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G.O. No. 3879	Press ~~Mis.~~
383-384	
Dated 14 - 12 -	18 67.

Not to be folded or roughly handled

No. 283. Read the following Endorsement of the Consulting Engineer,
Railways, dated Madras, 10th December 1867, No. 341.

Read the following:—

MADRAS RAILWAY.

Minutes of a meeting held at the Agent and Manager's Office, Royapooram
Terminus, on Thursday the 5th December 1867.

Present.

Major J. H. M. SHAW STEWART, R. E., Consulting Engineer for Railways.
Captain C. M. MOBERLY, Examiner of Railway Accounts.

Mr. W. B. WRIGHT, Locomotive Superintendent, Madras Railway.

„ H. E. CHURCH, Traffic Manager, Madras Railway.

„ H. BRADY, Assistant Chief Engineer, do.

„ F. CHURCH, Chief Auditor, do.

„ A. K. THOMSON, Chief Accountant, do.

„ R. B. ELWIN, Agent and Manager, do.

The undermentioned applications for advances and payments on account of
“Capital” and “Revenue,” submitted by the Chief Auditor, were passed:—

SOUTH-WEST LINE—CAPITAL.				RS.	A.	P.
Locomotive Muster Roll	Sept. 1867	8,369	9	0		
Construction and Maintenance, as per state- ment... ..	do.	25,088	15	7		
Do. do. do.	Oct. 1867	30,300	1	11		
Salaries of General Management	do.	4,653	8	1		
Do. General Superintendence... ..	do.	1,554	9	5		
Do. Locomotive Department	do.	2,874	6	7		
Do. Engineer, Electric Telegraph Dept.	do.	43	6	2		
Do. Salt Cotaar and Perambore Works...	do.	191	6	8		
Do. Second Division, South-West Line...	do.	432	5	2		
Do. Third do. do.	do.	561	3	11		
Do. Fourth do. do.	do.	788	6	10		
Do. Cochin Survey, do.	do.	839	9	4		
Contingencies—General Management... ..	do.	158	11	9		
Abstract of stores purchased	Nov. 1867,	49,618	1	8		
Do. passed at last Meeting, but not in- cluded in record... ..	do.	10,804	5	7		
				1,36,278	11	8

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SOUTH-WEST LINE—REVENUE.			
	RS.	A.	P.
Locomotive Muster Roll Sept. 1867	18,367	2	1
Construction and Maintenance as per statement do.	22,762	13	8
Do. do. do. Oct. 1867	34,677	8	3
Salaries of General Management... .. do.	5,690	13	11
Do. General Superintendence do.	1,233	14	6
Do. Traffic and Telegraph Departments do.	21,177	15	4
Do. Locomotive Department do.	1,120	10	3
Do. Engineer, Electric Telegraph Dept. do.	956	11	8
Do. Salt Cotaar and Perambore Works do.	13	9	4
Do. Madras Division... .. do.	899	9	10
Do. Second Division, South-West Line do.	864	10	4
Do. Third do. do. do. do. do.	1,061	7	9
Do. Fourth do. do. do. do. do.	953	5	2
Contingencies—General Management... .. do.	525	14	4
Do. Traffic Department do.	2,126	10	9
	1,20,432	13	2

NORTH-WEST LINE—CAPITAL.			
	RS.	A.	P.
Construction and Maintenance as per statement, September 1867	1,95,659	10	8
Do. do. do. October 1867	1,83,998	9	11
Salaries of General Management... .. do.	3,596	0	0
Do. of General Superintendence do.	4,370	15	4
Do. of Engineer, Electric Telegraph Department do.	358	2	1
Do. of 1st Division, North-West Line do.	149	0	6
Do. of District Nos. VIII to XIX do.	10,591	11	10
Contingencies, General Management do.	5,771	5	6
	4,04,495	7	10

NORTH-WEST LINE—REVENUE.			
	RS.	A.	P.
Locomotive Muster Roll, September 1867	3,509	3	9
Construction and Maintenance as per statement	3,246	8	10
Do. do. do. October 1867	7,246	10	1
Salaries of General Management do.	1,055	7	4
Do. of General Superintendence do.	118	7	1
Do. of Traffic and Telegraph Departments... .. do.	3,888	6	0
Do. of Locomotive Department do.	1,512	11	11
Do. of Engineer, Electric Telegraph Department... .. do.	233	7	10
Do. of 1st Division, North-West Line do.	662	15	9
Contingencies, General Management do.	31	5	6
Do. Traffic Department do.	242	4	4
	21,747	8	5

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2. The Agent and Manager submitted an application for the following cash advances for the month of December 1867:—

	SOUTH-WEST LINE.			NORTH-WEST LINE.		
	Capital.		Revenue.	Capital.		Revenue.
	Cr.	Rs. A. P.	Cr.	Cr.	Rs. A. P.	Dr.
Balance on 1st Nov. 1867...	25,894	4 10	54,230 11 1	1,15,382	6 1	364 9 5
Amount received in Nov. from Government ...	1,50,000	0 0	70,000 0 0	2,25,000	0 0	25,000 0 0
Do. do. other sources ...	31,854	10 8	...	1,890	15 11	.....
Total ...	2,07,748	15 6	1,24,230 11 1	3,42,273	6 0	21,635 6 7
Expenditure in Nov. 1867...	1,68,430	7 8	73,409 0 1	2,21,822	3 2	14,973 2 4
Balance on 1st Dec. 1867 ...	39,318	7 10	50,821 11 0	1,20,451	2 10	9,662 4 3
Estimated expenditure in Dec. 1867	1,70,000	0 0	80,000 0 0	2,25,000	0 0	15,000 0 0

It is requested that credit may be afforded on the Bank of Madras, as follows, viz. :—

	Capital.	Revenue.	Total.
	RS.	RS.	RS.
South-West Line	1,80,000	70,000	2,50,000
North-West Line	2,20,000	15,000	2,35,000

3. The Agent and Manager read the following report from the Traffic Manager, No. 332, dated the 23rd ultimo, upon the existing passenger fares and goods rates:—

“ With reference to paragraphs 5, 6, and 7 of a letter from the Board of Directors, No. 394, dated 31st May last, received on the 26th July, calling for a report upon the existing fares and rates for passenger and goods traffic, I have to offer the following observations :—

Passengers.

“ The differential fares for first class passengers, introduced on the 1st November 1865, having been financially successful, it does not seem necessary to make any further alteration at present.

“ With regard to the second class passenger traffic, there is reason to believe that an alteration in the fare on some parts of the line would improve the receipts of this class, and I will endeavour to show, as briefly as the subject will admit of, my reasons for coming to this conclusion, and where the alteration should be made.

“ The two statements which accompany this report are designed to show the number of passengers booked at stations on different sections of the line, and the revenue derived therefrom, for the years ending 31st October 1865 and 1866, the

"fare in 1865 having been five pies per mile without reference to day or night, and
"in 1866 six pies per mile for day, and seven pies per mile for night travelling.

"In reviewing the statements, as a comparison of the result of different fares,
"we must not lose sight of the fact, that in 1866 the famine pressed with undue
"severity upon many of the districts through which the Railway passes, and to
"this circumstance must be attributed in no small measure the falling off both in
"the number and receipt of the second class traffic in that year.

"In number the total falling off in 1866 was 33,766, or 32 per cent., of which
"28,977 were day, and 4,789 night travellers. In the receipt there was a decrease
"of Rupees 13,874 in the day traffic, but an increase of Rupees 729 in the night
"traffic.

"The most remarkable falling off occurred in the day traffic between Jollarapett
"and Coimbatore, and between Coimbatore and Beypoor, aggregating 90 per cent.
"of the total.

"In the case of the Jollarapett and Coimbatore traffic, there can be no doubt
"that a change in the constitution of the passenger trains between Salem and
"Coimbatore, from first and second class only, to first, second, and third class,
"on the 1st February 1865, had a very great effect in reducing the number of
"second class travellers in 1866.

"Between Coimbatore and Beypoor no such change was made, and the falling
"off on that part of the line can only be traced to "hard times," and the inability
"or unwillingness on the part of the natives to pay 6 pies per mile for the second
"class, while they could take the third class for one-half the money.

"It will be seen from the following figures, compiled from daily returns made
"to my Office by each station on the line, for the twelve weeks ending 24th May
"1867, that the character of the second class traffic between those two points is
"altogether different from that on any other part of the South-West Line. Of
"6,311 passengers carried between Madras and Bangalore 2,803, or 45 per cent.,
"were Europeans. Of 1,478 passengers carried between Jollarapett and Coimba-
"tore 619, or 42 per cent., were Europeans: but of 6,416 passengers carried between
"Coimbatore and Beypore only 886, or 14 per cent, were Europeans.

"Comparing the total numbers conveyed during the twelve weeks referred
"to, with the numbers conveyed during the corresponding period of 1865, we
"have the following result:—

	1865.	1866.
"Between Madras and Bangalore...	7,116	6,311
" " Jollarapett and Coimbatore ...	2,069	1,478
" " Coimbatore and Beypore...	12,200	6,416

"and assuming that the European second class traffic was the same in both years,
"(in reality it was much larger in 1867 than in 1865,) we find that the falling off
"in the number of Native travellers was—

"Between Madras and Bangalore,	19 per cent.
" " Jollarapett and Coimbatore,	41 per cent.
" " Coimbatore and Beypore,	upwards of 50 per cent.

"These results induce me to think that a reduction in the second class fare,
"between Coimbatore and Beypore, would be attended with advantage, and the
"only question is, what should the fare be.

"A reduction from 6 to 5 pies per mile would scarcely be a sufficient induce-
"ment to the Natives to leave the third class, and in order to test fully the possi-
"bility of making a second class traffic out of the third, I would recommend a
"fare of 4½ pies per mile between Coimbatore and Beypore.

"On other parts of the line the existing day fare of 6 pies per mile might be
"allowed to continue in force.

