty to be converted into Timber Trucks.
Waggons	100	"	xxxxx 100		"	50	"	"	"	"	
open Goods Waggons	993	"	993		92	1100	"	"	"	"	
Goods Waggons	5	"	5		"	5	"	"	"	"	
Luggage Vans	25	"	25		"	25	"	"	"	"	
ake Vans	34	"	34		"	34	"	"	10	"	
Boxes	30	"	30		"	30	"	"	"	"	
Trucks	64	"	64		"	70	"	"	"	50	xxx Five to be converted from Platform Trucks.
rm Trucks	6	"	xxx 6		"	4	"	"	"	"	
age Do	8	"	8		"	8	"	"	"	"	
	415	10	425		10	435	"	"	"	"	
	3	"	3		"	3	"	"	"	"	
	35	"	35		"	35	"	"	"	"	
	7	"	7		"	7	"	"	"	"	
Brake Waggons	22	"	22		"	25	"	"	"	"	
Goods Waggons	28	"	xxxx 28		"	25	"	"	"	"	xxxx Three to be converted into Goods Brake Waggons.
Vans	"	1	1		"	"	"	"	3	"	
with Vans	"	"	"		1	"	"	"	2	"	
Cranes On Trucks	"	"	"		"	"	"	"	"	4	
	2563	11	2574		154	2687	25	46	50	60	

Madras
Engr's Office
9th September 1866

Lieutenant Major R.E.
Acting Consr Engr for Railways

List of Accounts & Returns forwarded with Acting Consulting Engrs letter No. 397 dated 29th September 1866.

South West Line

No. 1 ——— Revenue Account
" 2 ——— Form A.
" 3 ——— Form B.
" 4 ——— Permanent Way Statement
" 5 ——— Statement of Stores expended &c
" 6 ——— Locomotive Statement S. W & N. W Lines
" 7 ——— Commodity Statement ——— do ——— do ———
" 8 ——— Total Working expenses
" 9 ——— Receipts. Expenditure & Profit &c
" 10 ——— Return of Late Trains

North West Line

" 11 ——— Revenue Account
" 12 ——— Form A
" 13 ——— Form B.
" 14 ——— Total Working Expenses &c
" 15 ——— Receipts. Expenditure & Profits &c
" 16 ——— Return of Fire Insurance Fund
" 17 ——— Return of Stores. Troops. Mails &c &c.
" 18 ——— Statement of Rolling Stock completed and in course of Construction on the 30th June 1866.
" 19 ——— do ——— of the extent & cost of the Land &c.

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 697-

From

Major P. A. M. Shaw Stewart R.E.
acting Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

I have the honor to forward the Revenue Accounts and Traffic Analysis of the Madras South West Line, including the Bangalore Branch, and of the North West Line as far as Cuddapah, for the half year ending 30 June 1866. The opening of the Extension of the North West Line, between Cuddapah and Moodanoor, took place on the 1st of August last, and the receipts derived from the working of the line will appear in the Revenue Account for the current half year.

2 The number of Miles run by Trains during each day in the half year was as follows:

Miles 40¼.
Miles 85.
Miles 119¼
Miles 34¼

follows: —

	Week days	Sundays
South West Line	2,737	1,625.
Bangalore Branch	507	338.
North West Line	558	238.

With the exception of a trifling decrease of 26 Miles for the South West Line, owing to the discontinuance of a train between Coimbatore and Paulghat, the number of Miles run daily was the same as in the preceding half year ending the 31st December 1865.

3 The Passenger fares during the half year ending 30th June 1866. were: —

1st Class — By day Trains — 18 pies per mile.
By night Trains — 22 — do —
2nd Class — By day Trains — 6 — do —
By night Trains — 7 — do —
3rd Class — 3 — do —

with free luggage of 40, 25, and 15 lbs, respectively.

4 The Goods rates were: —

Special Class	8 pies per ton per mile.	
1st Class	12 — do —	do —
2nd — do	14 — do —	do —
3rd — do	16 — do —	do —
4th — do	24 — do —	do —
5th — do	36 — do —	do —

The

5. The existing rates, both for Passengers and Goods, were Sanctioned by Government with effect from the 1st November 1865, and are subject to revision after twelve months from that date —

6. Special rates were charged for the conveyance by rail of Salt, Iron, Iron Shot, Timber wrought and unwrought, Stone, Coffee and Cigars —

7. The average distances travelled by each Class of Passengers and Goods were: —

Passengers	South West Line Miles 492 —	North West Line Miles 119 —
1st Class	147·139	80·578
2nd do	63·867	55·509
3rd do	49·732	39·413
Goods		
Special Class	63·4	44·2
1st Class	130·3	62·1
2nd do	103·0	105·3
3rd do	169·3	100·5
4th do	158·9	111·3
5th do	163·8	108·7