"With regard to the night traffic, composed principally of Europeans, there
"can be no doubt that the Railway Company would be considerable gainers if
"second class accommodation was withdrawn altogether from the night trains,
"and in lieu of a second class carriage, with an uncertain non-paying load, a
"wagon load of goods with a certain paying load was substituted.

"Many of our quondam first class passengers, with a sense of security from
"the intrusion of Native travellers, avail themselves of the second class accommo-
"dation in the night trains, and so purchase privacy at a much less price than
"they paid before for first class accommodation.

"It is difficult, at the present time, to withdraw the second class accommo-
"dation, but the Railway Company can scarcely be required to provide it at a
"certain loss to their revenue, and I would, therefore, recommend that the night
"fare should be raised to 10 pies per mile, with an exceptional rate of 7 pies per
"mile for one Native servant with each first class passenger.

"Goods.

"The following rates, sanctioned on the 1st November 1865, are still in force,
viz. :—

"Special, 8 pies per ton per mile.	Third class, 16 pies per ton per mile.
"First class, 12 pies " "	Fourth class, 24 pies " "
"Second class, 14 pies " "	Fifth class, 36 pies " "

"After a very careful consideration of the subject, I am of opinion that no
"radical change is necessary, and would only recommend that the third class rate
"be raised from 16 to 18 pies per ton per mile, and that the following articles in
"the goods classification be transferred, viz. :—

	Present. Class.	Proposed. Class.
"Ale, Beer, and Porter, bottled in barrels or "cases, for distances not exceeding 250 "miles	2	3
"Almonds	2	3
"Arrack	3	2
"Army clothing	3	4
"Asafoetida	3	4
"Bales of piece goods (press packed)...	3	4
"Do. do. (country packed) ...	4	5
"Baskets (Native)	3	2

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	Present. Class.	Proposed. Class.
" Cadjans	4	2
" Candles	3	4
" Carts and cart wheels	2	3
" Cement	4	2
" Cotton with seeds	1	3
" Chinaware	4	5
" Cheacoy	3	2
" Dates	3	2
" Fruits (country)	3	2
" Furniture (common country)	2	3
" Hides and skins (wet)	1	2
" Do. do. (dried and undressed)	2	3
" Do. do. (dressed)	3	4
" Glass and glassware	4	5
" Groceries	3	4
" Oilman's stores	3	4
" Opium	5	5 and 50 per cent.
" Oranges	4	2
" Paints (in casks)	2	3
" Patent manure	2	3
" Peppermint	5	2
" Potatoes (in wagon loads of not less than 5 tons)	2	1
" Roofing (galvanized)	1	3
" Seeds (cotton)	3	1
" Spirits of all kinds for distances not exceeding 250 miles	3	4
" Twist, (press packed)	3	4
" Do. (loose do.)	4	5
" Wines, for distances not exceeding 250 miles	3	4

" The proposed classification in other respects does not differ in any material points from the existing one, but it has been more detailed for convenient reference.

" Under the head of "Live Stock," I would recommend the following exceptional rates for sheep, goats, and pigs, in order to induce shepherds to use the railway, instead of driving their flocks and herds along the roads :—

" In truck loads of 50 in number.

" For distances not exceeding 50 miles...	Annas 1-3 per truck per mile.
" Do. exceeding 50, and not exceeding 100 miles	" 1-6 do. do.
" Do. do. 100, do. 150	" " 1-9 do. do.
" Do. do. 150, do. 200	" " 2-0 do. do.
" Do. do. 200, do. 250	" " 2-6 do. do.
" Do. do. 250 miles	" 3-0 do. do.

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" These rates, with the exception of distances not exceeding 50 miles, are higher than the rates for a single horse, and if they succeed, I would recommend the construction of sheep trucks with double tiers, which would at once double the rate per mile.

" I have also to solicit sanction to a rate of 4 Annas per truck per mile for elephants.

" The following revised rates for dogs and parcels are also recommended for adoption :—

	Dogs.	RS. A. P.
" For any distance not exceeding 50 miles ...	0 8 0	
" Distances above 50, and not exceeding 100 miles ...	1 0 0	
" Do. exceeding 100 miles, 4 Annas for every additional 50 miles or fractional part of 50 miles.		

" PARCELS.

Distance.	10 lbs. and under.	11 to 20 lbs.	21 to 40 lbs.	41 to 80 lbs.	81 to 100 lbs.	101 to 125 lbs.	126 to 150 lbs.	151 to 200 lbs.	201 to 250 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.
1 to 50 miles ...	0 4 0	0 6 0	0 8 0	0 12 0	1 2 0	1 8 0	1 14 0	2 4 0	2 10 0
51 to 100 " ...	0 6 0	0 9 0	0 12 0	1 2 0	1 10 0	2 2 0	2 10 0	3 2 0	3 10 0
101 to 150 " ...	0 8 0	0 12 0	1 0 0	1 8 0	2 2 0	2 12 0	3 6 0	4 0 0	4 10 0
151 to 200 " ...	0 10 0	0 15 0	1 4 0	1 14 0	2 10 0	3 6 0	4 2 0	4 14 0	5 10 0
201 to 250 " ...	0 12 0	1 2 0	1 8 0	2 4 0	3 2 0	4 0 0	4 14 0	5 12 0	6 10 0
251 to 300 " ...	0 14 0	1 5 0	1 12 0	2 10 0	3 10 0	4 10 0	5 10 0	6 10 0	7 10 0
301 to 350 " ...	1 0 0	1 8 0	2 0 0	3 0 0	4 2 0	5 4 0	6 6 0	7 8 0	8 10 0
351 to 400 " ...	1 2 0	1 11 0	2 4 0	3 6 0	4 10 0	5 14 0	7 2 0	8 6 0	9 10 0
401 to 450 " ...	1 4 0	1 14 0	2 8 0	3 12 0	5 2 0	6 8 0	7 14 0	9 4 0	10 10 0
451 to 500 " ...	1 6 0	2 1 0	2 12 0	4 2 0	5 10 0	7 2 0	8 10 0	10 2 0	11 10 0
501 to 550 " ...	1 8 0	2 4 0	3 0 0	4 8 0	6 2 0	7 12 0	9 6 0	11 0 0	12 10 0
551 to 600 " ...	1 10 0	2 7 0	3 4 0	4 14 0	6 10 0	8 6 0	10 2 0	11 14 0	13 10 0
601 to 650 " ...	1 12 0	2 10 0	3 8 0	5 4 0	7 2 0	9 0 0	10 14 0	12 12 0	14 10 0
651 to 700 " ...	1 14 0	2 13 0	3 12 0	5 10 0	7 10 0	9 10 0	11 10 0	13 10 0	15 10 0

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

4. The Agent and Manager stated that he had discussed with the Traffic Manager the several recommendations contained in the report, and as he approved them, submitted them for adoption.

5. After discussion, it was resolved, pending the approval of Government, to give effect to the several recommendations on the 1st January 1868.

6. Mr. Elwin read a letter from the Traffic Manager, No. 340, dated the 28th ultimo, applying for sanction to the issue of third class return tickets from Madras to Chinnamapett, at a fare of 12 Annas, on the occasion of the Theravalungadoo feast, to be held in January next.

Sanctioned.

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7. The Agent and Manager read the following letter from the Acting Comptroller of Stores Accounts, No. 744, of the 29th ultimo, applying for sanction to an increase in the General Stores Establishment, involving an additional outlay of Rupees 72-8-0 per mensem:—

"I find it will be necessary to increase the cost of the establishment sanctioned for the General Stores" thus:—

PRESENT STAFF.

"Sanctioned" 13th May 1867.

	RS.	A.	P.
1 Head Clerk	200	0	0
46 Clerks	1,338	8	0
4 Book-binders	33	0	0
4 Lascars	50	0	0
5 Peons	36	0	0
Watching Establishment ...	315	0	0
	1,972	8	0

PROPOSED STAFF.

	RS.	A.	P.
1 Head Clerk	200	0	0
42 Clerks	1,437	0	0
4 Lascars	50	0	0
6 Peons	43	0	0
Watching Establishment ...	315	0	0
	2,045	0	0

"This will involve an increase of Rupees 72-8-0 per mensem, which I request may be sanctioned from the 1st of this month. The necessity for this additional expenditure is occasioned by our having to increase the pay of several of the employes in the Stores, in consequence of our now requiring them to deposit tangible security. The amount of security attached to these appointments is Rupees 13,850, of which we have already received Rupees 8,050, leaving Rupees 5,800 to be paid up. Of this, Rupees 3,700 is due by Mr. Parr, the Head Clerk, and will be deposited by him not later than January next; the remainder Rupees 2,100 is due by eight of the employes, from whom it has been arranged to recover their proportions by monthly deductions from their pay, as is done in the Traffic Department.

"I have suggested to Mr. Allon, whether some of the employes in the Shipping Department, (which forms part of the above establishment,) should not also find security.

"I may observe that the above increased expenditure is more apparent than real, as without including eighteen men employed in book-binding work, who were borne in the cooly list, and whose services were dispensed with on the breaking up of that establishment, I have been enabled to dispense with three persons, whose pay amounted to Rupees 34 per mensem, who were also borne on that list."

8. Mr. Elwin stated that he had carefully considered the question with Mr. Thomson, and had satisfied himself that the revised Establishment was necessary, and more likely to conduct the work efficiently than the old, and as that object could be attained at so trifling an additional cost, recommended it for adoption from the 1st November.

Approved.

9. The Agent and Manager read Minutes of a Meeting held in his Office on the 22nd ultimo, between Mr. Betts, the Agent of the Great Southern of India Railway, Mr. H. E. Church, and himself, having reference to the arrangements

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which it will be necessary to make, on the opening of the Great Southern of India Railway to Erode, as well as a communication from the Traffic Manager, No. 347, submitting a revised time table, to take effect from the 1st January 1868.

Minutes of a Meeting held at the Agent and Manager's Office, Royapooram Terminus, on Thursday the 21st November 1867.

PRESENT.

Mr. W. S. BETTS, Agent, Great Southern of India Railway.

" H. E. CHURCH, Traffic Manager, Madras Railway.

" R. B. ELWIN, Agent and Manager, " "

Mr. Betts stated that he had come up to Madras with a view to make arrangements for the opening of the Great Southern Railway to Erode on the 1st January 1868.

The service of trains was then discussed, Mr. Betts enquiring whether the 7 A. M. train from Madras could not be started at 5-30 or 6 A. M., so as to afford through communication daily between Madras, Bangalore, and the Stations on the Great Southern of India Line; that if that train could be timed to reach Erode at 5 P. M., he would work a train in connection with it to Trichinopoly.

Mr. Church and Mr. Elwin explained that to start the present 7 A. M. at 5-30 or 6 o'clock would cause great inconvenience to all their passengers, would necessitate the alteration of the train on the North-West Line from Tripetty, and that from Bangalore.

Mr. Betts then asked if the speed of the 7 A. M. train could not be accelerated by omitting to call at unimportant stations, when it was explained that that train now only calls where it is absolutely necessary, and that to reach Erode by 5 or 5-30 P. M., the load of the 7 A. M. would have to be reduced, a greater speed maintained, and consequent increased working expenses.

Mr. Church produced a time table which he had prepared, showing the working of the Madras Railway Trains, and intimated that he was sorry not to be in a position to recommend any alteration in the running of the 7 A. M. train from Madras, so as to ensure through third class communication daily with Trichinopoly, but proposed that the Great Southern trains should work in connection with the 5 P. M. train from Madras, and the 4-15 A. M. from Coimbatore.

After discussion, the following third class local arrangements were decided on.

Third class passengers leaving Trichinopoly at 6-30 A. M. will be able to reach Jollarapett at 8-15 P. M., and Coimbatore 5 P. M., the same day.

Third class passengers leaving Negapatam at 8-30 A. M., will be able to reach Salem and Coimbatore at 8-35 and 9-50 P. M., respectively, and passengers leaving Salem at 7 A. M., and Coimbatore at 4-15 A. M., will reach Negapatam at 6 P. M.

Third class passengers leaving Coimbatore at 8 A. M., and Salem at 11 o'clock, will reach Trichinopoly at 6-45 P. M.

First and second class passengers from Madras and all stations on the North-West Line and Bangalore Branch can travel daily through to any station on the Great Southern India Line by the train leaving Madras at 5 P. M.

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First, second, and third class passengers from Coimbatore can travel daily through to any station on the Great Southern India Line by the train leaving at 4-15 A. M.

Passengers from stations west of Coimbatore, and destined to stations on the Great Southern India Line, will have to halt for the night at Erode.

First and second class passengers from any stations on the Great Southern of India Line can travel to Bangalore and Madras by the 8-15 A. M. train from Beypoor, and to Coimbatore by the 7 A. M. from Madras.

Through Goods Traffic.

It was arranged that the two Companies should interchange through traffic at the rates and upon the classification now in force on the Madras Railway, and that rolling stock be also exchanged at the Madras Railway Company's mileage rates, plus 1 pie per mile per vehicle, the average cost of repairs.

Demurrage to be charged at the rate of Rupees 1-8-0 per wagon per diem after a detention of two clear days.

Subsidiary rules to give effect to these recommendations to be settled at a Meeting to be held at Erode on Tuesday, the 17th December, at 10 A. M.

From the Traffic Manager, Madras Railway Company, to the Agent and Manager, dated Madras, 4th December 1867, No. 347.

With reference to our conference with Mr. Betts, of the Great Southern India Railway Company, and in anticipation of the junction of that Line at Erode with our South-West Line, I beg to forward a draft Time Table between Salem and Beypoor to come into operation, if approved of, on the 1st January.

The principal changes may be thus briefly summarised.

An acceleration of speed of the 5 P. M. west train between Salem and Beypoor, so as to arrive at the latter station at 6 P. M., instead of 6-30 P. M.

A change in time of departure from Salem of 7-15 P. M. goods train from Madras, and the addition of third class carriages.

The present 7-15 A. M. east train to leave Beypoor at 8-15 A. M., arriving at Jollarapett and Madras at the same time as that now observed.

The present 4-45 A. M. east train to leave Coimbatore at 4-15 A. M., without change of time in the arrival at Madras.

The 6-30 A. M. east goods train to leave Coimbatore at 8 A. M., and to carry third class passengers as far as Jollarapett.

10. After discussion, it was resolved to bring into force the revised service of trains on the 1st of January.

11. Mr. Elwin read letter from the Consulting Engineer, No. 286, of the 29th ultimo, with regard to the estimates for relaying the ghauts on the South-West Line with steel rails, as well as paragraph 12 of a Despatch from the Secretary of State, dated London, 9th March 1864, defining the principles on which such charges are to be allocated.

12. The result of the discussion which followed, satisfied Major Shaw Stewart that the charges would be dealt with as authorized.

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13. The Agent and Manager read letter from the Consulting Engineer, No. 287, dated the 30th ultimo, with reference to Order of Government, No. 3,682, regarding the construction of a Tramway, or Light Railway, from Poothanoor Station to Mettapolliem, or foot of the Coonoor ghaut.

14. Mr. Elwin promised to obtain a return of traffic in and out of Coimbatore Station for the year 1867, but suggested that the Collector of Coimbatore should be applied to for a return of traffic passing through the toll-gates, and that when this is obtained, the whole question could be re-considered.

15. The Locomotive Superintendent applied for sanction to convert 25 Coke Wagons into vehicles capable of conveying passengers on the occasion of festivals, at a cost not exceeding Rupees 400 per vehicle.

16. Upon the representation of the Traffic Manager, that the existing stock of third class carriages is insufficient to meet the demands of the public at the periodical festivals, and in anticipation of a very large number of passengers resorting to the next Streerungum feast, Trichinopoly, it was resolved to authorize the conversion of 25 Coke Wagons.

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

(Signed) R. B. ELWIN,
Agent and Manager, Madras Railway.

Proposed Classification of Goods.

Description.	Class.	Description.	Class.
Acids, medicinal	4	Appala Currum	2
* Acids, nitric, muriatic, and sulphuric, 50 per cent. added	5	Arrowroot	4
Aerated water, in bottles	3	Arsenic	4
Agricultural tools	3	Army clothing	4
Do. implements, not machinery	3	Do. accoutrements	4
Ale, Beer, and Porter, bottled, in barrels or cases, for distances exceeding 250 miles	2	Arms, Fire	4
Ale, Beer, and Porter, bottled, in barrels or cases, for distances not exceeding 250 miles	3	Arrack, in casks or bottles	2
Ale, Beer, and Porter, in wood	2	Articles of ivory, ebony, or sandal-wood, 2½ Pies per maund per mile... ..	5
Almonds	5	Asphaltum	1
Almond oil	3	Asafoetida	4
Alum	5	* Aquafortis, 50 per cent. added	5
Alabaster, owner's risk	5	Avara seeds	1
* Ammunition, 50 per cent. added	4	Avloo, beaten rice	1
Ammunition carriages	5	Bacon	3
Amber stone	2	Bags or gunnies, empty returned	1
Anchors	2	Do. do., new	3
Annabathees	2	Baggage, Military	4
Anvils	2	Ballast and gravel	8
Animal, charcoal	2	Do. do. less than 4 tons	1
Angle, iron	3	Bales, Piece Goods, press packed	4
Aniseed	3	Do. do., country packed... ..	5
Antimony	3	Bamboos, no less charge than 3 tons... ..	1
		Bamboos, less than 3 tons	2
		Bamboo mats	2
		Bangles, common	3
		Bangles, glass, owner's risk	4
		Bang or gunjah	5

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Proposed Classification of Goods.

Description.	Class.	Description.	Class.
Bark for tanning, no less charge than 3 tons	2	Butter, in pots or casks	3
Bark, Sandal wood	3	Cadjans	S
Barrows and trucks	3	Do. colored, no less charge than 3 tons	2
Barometers, (see scientific instruments)	3	Camphor, 50 per cent added	5
Barley	3	Camp equipage tents and tent poles	3
Baskets, common country no less charge than 3 tons	2	Cannons	3
Bath, bricks	2	Do. Balls	2
Baths, shower	2	Canvas and sail cloth, old	2
Battens, timber	4	Do. do, new	3
Battery plates	1	Candles	4
Beads, glass, owner's risk	4	Canes, English	4
Beans, country	4	Do., Country	4
Beer—See Ale.	1	Carts and cart wheels, no less charge than 3 tons	3
Beef, and Pork, in casks	3	Carpetting	3
Bees' wax, refined	5	Carriage springs, axles and wheels	3
Do., unrefined	4	Do. shafts	4
Bed and bedding	4	Carriage bodies, packed in cases	5
Bedsteads, iron and wood	4	Do. do packed in gunnies or mats, 50 per cent. added	5
Bell-metal	3	Cardamoms	5
Bellows	3	Castings, heavy	5
Benjamin	5	Do., light, owner's risk	3
Betel-nuts	3	Cashunuts	2
Billiard and Bagatelle tables, 50 per cent. added	5	Cases or boxes, empty	3
Bitumen	2	Do. of sundries	4
Black Cummin-seeds	2	Casicutty	4
Blankets	4	Cashmere shawls, by special agreement.	4
Block tin	3	Casks empty, no less charge than 3 tons	3
Boats and Canoes, not exceeding, 16 feet minimum charge 2 tons	5	Caster oil	3
Do. exceeding 16 feet minimum charge 4 tons, 50 per cent. added	3	Cash chests, Iron	3
Do. exceeding 16 feet	2	Cement, in casks or bags	2
Do. copper and brass	3	Charcoal, loose, no less charge than 3 tons	1
Bolts and nuts, in boxes or cases	4	Do. in bags	2
Boots and shoes, country	3	Chalk	2
Do. do., Europe	4	Chains and cables	2
Books	4	Charpoys, common	2
Bonnets, in boxes, owner's risk 50 per cent. added	5	Chandeliers, owner's risk, 50 per cent added	5
Bones and bone dust, loose, no less charge than 3 tons	1	Chairs, furniture, 50 per cent. added	5
Bones and bone dust, in bags	2	Chatties and pots, owner's risk	1
Borax	2	Checoy	2
Bottles, empty returned	2	Chemical, in cases	5
Do., empty in cases or hampers	2	Chillies, dried or green	2
Do., white glass, owner's risk	3	China ware, owner's risk	5
Boxes or cases, empty	4	Cholum	1
Bran	3	Chunam and lime	S
Brass, in sheets or pigs	2	Do. do., in casks or bags	1
Do. utensils	3	Cider—See Beer, &c.	4
Do. locks	3	Cigars	4
Bread and biscuits	4	Cinnamon and cloves	4
Bricks and tiles	4	Clay	S
Do. Fire	1	Clay pipes, water	3
Brooms, country in bundles	2	Clocks and Watches, owner's risk 150 per cent. added	5
Bronze	3	Cloths, common country	3
Brushes, Europe	4	Do., country bordered	4
Buckets	3	Do., silk bordered	5

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Proposed Classification of Goods.