8. The average distances travelled by

by first Class passengers being Compared with the corresponding figures for the half year ending 30 June 1865, it is found that upon the South West Line there was a decrease of Miles 22·573, and upon the North West Line an increase of Miles 21·952.— The average distances travelled by Second Class passengers increased in the half year ending 30 June 1866 by Miles 4·355 and 14·538, upon the South West and North West Lines, respectively.— The average distances travelled by the third Class passengers upon the South West Line were 0·797 Miles less, while upon the North West Line they were Miles 8·634 greater —

9 The average distances over which each Class of Goods was conveyed upon the South West Line vary, but not considerably.— Upon the North West Line all classes of Goods were carried greater distances —

10. The aggregate receipts, with the nature and the amount of traffic upon the South West and North West Lines, Compared with the Corresponding half year of 1865, are given in the following Statements —

following

South West Line	Half year ending 30 June 1866			Half year Ending 30 June 1865			Increase	Decrease
	Rs	a	p	Rs	a	p	Rs	Rs
Passengers	820,266	7	5	779,284	12	10	40,982	"
Merchandize	1092,331	7	10	918,437	7	0	173,894	"
Railway Materials	65,189	6	2	70,393	11	11	"	5204.
Miscellaneous	50,190	7	5	31,937	15	"	18,252	"
Total	2027,977	12	10	1800,053	14	9		
Expenditure	925,313	9	9	929,237	12	"		
Profit	1082,664	3	1	870,816	2	9		
Length of Line Open (Miles)	492			492			"	"
Expenditure on Capital in India and in England Rs	593,42,286			5,67,53,370			"	"
Half yearly percentage of profit	1·82			1·53			·29	"
Number of Passengers								
1st Class	4,720			5,637			"	917
2d "	38,181			52,907			"	14,726
3d "	759,217			715,004			44,213	"
Tons of Goods								
Merchandize	112,098			114,860			"	2762
Railway Materials	16,255			17,621			1366	
Number of Trains	3,388			4,483			"	1095
Average Mileage of Trains	162·103			130·417			31·686	"
Average Contents of each Vehicle								
Passengers 1st Class &c	2·242			2·598			"	·356
2d " &c	5·160			6·290			"	1·130
3d " &c	33·752			27·205			6·547	"
Goods Tons	2·593			2·522			·071	"
Average Receipts per week Rs	7,999			69,233			8766	"
" " per mile of Railway open Rs	4,122			3,659			463	"
" " per train Mile Rs	3·69			3·08			0·61	"
" " per Engine Mile Rs	3			2·79			0·58	"

11. From the figures entered under the head of "Average contents of each Vehicle", it will be observed that there was a falling off in the first and Second Classes of Passengers, while the increase in the third class more than Compensated for the loss in the other two classes.

12. The Goods waggons were better filled than in the Corresponding half year of 1865.

North West Line

	Halfyear ending 30 June 1866			Halfyear Ending 30 June 1865			Increase	Decrease
	Rs	a	P	Rs	a	P	Rs	Rs
Passengers	1.14.520	"	9	69.999	1	4	44.541.	"
Merchandize	94.404	11	2	54.041	13	9	40.363.	"
Railway Materials	91.968	13	11	37.036	"	1	54.933.	"
Miscellaneous	2.117	7	6	1339	11	11	778.	"
Total	303.031	1	4	162.416	11	1		
Expenditure	99.804	4	2	72.069	3	1		
Profit	203.226	13	2	90.347	8	"		
Average length of line open (miles)		119¼.		79¼.		40	"	
Expenditure on Capital in India and in England	Rs	125.14.255		98.45.986		"	"	
Half Yearly percentage of profit		1·39		·92.		·47	"	
Number of Passengers								
1st Class		358.		294.		64.	"	
2d Do		2405.		1492.		913.	"	
3d Do		155.209.		114.718.		40.691.	"	

	Halfyear Ending 30 June 1866	Halfyear ending 30 June 1865	Increase	Decrease
Tons of Goods				
Merchandize	19.968.	16.639.	3329.	"
Railway Materials	11.399.	7.966.	3433.	"
Number of Trains	1,332.	1056.	276.	"
Average Mileage of Trains	64.745.	53.433.	11.312.	"
Average Contents of each Vehicle.				
Passengers 1st Class	1·436.	1·207.	·229.	"
2d Do	2·776.	1·911.	·865.	"
3d Do	33·587.	27·562.	6·025.	"
Goods Tons	2·571.	2·486.	·085.	"
Average Receipt per week Rs	11.655.	6.247.	5.408.	"
Do per mile of Railway Open Rs	2.541.	2.049.	492.	"
Do per Train Mile Rs	3·51.	2·88.	0·63.	"
Do per Engine Mile Rs	3·10.	2·52.	0·48	