Description.	Class.	Description.	Class.
Cloths, different kinds mixed	5	Drain pipes, owner's risk	3
Do. and tissues embroidered with precious metals, &c., 2½ Pies per maund per mile	S	Drapery	4
Coal	2	Drawings or Paintings, owner's risk, 50 per cent. added	5
Coal tar	1	Drugs, not otherwise classified	4
Cocanut shells	3	Dry salteries	3
Do. oil	2	Dubbers, empty, returned	2
Cocoanuts	5	Do., empty, new	3
Cochineal	3	Dye or redwood	1
Coffee	2	Dye roots	3
Coir	S	Dye powder	4
Coke	3	Earthenware, owner's risk	3
Colored wood	2	Eaude cologne, 50 per cent. added	5
Do. stone	4	Ebony	5
Colors or paints, dry	2	Eggs in hampers, owner's risk	3
Combs, country	4	Elephant's teeth, 50 per cent. added	5
Commissariat Stores, not otherwise classified	4	Empty packages, returned	3
Condiments, Indian	3	Embroidery, 50 per cent. added	5
Confectionery	2	Engravings, owner's risk 50 per cent. added	5
Copperays or dried Cocoanuts	4	Engine, portable steam	3
Copper, in sheets and pigs	4	Do. wheels	3
Copper utensils	5	Essences and scents, 50 per cent. added.	5
Corah, silk	5	Essencial oils, do.	5
Coral, 2½ Pies per maund per mile	3	Europe and Oilman's stores	4
Corrugated iron in sheets	4	Feathers, 50 per cent. added	5
Corks	4	Felloes	2
Corel, twine, string, &c.	4	Felt	3
Cots, Iron	4	Fencing, iron wire	3
Cotton, screwed in bales fit for Shipment	2	Fibre, vegetable	2
Do., half pressed	3	Filters	4
Do., loose from Arcot to stations eastward	3	Firewood, between Palghaut and Coimbatore	1
Do. do. in bags or borahs	5	Do. 10 Pies per ton per mile	1
Do. waste	2	Fire bricks	1
Do. with seeds	3	Fire clay	1
Do. gins	3	Fire drains	4
Cotters and gibs	5	Fish, fresh, owner's risk, 50 per cent. added	5
* Crackers, owner's risk, 50 per cent. added	4	Fish, dried and salted	2
Creosote in casks or tanks	4	Flag stones	1
Crockery, owner's risk	4	Flax or tow	3
Croton seed	2	Flowers, owner's risk	4
Crowbars	4	Flour	3
Cubebs	1	Fruits, fresh, Europe, owner's risk	3
Cumboo	2	Do. do. country, do.	2
Cumbles, white, black or red, country made in bales	4	Furniture, damageable, owner's risk, 50 per cent. added	5
Cummin seeds	3	Do. country common, owner's risk	3
Cutch	3	Fuze	5
Cuscus	4	Galvanized iron	3
Cylinders	2	Do. wire	3
Dammer or asphaltum	2	Galvanic batteries	4
Dates	2	Game, owner's risk	5
Deals	2	Gauges, water	4
Derricks by special agreement	2	Garlic	2
Dholl and peas	1	Garden plants	5
Dholl gram	2	Garden implements	3
Dholl sticks, no less charge than 3 tons.	2	Do. seats and chairs	5
		Do. seeds	4
		Gas and water-pipes, iron	3
		Gates, wood or iron	3

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Description.	Class.	Description.	Class.
Ghee in tubs or dubbers	3	Ice	3
Ginger, green or dry	3	Incense	5
Do. preserve	5	Indian rubber	3
Girders, iron, not exceeding 16 feet	2	Indigo seed	3
Do., do., exceeding 16 feet	3	Indigo	4
Glass, broken	1	Ink, Printer's and common	4
Do. and glassware, owner's risk	5	Instruments, Surgical, 50 per cent. added	5
Glass mirrors, owner's risk, 50 per cent. added	5	Do. Surveying	5
Glue or gum	2	Iron bar, rod, nail and pig	1
Goods, heavy not declared	4	Do. Railway chairs, bars and sleepers	2
Do., light do.	5	Do. hoop and damageable.	3
Gourds	2	Do. pipes, cast	3
Glass for thatching	8	Do. safes	3
Gram	1	Do. buckets	3
Do., Bengal	2	Do. corrugated sheets	3
Grates and ovens, clay	4	Do. wire fencing	3
Grease	2	Do. garden chairs	5
Grinding-stones	2	Do. shot	2
Ground-nuts	1	Ironmongery	3
Groceries	4	Isinglass	4
Guano	3	Ivory and Elephant teeth, 50 per cent. added	5
Gunnies, empty returned	1	Jaggery, owner's risk	1
Do. do., new	2	Japanned ware	5
* Gunpowder, owner's risk, 50 per cent. added	5	Joiners' work	3
Gun, Cotton	5	Joiners' tools	4
Guns and Pistols	4	Jungle posts, 10 Pies per ton per mile.	1
Do. and Gun Carriages	4	Jute and yarn, screwed	2
Gunjah or bang	5	Do. do., unscrewed	3
Hair of all kinds	4	Kerosine oil	3
Handkerchiefs, country—See Piece Goods.	3	Keys, Railway	3
Hand-mills	5	Lace, silver or gold, 2½ Pies per maund per mile	5
Hand-barrows and trucks	3	Lac or Lac-dye	3
Hardware, heavy, in casks or cases	2	Lamps, English, owner's risk	4
Do., light do.	3	Lanterns	3
Harness, English	4	Lathes	2
Do., Country	3	Lead, white or red	3
Hats and caps in crates or boxes, 50 per cent. added	5	Do., in pigs	2
Hay and straw, press packed	2	Leather, Country	3
Hay and straw, loose, no less charge than 3 tons	3	Do., English	4
Hemp	2	Leaves, dried or green, no less charge than 3 tons	1
Hides and skins, wet	3	Lemonade, Ginger Beer, and Soda-water, owner's risk	3
Do. do., dried and undressed	4	Lithographic stones	4
Do. do., dressed	5	Loam or laterite	8
Honey	2	Do. do., less than 4 tons	1
Horns and hoofs, Bullock, and Buffalo, in bags or bundles	2	Locks and padlocks	4
Do. do., loose, no less charge than 3 tons	3	Lorries and trucks	3
Do. stag and deer, in bags or bundles	5	* Lucifer matches, owner's risk 50 per cent. added	5
Horse shoes	2	Luggage, consisting of trunks, portmanteau, carpet bags, cases, bedding, &c.	4
Hosiery, cotton	5	Machines, weighing	4
Do., silk, 50 per cent. added	4	Machinery, in pieces or cases	3
Howdahs	8	Mats, returned, empty	1
Husk, loose	1	Do. country, colored and date	2
Do., in bags	5	Do., rattan	3
Hyderabad boxes, toys, &c., owner's risk, 50 per cent. added			

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Description.	Class.	Description.	Class.
Matting, Coir	3	Packages, returned, empty	3
Do. China	4	Paddy	1
Maize or Mucka Cholam	2	Padlocks	4
Maps and plans, 50 per cent. added	5	Paints in casks or tins	3
Marble, rough blocks	2	Paintings or engravings, owner's risk, 50 per cent. added	5
Do. polished, owner's risk	4	Palmyrah trees and rafters	1
* Matches, Lucifer and Congreve, owner's risk, 50 per cent. added	5	Paper, brown country, coarse	2
Meat-safes	3	Do. Stationery	5
Meat, fresh, owner's risk	4	Do. Hanging	4
Medicine roots	3	Papier Machie, 50 per cent. added	5
Medicines	5	Paraffin oil	5
Medical stores	1	Patent fuel	2
Metal, old	2	Patent manure	3
Do. unwrought	2	Pawn or betel leaves	3
Millinery, owner's risk, 50 per cent. added	5	Peelapoo	3
Military accoutrements	4	Pepper	2
Military baggage	4	Peppermint, weed	5
Mineral water	4	Do. Cordial	5
Mirror's, owner's risk, 50 per cent. added	5	Perfumery, owner's risk, 50 per cent. added	5
Models, wood for castings	5	Pianos, owner's risk, 50 per cent. added	5
Molasses, owner's risk	3	Picture frames, do. do.	5
Moosumbarum	5	Perambulators	5
Musical instruments, owner's risk, 50 per cent. added	4	Piece Goods, press-packed	4
Muskets	1	Do. country packed	5
Myrabolanes, in bags	2	Piglead	2
Nails, iron, in bags or cases	3	Piles, iron screw	2
Do., brass	4	Do. frames for cast iron	3
Do., copper	4	Pipes, cast iron	3
* Naphtha, owner's risk, 50 per cent. added	5	Do. leather	3
Nets, empty, returned	1	Pipe-clay	3
Nuts.	1	Pitch	2
Do. soap, gall, and ground	5	Philosophical Instruments, 50 per cent. added	5
Do. Nutmegs	3	Photographic Apparatus, 50 per cent. added	5
Do. Almond and betel	2	Plate and plated articles, owner's risk, 50 per cent. added	5
Do. Cocoanuts	2	Plate glass, owner's risk, 50 per cent. added	5
Do. Cashu-nuts	4	Plants	5
Do. Walnuts	5	Plate-layer's tools	3
Nux Vomica, or Yetticottay, owner's risk, 50 per cent. added	2	Plantains	3
Oakum	1	Planks, cut	2
Oil cake	3	Points and crossings	2
Oil, Castor	2	Porcelain, white, owner's and risk	5
Do. lamp, gingelly, and ground-nut	3	Porter—See Ale, &c.	
Do. Wood	3	Posts, Signal	3
Do. Coconut	3	Potatoes	2
Do. Kerosine	5	Do., in Wagon loads of not less than 5 tons	1
Do. Paraffin	5	Poultry	5
Do. Almond	2	Pounders, rice	3
Do. Seeds	4	Precious stones, by special agreement	
Oilman's Stores	3	Printing Presses, owner's risk	3
Omum-water	2	Provisions, salted	2
Onions	5	Do., preserved	3
Opium, owner's risk, 50 per cent. added	5	Pumps	3
Ore	2	Quicksilver, owner's risk, 50 per cent. added	5
Oranges, owner's risk	4	Rafters and reapers, common	1
Ordnance Stores not otherwise classified	5	Do. do., teak	2
Organs, owner's risk, 50 per cent. added			