13. The results under the various heads specified in the foregoing Statement are Satisfactory.

South West Line

Expenditure during the half years ending

	30 June 1866	30 June 1865	Increase	Decrease
	Rs	Rs	Rs	Rs
Locomotive Department	394.932.	403.710	"	68.778.
Repairs of Carriages	27.120.	31,877.	"	4757.
Traffic Department	186.060.	156.670.	29.390.	"
Telegraph Do	33.149.	21,331.	11,818.	"
Permanent Way	295.668.	248.674.	27021.	"
Ballasting	14.674.	17.913.	"	3239.
General Charges	35,667.	30,941.	4726.	"
Fire Insurance Fund	18,043	18,148	"	105
Total	9,45,313	9,29,237	"	"

North West Line

Expenditure during the half years ending:-

	31 June 1866	30 June 1865	Increase	Decrease
	Rs	Rs	Rs	Rs
Locomotive Department	49,195.	36,955.	12,240	"
Traffic Department	26,792.	13,607.	13,185.	"
Telegraph	2,017.	926.	1091.	"
Permanent Way	15,044	15,153.	"	109.
General Charges	3,754.	2,754.	1000.	"
Fire Insurance Fund	3,002.	2874.	128.	"
Total	99,804.	72,069.	"	"

14. The Gross weight carried during the half year over a distance of one mile was :-

South West Line	North West Line
Tons 94,891,084	12,649,734 :-

Upon the South West Line there is a decrease of Tons 89,01,044, and upon the North West Line an increase of Tons 58,26,717, as compared with the half year ending 30 June 1865. But upon comparing the figures for the half year ending 30 June 1866, with the second half year of 1865, there is a decrease in the Gross weight carried upon both lines of Tons 89,03,545; and 12,58,904, respectively. This is attributable mainly to a falling off in the Cotton

cotton traffic, caused by unwillingness to ship it during the prevalence of low prices -

15 ... The net receipts from the four principal Classes of traffic were, per ton, per mile, as follows:-

Passengers	Half year ending 31 June 1866		Half year ending 30 June 1865		Increase		Decrease	
	S.W. Line	N.W. Line	S.W. L	N.W.L	S.W.L	N.W.L	S.W.L	N.W.L
	Pies	Pies	Pies	Pies	Pies	Pies	Pies	Pies
1 Class	2·00	1·45	1·23	·37	·77	1·45	"	"
2 Class	1·50	·76	1·56	·78 Profit	"	·76	·06	"
3 Class	7·31	7·98	5·90	6·04	1·41	1·94	"	"
Goods	1·46	2·04	·94	1·23	·52	·81	"	"

With the exception of the receipts from Second Class Passengers upon the South West Line, there has been an improvement in the net receipts from all Classes of passengers and from Goods upon both lines -

16 The annexed Statements show the number of passengers of each Class, and the receipts realized -

South West Line -

South West Line

× Miles open 492 × Miles open 492 ×

Passengers	Half year ending 31 June 1866		Half year ending 31 June 1865		Increase		Decrease		Per Centage of Increase		Per Centage of Decrease	
	No.	Receipts Rs	No.	Receipts Rs	No.	Receipts Rs	No.	Receipts Rs	No.	Receipts Rs	No.	Receipts Rs
1st Class	4720	61,979	5637	54,234	"	7,745	917	"	"	14·28	16·27	"
2d Do	38,181	78,638	52,907	80,584	"	"	14,726	1,946	"	"	27·83	2·41
3d Do	1,59,217	5,78,295	1,15,004	5,46,595	44,213	31,703	"	"	6·18	5·8	"	"

North West Line

× Miles open 119¼ × Miles open 79¼ ×

Passengers												
1st Class	358	2789	294	1,058	64	1,731	"	"	21·77	163·61	"	"
2d Do	2,405	4,673	1492	1,575	913	3,098	"	"	61·19	196·70	"	"
3d Do	155,409	94,172	114,718	60,059	40,691	34,113	"	"	35·47	56·79	"	"

17. On the South West Line there has been a decrease in the number of first and Second Class passengers, and in the receipts from the latter class. In the number of third Class passengers, and in the receipts from that, and from the first class, there has been an increase. The net increase is Rupees 37,502 ... —

18. On the North West Line there has been a large and satisfactory increase both in the numbers of passengers carried in each class and in the receipts therefrom —

The

19. The falling off exhibited in the South West Line Returns, in the numbers of first and Second Class passengers, and in the receipts from the latter, though not so striking as in the half-year ending 31 December 1865, seems to indicate that the present fares, in the case at least of the Second Class, are not the most remunerative. As remarked in paragraph 5, the existing fares were experimentally Sanctioned for One year from the 1st November 1865, after which they are liable to revision, and I think it probable that the Railway Authorities will then propose some modifications. —