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Description.	Class.	Description.	Class.
Rags	2	Spirits of all kinds, for distances not exceeding 250 miles	4
Raggy	1	Do. for distances exceeding 250 miles.	3
Rattans	3	Spices	4
Rattan mats	3	Spades	3
Red ochre	3	Spelter	2
Red stone or Kauvy kull	2	Spokes of wheels	2
Redwood	2	* Spirits of Turpentine, owner's risk, 50 per cent. added	5
Rifles	4	Stone	S
Rivets of all kinds	3	Do. utensils	1
Roman cement	3	Do. tomb	4
Roofing, galvanized	2	Staves, barrel, in bundles	1
Roots, dye	3	Stationery	4
Do., medical	3	Steel, bars, plates or sheets	3
Ropes of all sorts	2	Sugar, brown country	1
Rosin	2	Do., rap	2
Rose-water, Attur, &c., owner's risk, 50 per cent. added	5	Do., Europe refined, Astragram or Ganjam	3
Saddlery, whips and harness	4	Do. Candy	4
Saffron, with 50 per cent. added	5	Do. Cane	2
Safes, iron	4	Sulphate of copper	3
Sago	3	Do. of Soda	3
Salamoniac	4	Sulphur	3
Salt	1	Sumbor or Carvaroy seeds	1
Saltpetre	3	Sundries	4
Sand	3	Surgical instruments, owner's risk 50 per cent. added	5
Do., washing	3	Surveying instruments, do. do.	5
Sandal-stones	1	Tallow or Lard	3
Sandal-wood	3	Tamarind	1
Do. bark	4	Do., preserved	4
Sarsaparilla	3	Tanks, iron	3
Saws	5	Tar	2
Scales and weights, of all kinds	4	Tarpaulins	4
Scientific instruments owner's risk, 50 per cent. added	4	Telegraph stores, not otherwise classified	4
Screws, iron	5	Do. instruments	4
Sealing-wax	4	Do. wire	3
Seeds.	3	Do. insulators	4
Do. Coriander	2	Do. brackets and caps	3
Do. Cotton	1	Do. posts, wood	1
Do. Garden	4	Do. pole tops	2
Do. Cummin	4	Do. standards, iron	2
Do. black Cummin	2	Do. sockets, iron	2
Do. Indigo	4	Tents and Tent-poles	3
Shawls, Cashmere by special agreement.	4	Tent pegs	2
Shafts, Carriage	4	Tiles	S
Shots in bags	4	Timber, unwrought or wrought into beams, or Mango planks. no less charge than 3 tons if a Truck is occupied, and 5 tons if two Trucks are occupied	1
Shovels, wooden	3	Do. wrought into shovel and pick-axe handles or agricultural implements.	2
Do., iron	4	Do. panel-doors or wooden sashes not damageable	3
Shell, cuttle fish	3	Tin, block and sheet	2
Silk, owner's risk, 50 per cent. added.	4	Do., ware	3
Sign boards	5	Thread, cotton—See Twist.	2
Size, liquid	3	Tobacco, raw	2
Slates roofing	2	Do., manufactured	3
Do., writing	S	Toddy, in bottles	2
Sleepers, wood old	3		
Do., do., new	S		
Snuff	1		
Soap, country	4		
Do., English	2		
Soapnuts in bags	3		
Soda	1		
Soda-water in bottles	3		

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Description.	Class.	Description.	Class.
Tools	4	*Vitriol, oil of, owner's risk, 50 per cent. added	5
Toys, country	4	Wall plates	4
Traversing screw jacks	3	Walking sticks	2
Trenails, iron or wood	5	Waste cotton	2
Trees	3	Do. paper	2
Tubing, brass and copper	1	Water cranes	3
Turmeric, common	3	Water tanks	4
Do., colored	1	Wearing apparel	3
Turf	3	Wheels, wood	2
Turn-tables	5	Do., metal	3
Turpentine	4	Wheat	4
Twist and yarn, press-packed	5	Wines of all kinds, for distances not exceeding 250 miles	4
Do. do., loose do.	5	Do. for distances exceeding 250 miles	3
Do. do., silk 50 per cent added	3	Wire, iron	3
Type, printing	4	Do., galvanized	4
Umbrellas	2	Do., brass or copper	1
Valvel stones	3	Wool—See Cotton	3
Varnish	3	Wood-apples	3
Vassumboo	2	Zinc sheets nails, pipes or tiles	4
Vegetable roots	4	Do. in fancy work	4
Vegetables, green	2		
Venthium seeds	3		
Vinegar, in bottles	3		

Special class goods must be loaded and unloaded by the owner, and will only be conveyed at his risk.

The minimum charge for goods in this class is that for four tons, all smaller quantities will be charged first class rates.

Articles marked thus * packed in tin or iron cases, well soldered, and contents legibly marked in English on the outside of the package, will be conveyed in small quantities not exceeding one cwt. Larger quantities can only be conveyed on payment of the minimum charge for a Powder Van, namely, Annas 13-6 per mile.

The Company will not be responsible for damage to any goods marked in the classification "owner's risk," unless an increased charge for their safe conveyance is paid at the time of booking.

Rates.			
Special Class	...	8 Pies	Per ton per mile.
First do.	...	12 "	" "
Second do.	...	14 "	" "
Third do.	...	18 "	" "
Fourth do.	...	24 "	" "
Fifth do.	...	36 "	" "

N. B.—Any distance less than twelve miles will be charged as twelve miles, but no less charge for any consignment with the exception of "returned empty" gunnies, mats, and nets will be made than the following:—

For distances not exceeding 100 miles				RS.	A.	P.
Do. exceeding 100 and not exceeding 200 miles...	...	...	...	1	0	0
Do. do. 200	"	300	"	2	0	0
Do. do. 300	"	400	"	2	8	0
Do. do. 400	"	500	"	3	0	0
Do. do. 500 miles	...	...	...	4	0	0

(True Copy.)

(Signed) R. B. ELWIN,
Agent and Manager.

MADRAS RAILWAY.

Statement showing the number of Second Class Passengers booked at Stations on different sections of the Line for the year ending October 1865, under a uniform fare of 5 pies per mile, and for the year ending October 1866 under differential Fares of 6 and 7 pies per mile for day and night.

NUMBER OF PASSENGERS BOOKED AT STATIONS BETWEEN												
Period.	Madras and Arcennum.		Sholinghur and Jollarapett.		Bangalore Branch,		Jollarapett and Coimbatore.		Coimba- tore and Beyypore.	Total.		
	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Day.	Night.	Total.
	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
1865 ...	11,068	8,235	4,785	3,704	3,724	5,558	16,118	4,320	47,466	83,161	21,817	1,04,978
1866 ...	10,751	5,737	2,827	2,894	2,704	4,219	8,415	4,178	29,507	54,184	17,028	71,212
Decrease	337	2,498	1,958	810	1,020	1,339	7,703	142	17,939	28,977	4,789	33,766
Increase	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Per cent.	3	30	41	22	27	24	48	3	38	34·84	21·95	32·16

MADRAS,
23rd November 1867.

(True Copy.)

(Signed) **H. E. CHURCH,**
Traffic Manager.
(Signed) **E. B. ELWIN,**
Agent and Manager.

MADRAS RAILWAY.

Statement showing the Receipts from Second Class Passenger Traffic booked at Stations on different Sections of the Line for the year ending October 1865, under a uniform fare of 5 pies per mile and for the year ending October 1866 under differential fares of 6 and 7 pies per mile for day and night.

RECEIPTS FROM PASSENGERS BOOKED AT STATIONS BETWEEN														
Period.	Madras and Arcanum.		Sholinghur and Jollarpett.		Bangalore Branch.		Jollarpett and Coimbatore.		Coimbatore and Beyyore.		Total.			
	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Grand Total.	
1865	19,125 0 8	26,148 13 1	6,847 11 1	6,133 4 4	11,416 14 8	19,268 11 8	29,206 1 7	10,844 4 10	34,041 11 3	1,00,637 7 3	62,395 1 11	1,63,032 9 2		
1866	22,325 11 10	24,630 3 5	5,053 14 1	5,484 8 7	11,540 0 1	16,933 13 8	22,750 0 7	16,075 8 10	25,092 15 2	86,762 9 9	63,124 2 6	1,49,886 12 3		
Decrease	...	1,518 9 8	1,793 13 0	648 11 9	...	2,334 14 0	6,456 1 0	...	8,948 12 1	13,874 13 6	...	13,145 12 11		
Increase	3,200 11 2	...	...	...	123 1 5	...	...	5,231 4 0	...	...	729 0 7	...	8 06	
Per cent. decrease ..	.....	6	26	11	.....	13	23	.....	26	13 78	.....	.....	1 17	
Per cent. increase ..	17	.....	.....	.....	1	.....	.....	48	.....	.....	.....	.....	.....	