20. The following Statements show the particulars of the Goods, Railway Materials, &c., which have been carried upon each line during the half-year, and the receipts realized: —

South West Line

Goods &c	Half year ending 30 June 1866		Half year ending 31 June 1865		Increase		Decrease		Per Centage of Increase		Per Centage of Decrease	
	Tons	Receipts	Tons	Receipts	Tons	Rupees	Tons	Rupees	Tons	Rupees	Tons	Rupees
Merchandize	1,12,098	10,92,331	1,14,860	9,18,437	"	1,73,894	2762	"	"	18·93	2·40	"
Railway Materials	16,255	65,189	17,621	70,393	"	"	1366	5204	"	"	7·75	7·39
Miscellaneous	"	50,190	"	31,938	"	18,252	"	"	"	57·15	"	"

North West Line.

Goods &c.	Half year ending 30 June 1866		Half year ending 30 June 1865		Increase		Decrease		Per Centage of Increase		Per Centage of decrease	
	Tons	Receipts	Tons	Receipts	Tons	Rupees	Tons	Rupees	Tons	Rupees	Tons	Rupees
Merchandize &c	19,968	94,465	16,639	54,042	3329	40363	"	"	20·01	74·69	"	"
Railway Materials	11,399	91,969	7,966	37,036	3433	54,933	"	"	43·09	148·32	"	"
Miscellaneous	"	2117	"	1,339	"	778	"	"	"	58·10	"	"

21. It will be seen that there has been a considerable increase upon the North West Line in the receipts from the Merchandize Traffic. On the North West Line also the traffic has increased, but the increase is not so considerable as it was in the half year ending the 31 December 1865. This may be attributed almost entirely to a temporary lull in the exports of Cotton, owing to the prices being not so remunerative to Shippers as they were during the greater part of last year. The receipts from the Cotton traffic, which in the first half of the year 1865, came to Rupees 15,365, and in the Second half to Rupees 372,362-, amounted in the half year now under review to Rupees 86,125. Under all other heads the Traffic returns show a steady and satisfactory progress.

22 The working Expenses for the two lines, during the half year under review, amounted respectively to Rupees 9,45,314-, and Rupees 99,864; representing in each case, a per Centage upon the gross

gross earnings of 26·61 and 32·94. These figures contrast favorably with those for the first half of the year 1865, but a slight falling off is shown when they are Compared with those for the Second half of the Same year. This may be almost wholly attributed to the very unusual character of the Season through which we have just passed, the intense heat causing an enormous increase in the Consumption of Grease, and a proportionate additional outlay under that head. In all other items the Expenditure has been kept within Satisfactory limits, and the Heads of Departments deserve great credit for the economical manner in which the Service of the line has been performed.

23. The Return of Sale trains for the half year ending 31 June 1866 Contrasts very favorably with the Returns for the two preceding half years. The number of detentions from one to two hours was for more than two hours

101 and 20

In the half year ending December 1865

18 and 20.

respectively —

I have the honorable
Sir Madhavrao
Major RE
Acting Consulting Engr to Railways

Madras —
29 September 1866

Public Works Department

No. 3347

Proceedings of the Madras Government

Under date the 20th Oct. 1866

Read the following

From

The Acting Consulting Engr.
for Railways

(H.L. No. 397 of 29th Sept. 1866)

Ordered that the fore-
going papers be forwarded
to the Government of India

To

The Secretary to the
Govt. of India P.W.D.

Sir

I am directed by the
Right Honorable the Governor
in Council to forward for
submission to the Government
of India, the accompanying
report from the Offg Consulting
Engineer for Railways with
the Revenue Accounts and
Analysis of the traffic operations

To

The Consg Engr for Railways

dated 22 October

RAILWAY DEPARTMENT.

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
Public Works Department,
Fort Saint George.

Dated 29th September 1866.

Received 2nd October 1866.

No. 397 of 1866.

Submitting the Revenue Accounts and Analysis of the Traffic Operations of the South Indian Railway for the month of August 1866.

Gen. Consltg Off. 6th Oct.

of the Madras South West Line, including the Bangalore Branch, and on the portion of the North West Line between Arcanum and Guddapah, for the half Year ending 30th June 1866—

Fort St George
20th Oct. 1866

Dupd 22d Octr with 25 Copys of Gl No 2347 of 66.

P. R. 1866 Despatch

P.C. of Govt. for Octr.

No. 3347/133

Copy of the Madras Govt.

Dt. 29 October/66.

Passing orders on
Letter from the Engr. in
forwarding the Revenue
Accounts and Analysis
of the Traffic operations
of the Madras South Mysore
Line, the Bangalore Branch
and the portion of the
North West Line be-
tween Arconum and
Caddapah for the
half year ended 30 June
1866.

No 474 & 476

Encl - 5 Oct/66 Rl. 6th
GRB