MADRAS, 23rd November 1867.

(True Copy.)

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

(Signed) **R. B. ELWIN,**
Agent and Manager.

Proceedings of the Madras Government, Public

MADRAS,

Proposed Time Table between Salem and

Stations.	WEEK DAYS.						SUNDAYS.			
	1.		2.		3.		1.		2.	
	1st, 2nd, & 3rd Class.		1st, 2nd & Goods.		Goods.		1st, 2nd, & 3rd Class.		1st, 2nd & Goods.	
	A.	M.	P.	M.	P.	M.	A.	M.	P.	M.
Madras Dep.	7	0	5	0	7	15	7	0	5	0
Jollarapett	P.	M.	A.	M.	A.	M.	P.	M.	A.	M.
Tripatore	1	25	2	0	4	50	1	25	2	0
Samulputty	1	40	2	15	5	18	1	40	2	15
Morapoor	2	15	3	0	6	10	2	15	3	0
Mullapoorum	2	53	...	...	7	10	2	53	...	...
Shervaroy Hills	3	38	4	35	8	10	3	28	...	...
Salem	4	5	5	28	8	43	4	5	5	28
Do.	4	40	6	5	9	30	4	40	6	5
McDonald's Choultry	5	0	6	30	11	0	5	0	6	30
Sunkerydroog	5	30	7	5	11	40	5	30	7	5
Erode	6	7	7	50	12	30	6	7	7	50
Do.	6	45	8	28	1	10	6	45	8	28
Peranduray	7	5	8	40	1	30	7	5	8	40
Watkallee	7	35	9	10	2	5	7	35	9	10
Avenashy road	8	17	9	53	2	55	8	17	9	53
Somanoor	8	45	10	28	3	30	8	45	10	28
Coimbatore	9	15	11	0	4	10	9	15	11	0
Do.	10	0	11	50	5	0	10	0	11	50
Muddekurry	A.	M.	3rd Class from Jollarapett to Coimbatore.							
Walliar	7	45								
Conjecode	8	5								
Palghaut	8	35								
Do.	8	55								
Purley	9	20								
Luckady	9	25								
Wootapolium	9	43								
Shoranoor	10	13								
Puttamby	10	30								
Cootipoorum	10	30								
Tiroor	11	22								
Do.	11	54								
Tanoor	12	20								
Perpengady	12	25								
Beypoor	12	42								
Do.	1	0								
Do.	1	30								

MADRAS,
6th December 1867.

Works Department, 14th December 1867.

RAILWAY.

Beypoor on and after 1st January 1868.

Stations.	WEEK DAYS.						SUNDAYS.			
	1.		2.		3.		1.		2.	
	Goods.		1st, 2nd, 3rd & Goods.		1st, 2nd & Goods.		1st, 2nd, 3rd & Goods.		1st, 2nd & 3rd Class.	
	A.	M.	A.	M.	P.	M.	A.	M.	A.	M.
Beypoor Dep.	8	15	12	30	8	15	8	15	...	...
Perpengady	8	45	1	0	8	45	8	45	...	...
Tanoor	9	2	1	18	9	2	9	2	...	...
Tiroor	9	20	1	55	9	20	9	20	...	...
Do.	9	25	1	40	9	25	9	25	...	...
Do.	9	55	2	12	9	55	9	55	...	...
Cootipoorum	10	28	2	50	10	28	10	28	...	...
Puttamby	...	...	3	15	...	...	...	...	...	...
Shoranoor	10	58	3	30	10	58	10	58	...	...
Do.	11	31	4	0	11	31	11	31	...	...
Wootapolium	11	48	4	15	11	48	11	48	...	...
Luckady	12	16	4	40	12	16	12	16	...	...
Purley	12	36	4	57	12	36	12	36	...	...
Palghaut	12	50	5	5	12	50	12	50	...	...
Do.	1	20	...	...	1	20	1	20	...	...
Conjecode	1	30	5	30	1	30	1	30	...	...
Do.	2	3	6	3	2	3	2	3	...	...
Walliar	2	40	6	40	2	40	2	40	...	...
Muddikurry	3	0	7	0	3	0	3	0	...	...
Coimbatore	...	...	...	...	...	...	...	...	...	...
Do.	8	0	3	30	4	15	3	30	4	15
Do.	8	43	4	10	4	55	4	10	4	55
Somanoor	9	30	5	25	5	43	5	25	5	43
Avenashy road	10	5	5	50	5	9	5	50	5	9
Watkallee	10	50	6	30	6	13	6	30	6	13
Peranduray	11	15	6	50	6	45	6	50	6	45
Erode	11	40	7	5	7	5	7	5	7	5
Do.	12	30	7	50	8	3	8	3	8	3
Sunkerydroog	1	15	8	35	9	5	9	5	9	5
McDonald's Choultry	2	0	9	0	9	45	9	0	9	45
Salem	3	0	9	45	10	25	9	45	10	25
Do.	4	5	10	35	11	10	10	35	11	10
Shervaroy Hills	5	10	11	50	...	...	...	...	...	...
Mullapoorum	6	0	12	30	12	5	12	30	12	5
Morapoor	6	50	12	50	1	5	12	50	1	5
Samulputty	7	40	1	5	1	20	1	5	1	20
Tripatore	8	0	...	...	...	...	...	...	...	...
Jollarapett	...	...	...	...	...	...	...	...	...	...

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

(Signed) R. B. ELWIN,
Agent and Manager.

*Proceedings of the Madras Government, Public Works Department,
14th December 1867*

1. Submitted to Government for approval.
 2. In paragraph 3 of these proceedings is embodied an interesting report by the Traffic Manager upon the existing fares and rates. All the questions with which it deals were most fully discussed, and the recommendations made were unanimously concurred in.
 3. In the passenger fares two changes are proposed, that the second class fare between Coimbatore and Beypoor should be reduced experimentally to $4\frac{1}{2}$ pies per mile, and that the second class fare by night should be raised to 10 pies per mile, with the exception of first class passengers' servants, to whom the present rate of 7 pies per mile should continue in force, one servant being allowed to every passenger.
 4. To these proposed changes I have alluded at length in my letter of this date, No. 340. They have my full approval.
 5. In the goods rates Mr. Church proposes to raise the third class from 16 to 18 pies per ton per mile, and to modify the classification of goods to a slight extent. He also recommends specially revised rates for elephants, dogs, sheep, goats, and pigs, and a modification of the parcels rates.
 6. In all of these proposals I fully concur, and I recommend that they be sanctioned with effect from the 1st January 1868.
 7. The revised Time Table, alluded to in paragraph 9, is appended to the proceedings. The changes are rendered necessary by the anticipated opening for traffic of the Great Southern of India Railway to Erode. Subject to the approval of Government, the revised table will take effect from the 1st January 1868.
- (Signed) J. H. M. SHAW STEWART, Major, R. E.,
Consulting Engineer for Railways.

No. 284.

ORDER THEREON, 14th December 1867, No. 3,879.

RAILWAY, No. 17.

1. With the exceptions which will now be noticed, the Government approve of the proceedings of the Railway Committee.
2. On a consideration of the causes which have influenced the falling off of the second class passenger traffic on the South-West Line since the system of charging differential fares by day and night trains was introduced on the 1st November 1865, in conjunction with an augmentation of the first and second class fares, the Committee have come to the conclusion that, on one section of the line at least the present second class fare of 6 pies per mile by day trains is a higher charge than better-to-do Natives, who would be disposed to travel in that class if the fare were more moderate, are inclined to pay, and that, as respects the night traffic, the immunity from the intrusion of Natives which the differential fare secures, has tended to induce persons who would ordinarily travel first class, to content themselves with second class accommodation. As a remedy, the Committee propose to reduce the second class fare by day trains between Coimbatore and Beypore, where the principal falling off has occurred, to $4\frac{1}{2}$ pies per mile, and to increase the second class fare by night trains to 10 pies per mile, except in the case of the

*Proceedings of the Madras Government, Public Works Department,
14th December 1867.*

servants of first class passengers, to each of whom one servant would be carried at the present rate of 7 pies per mile.

3. The Government are of opinion that it is very objectionable to have a variable rate of charge for the same description of travelling accommodation on different portions of the same line of Railway, and considering how very desirable it is that a uniform scale of charge should prevail throughout the entire Railway system of this Presidency, His Excellency the Governor in Council, agreeing with the Consulting Engineer that the proposed diminution of second class fare on one part of the line is a change in the proper direction, would suggest to the Agent and Manager the propriety of making the reduction general, and of reverting throughout the line to the former day train fare of 5 pies per mile.

4. With regard to the night traffic, the Government, taking into consideration the class to which night trains are a convenience, concur with the Committee in thinking that it is expedient to raise the second class night fare, and His Excellency in Council will readily sanction its increase to 10 pies, or even to one anna per mile, one servant of each first class passenger paying a first class fare, being carried at the day rate of 5 pies per mile.

5. The subject will be dealt with more at length when the Consulting Engineer's letter of the 10th instant, No. 340, comes under consideration, and if the correctness of the principle which the Government consider should govern the regulation of fares upon Railways be accepted, the change suggested by them may be carried into effect on the 1st proximo as an experiment for twelve months, in anticipation of formal sanction.

6. The proposed re-classification of goods is sanctioned.

(True Extract.)

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

To the Consulting Engineer for Railways.

Erd. S. T. Augustin.

MADRAS RAILWAY.

Minutes of a Meeting held at the Agent and Manager's Office, Royapooram
Terminus, on Thursday, the 5th December 1867.

PRESENT.

Major J. H. M. Shaw Stewart R.E. Consulting
Engineer for Railways.
Captain F. M. Maberly, Examiner of Railway Accounts.
Mr. W. B. Wright, Locomotive Superintendent,
Madras Railway.
" H. C. Church, Traffic Manager — Do —
" H. Brady, Assistant Chief Engineer — Do —
" J. Church, Chief Auditor — Do —
" A. H. Thomson, Chief Accountant — Do —
" R. B. Elwin, Agent and Manager — Do —

The undermentioned applications for
advances and payments on account of "Capital"
and "Revenue" submitted by the Chief Auditor
were passed.

S. No. 110 - Capital

Locomotive Muster Roll - September 1867	Do - as -	8369 - 9 - 0
Construction and Maintenance as per statement	Do	25,088 - 15 - 7
Do	Do	October 1867 - 30,300 - 1 - 11
Salaries of several Management	Do	4653 - 8 - 1
Carried forward.		68,412 - 2 - 7

Income

Brought forward	18,412-2-7
Salaries of General Superintendent - October 1867	1534-9-6
do of Locomotive Department - do	3874-6-7
do of Engineer Elec: Telegraph Dept - do	413-6-2
do of Rail Station & Passenger Works - do	191-6-8
do of 2nd Division S. W. Line - do	432-5-2
do of 3rd do do do	561-3-11
do of 4th do do do	788-6-10
do of Carriage Survey - do	839-9-4
Contingencies - General Management - do	158-11-9
Abstract of Stores purchased - Nov. 1867	49618-1-8
do Paid at last meeting but not included in record	3-10,804-5-7
	<u>1,36,278-11-8</u>

S. W. Line - Revenue.

Locomotive Master Roll - September 1867	18367-2-1
Construction and Maintenance } do	22762-13-8
do do } do	34677-8-3
Salaries of General Management - do	5890-13-11
do of General Superintendent - do	1233-14-6
do of Traffic and Tel: Departments - do	21,177-15-4
do of Locomotive Department - do	9120-10-3
do of Engineer Electric Tel: Dept. - do	956-11-8
do of Rail Station & Passenger Works - do	13-9-4
do of Material Division - do	899-9-10
do of 2nd Division S. W. Line - do	864-10-4
do of 3rd do do do	1061-7-9
do of 4th do do do	953-5-2
Contingencies - General Management - do	525-14-4
do Traffic Department - do	2126-10-9
	<u>1,20,432-13-2</u>

Balances

North West Line - Capital

Construction and Maintenance	September 1867	195,659 - 10 - 8
do. per Statement	October 1867	183,998 - 9 - 11
Salaries of General Management	do.	3,596 - 0 - 0
do. of General Superintendence	do.	4,370 - 15 - 4
do. of Engineer, Elec. Telegraph Dept.	do.	358 - 2 - 1
do. of Vet. Division, St. M. Line	do.	149 - 0 - 6
do. of Districts No. VII to XIX	do.	10,591 - 11 - 10
Contingencies - General Management	do.	5,771 - 5 - 6
		4,04,495 - 7 - 10

North West Line - Revenue

Locomotive Muster Roll	September 1867	3,509 - 3 - 9
Construction and Maintenance	do.	3,246 - 8 - 10
do. do. per Statement	October 1867	7,246 - 10 - 1
Salaries of General Management	do.	1,055 - 7 - 4
do. of General Superintendence	do.	118 - 7 - 1
do. of Office & Telegraph Dept.	do.	3,888 - 6 - 0
do. of Locomotive Department	do.	1,512 - 11 - 11
do. of Engineer, Elec. Telegraph Dept.	do.	233 - 7 - 10
do. of Vet. Division, St. M. Line	do.	1,162 - 15 - 7
Contingencies - General Management	do.	31 - 5 - 6
do. Office Department	do.	342 - 11 - 4
		21,747 - 8 - 5

The Agent and Manager
submitted an application for the following
cash advances for the month of December
1867

	S. M. L. Co			N. M. L. Co		
	Capital	Revenue		Capital	Revenue	
Balance on 1st Nov. 1867	25894 4 10	54230 11 1		115382 6 1	3614 9 5	
Amount received in Nov.						
from Government	150000 "	70000 "		225000 "	25000 "	
other sources	31884 10 8	" "		1890 15 11	" "	
Total Repaid	207748 15 6	124230 11 1		342273 6 "	24625 6 7	
Expenditure in Nov. 1867	108430 7 8	73409 "		221822 3 2	14973 2 4	
	6 "	6 "		6 "	6 "	
Balance on 1st Dec. 1867	39318 7 10	50821 11 "		120451 2 10	9662 4 3	
Estimated Expenditure in December 1867	170000 "	80000 "		225000 "	15000 "	

It is requested that Credit may be afforded on the Bank of Madras, as follows: viz

	Capital	Revenue	Total
South Mest L. Co	180000 "	70000 "	250000 "
North Mest L. Co	220000 "	15000 "	235000 "

The Agent and Managers read the following Report from the Traffic Manager N 332, dated the 23rd ultimo, upon the existing Passenger Fares and Goods Rates:

"With reference to paras 5, 6 and 7 of a letter from the Board of Directors N 332 dated 31st May last, received on the 26th July 1867

Callington

5 33
" Calling for a Report upon the Ticketing Cases and
" Ticket for Passenger and Goods Traffic, I have
" to offer the following observations:

Passengers.

" The differential Taxes for First Class
" Passengers introduced on the 1st November 1865 having
" been financially successful, it does not seem necessary
" to make any further alteration at present.

" With regard to the Second Class Passengers
" Traffic, there is reason to believe that an alteration
" in the fare on some parts of the Line, would
" improve the Receipts of this Class, and I will
" endeavor to shew, as briefly as the subject will
" admit of, my reasons for coming to this conclusion,
" and where the alteration should be made.

" The two Statements which accompany this
" Report are designed to shew the number of Passengers
" booked at Stations on different Sections of the Line,
" and the Revenue derived therefrom, for the years ending
" 31st October 1865 and 1866, the fare in 1865 having
" been five pence per mile without reference to Day or
" Night, and in 1866 Six pence per mile for Day, and
" Seven pence per mile for Night Travelling.

" In perusing these Statements as a
" Comparison of the results of different Fares, we
" must not lose sight of the fact, that in 1866, the
" Traffic pressed with undue severity upon many of
" the Districts through which the Railway passes,
" and to this circumstance must be attributed in no
" small measure the falling off both in the number
" and receipt of the Second Class Traffic in that year.
On it

" In number the total falling off in 1866
" was 33,766 or 32 per cent, of which 28,197 were Day,
" and 4,789 Night Travellers. In the Receipts there
" was a decrease of Rs 13874 in the Day Traffic, but an
" increase of Rs 729 in the Night Traffic.

" The most remarkable falling off
" occurred in the Day Traffic between Calcutta
" and Simultara, and between Simultara and Bypass
" aggregating 90 per cent of the total.

" In the case of the Calcutta and
" Simultara Traffic, there can be no doubt that a
" change in the Constitution of the Passenger Traffic
" between Calcutta and Simultara, from First and Second
" class only, to First Second and Third class, on the
" 1st February 1865, had a very great effect in reducing
" the number of Second class Travellers in 1866.

" Between Simultara and Bypass, no
" such change was made, and the falling off on that
" part of the line can only be traced to "hard times"
" and the inability or unwillingness on the part of
" the Natives to pay 6 pice per mile for the Second class
" while they could take the Third class for one half
" the money.

" It will be seen from the following
" figures, compiled from Daily Returns made at my
" Office by each Station on the line for the twelve months
" ending 24th May 1867, that the character of the Second
" class Traffic between these two points is altogether
" different from that on any other part of the line.
" First line. Of 6311 Passengers carried between
" Madras and Bangalore 2803 or 45 per cent were
" Europeans: Of 1478 Passengers carried between Calcutta
" and Simultara 619 or 42 per cent were Europeans: but
" of

" of 6416 Passengers Carried between Louisiana and
" Orypore only 886 or 14 per cent were Europeans.

"Comparing the total numbers conveyed during the twelve weeks referred to, with the numbers conveyed during the corresponding period of 1865, we have the following result:

	1865	1867.
1st week	1,000	1,000
2nd "	1,000	1,000
3rd "	1,000	1,000
4th "	1,000	1,000
5th "	1,000	1,000
6th "	1,000	1,000
7th "	1,000	1,000
8th "	1,000	1,000
9th "	1,000	1,000
10th "	1,000	1,000
11th "	1,000	1,000
12th "	1,000	1,000
Total	12,000	12,000

North India - Gwalior, &c.	1865	1867
" Between Madras and Bangalore.	7116	6311

" " *Tollasapeltis and Comulenticus* — 2069 — 1478.

4. Scrubo and Beyfod — 12200 — 6416

"and assuming that the European Second Class Traffic
"was the same in both years (in reality it was much
"larger in 1867 than in 1865) we find that the falling
"off in the number of Native Travellers was,

Between Madras and Bangalore 19 per cent

" " Gallinapell and Chumbaros 41 per cent

" " *faciatis* and *Byssus* - upwards of 50 per cent

"These results induce me to think that
"a reduction in the second class fare between Cambridge
"and Bexford would be attended with advantage
"and the only question is, what should the fare be.

" A reduction from 10 to 5 pice per mile
" should scarcely be a sufficient inducement to the
" natives to leave the Third class, and in order to
" test fully the possibility of making a second class
" traffic out of the Third, I would recommend
" a fare of $4\frac{1}{2}$ pice per mile between Coimbatore and
" Mysore.

"On other parts of the line, the existing
"day fare of 6 piers per mile might be allowed to
"continue in force.

* With regards to the right: Haffner,
Comrade

"Compared principally of Europeans, there can be no
"doubt that the Railway Company would be considerably
"facilitated if second class accommodation was
"withdrawn altogether from the Night Mail, and
"in lieu of a second class carriage with an uncertain
"non-paying load, a Waggon load of goods with a
"certain paying load was substituted.

"Many of our second class passengers
"with a sense of security from the intrusion of natives
"passengers avail themselves of the second class accommoda-
"tion in the Night Mail, and so purchase privacy
"at a much less price than they paid before for
"first class accommodation.

"It is difficult at the present time to
"withdraw the second class accommodation, but the
"Railway Company can scarcely be required to provide
"it at a certain loss to their Revenue, and I would
"therefore recommend that the night fare should be
"raised to ten pence per mile with an exceptional rate
"of 7 pence per mile for one native servant with each
"first class passenger.

Goods

"The following Rates sanctioned on the
"1st November 1865 are still in force, viz:

Special	8 pence per ton per mile	Third class	16 pence per ton per mile
First class	12 pence	Fourth class	24 pence
Second class	14 pence	Fifth class	36 pence

"After a very careful consideration of the
"subject, I am of opinion, that no radical change is
"necessary, and would only recommend that the Third
"class rate be raised from 16 to 18 pence per ton
"per

"per mile, and that the following articles to the
 "Goods Classification be transferred, viz:

	Present Class	Proposed Class
"Alb, Bess and Bales, bottled in Bards—	2	3
"or faxes, for distances not exceeding 250 miles	2	3
"Almonds—	3	2
"Anise—	3	11
"Anise of Lath—	3	11
"Arachnids—	3	11
"Bales of Rice goods (press packed)—	11	5
"Do (Country packed)—	3	2
"Baskets (Native)—	11	2
"Beads—	3	11
"Beadles—	2	3
"Balls and Cart wheels—	11	2
"Cement—	1	3
"Cotton with seeds—	11	5
"Cotton Wares—	3	2
"Chests—	3	2
"Dates—	3	2
"Fruits (Country)—	2	3
"Fruitlike (Common Country)—	1	2
"Hides and Skins (wet)—	2	3
"Do (dried and sundried)—	3	11
"Do (dressed)—	11	5
"Glass and Glassware—	3	11
"Glycerine—	3	11
"Oleum of Waxes—	5	5 and 50 per cent
"Opium—	11	2
"Oranges—	2	3
"Packets (in faxes)—	2	3
"Patent Marrow—	5	2
"Pepper mint—	2	1
"Potatoes (in Wagon loads of not less than 5 tons)—	1	3
"Raffia (Glycerized)—		

Seeds

" Seeds (fat) _____	3	1
" Spirits of all kinds for distances not exceeding 250 miles -	3	4
" Twist (press packed) _____	3	4
" Do (loose packed) _____	11	5
" Mues, for distances not exceeding 250 miles -	3	4

"The proposed classification in other respects does not differ in any material points from the existing one, but it has been more detailed for convenience of reference.

"Under the head of 'Live Stock', I would recommend the following exceptional Rates for Sheep, Goats and Pigs in order to induce Shepherds to use the Railway instead of driving their flocks and herds along the Roads.

"For Truck loads of 50 in. number.

" For distances not exceeding 50 miles	Animals 1-3 per Truck per mile
" do exceeding 50 but not exceeding 100 miles -	1-6 do do
" do do 100 do 150 -	1-9 do do
" do do 150 do 200 -	2-0 do do
" do do 200 do 250 -	2-6 do do
" do do 250 miles -	3-0 do do

"These Rates with the exception of distances not exceeding 50 miles are higher than the Rates for a single horse, and if they succeed, I should recommend the construction of Sheep Pens with double doors which would at once double the Rate per mile.

"I have also to solicit sanction to a Rate of 4 Animals per Truck per mile for Elephants.

"The following Revised Rates for Dogs and

Report, and as he approaches them, submitted them for adoption.

5. After discussion, it was resolved, pending the approval of Government, to give effect to the several recommendations on the 1st January 1868.

6. Mr. Osier read a letter from the Traffic Manager at 3110, dated the 28th ultimo, applying for sanction to the issue of Third Class Return Tickets from Madras to Kottayam at a fare of 12 Annas on the occasion of the Therovalungado Feast to be held in January next.

Sanctioned.

7. The Agent and Manager read the following letter from the Acting Comptroller of Stores Accounts, at 7441, of the 29th ultimo, applying for sanction to an increase in the General Stores Establishment, involving an additional outlay of Rs 72-8-0 per annum.

"I find it will be necessary to increase the cost of the Establishment sanctioned for the General Stores thus:

Present Staff
Sanctioned 13th May 1867

1 Head Clerk	Rs 200-0-0
46 Clerks	" 1338-8-0
11 Book-binders	" 33-0-0
4 Sarsars	" 50-0-0
5 Peons	" 36-0-0
Working Establishment	" 315-0-0
	Rs 1972-8-0

Proposed Staff

1 Head Clerk	Rs 200-0-0
42 Clerks	" 1437-0-0
11 Sarsars	" 50-0-0
6 Peons	" 43-0-0
Working Estab ^t	" 315-0-0

Rs 2045

"This will involve an increase of Rs 72-8-0 per
 "mensum, which I request may be sanctioned
 "from the 1st of this month. The necessity
 "for this additional expenditure is occasioned by
 "our having to increase the pay of several of the
 "employees in the Stores, in consequence of our
 "now requiring them to deposit tangible security.
 "The amount of security attached to these
 "appointments is Rupees 13850 of which we have
 "already received Rupees 8000, leaving Rs 5850 to
 "be paid up. Of this Rs 3700 is due by Mr
 "Parr the Head Clerk, and will be deposited
 "by him not later than January next; the remainder
 "Rs 2100 is due by eight of the employees from
 "whom it has been arranged to recover their
 "proportions by monthly deductions from their
 "pay, as is done in the Staff Department.

"I have suggested to Mr Allen
 "whether some of the employees in the Shipping
 "Department (which forms part of the above
 "Establishment) should not also find security.

"I may observe that the above
 "increased expenditure is more apparent than
 "real; as without including 18 men employed in
 "book-binding work, who were borne in the
 "only list. And whose services were dispensed
 "with on the breaking up of that Establishment.
 "I have been enabled to dispense with 3 persons
 "whose pay amounted to Rs 312 per mensum, who
 "were also borne on that list."

8. Mr Elwin stated that he had
 carefully considered the question with Mr. Thomas.
 and had satisfied himself that the present
 Establishment was necessary, and more likely
 to

to conduct the work efficiently, than the old,
and as that object could be attained at so
trifling an additional cost, recommended it for
adoption from the 1st November.

Approved.

G. The Agent and Managers Read Minutes
of a Meeting held in his Office on the 22nd ultimo
between Mr. Betts, the Agent of the Great Southern
of India Railway, Mr. H. E. Church, and himself,
having reference to the arrangements which it will
be necessary to make, on the opening of the Great
Southern of India Railway to Erode, as well as
a communication from the Traffic Manager
p. 347, submitting a Revised Time Table to take
effect from the 1st January 1868.

Minutes of a Meeting held at the Agent and
Managers' Office, Royapooram, Madras, on
Thursday the 21st November 1867.

Present.

Mr. W. L. Betts, Agent, G. S. I. Railway
" H. E. Church, Traffic Manager, Madras Railway
" P. B. Elvin, Agent & Manager do.

Mr. Betts stated, that he had come
up to Madras, with a view to make arrangements
for the opening of the Great Southern Railway to Erode
on the 1st January 1868.

The services of trains was then discussed.
Mr. Betts enquiring, whether the 7-0 a.m. train
from Madras could not be started at 5-30
or

or 6.0 A.M., so as to afford through communication daily between Madras, Bangalore, and the Station on the Great Southern of India line, that if that train could be timed to reach Enns at 5.0 pm he would work a train in connection with it to Mysore.

Mr. Church and Mr. Elam explained that to start the present 7.0 A.M. train at 5.30 or 6.0 O'clock would cause great inconvenience to all their passengers, would necessitate the alteration of the train on the North West line from Mysore, and that from Bangalore.

Mr. Belts then asked if the speed of the 7.0 A.M. train could not be accelerated by omitting to call at unimportant Stations, when it was explained that that train not only calls where it is absolutely necessary, and that to reach Enns by 5.0 or 5.30 pm., the load of the 7.0 A.M. would have to be reduced, a greater speed maintained, and consequent increased working expenses.

Mr. Church produced a Time Table which he had prepared, showing the working of the Madras Railway train, and intimated that he was sorry not to be in a position to recommend any alteration in the running of the 7.0 A.M. train from Madras, so as to connect through Third Class Communication daily with Mysore, but proposed that the Great Southern train should work in connection with the 5.0 pm. train from Madras, and the 4.15 pm. from Calicut.

After discussion, the following
Third

16 53

Third Class local arrangements were decided on

Third Class Passengers leaving Mysore at 11.30 A.M. will be able to reach Bangalore at 8.15 P.M. and Coimbatore 5.0 P.M. the same day.

Third Class Passengers leaving Bangalore at 8.30 A.M., will be able to reach Mysore and Coimbatore at 8.35 and 9.50 P.M. respectively, and Passengers leaving Mysore at 7.0 A.M. and Coimbatore at 11.15 A.M. will reach Bangalore at 11.0 P.M.

Third Class Passengers leaving Coimbatore at 8.0 A.M. and Mysore at 11.0 P.M. will reach Bangalore at 11.45 P.M.

First and Second Class Passengers from Mysore and all Stations on the North West Line and Bangalore Branch can travel daily through to any Station on the G. S. S. Line by the train leaving Mysore at 5.0 P.M.

First, Second and Third Class passengers from Coimbatore can travel daily through to any Station on the G. S. S. Line by the train leaving at 11.15 A.M.

Passengers from Stations west of Coimbatore and destined to Stations on the G. S. S. Line will have to halt for the night at Erode.

First and Second Class passengers from any Station on the G. S. S. Line can travel to Bangalore and Mysore by the 8.15 A.M. train from Bangalore, and to Coimbatore by the

17
10 7.0 a.m. from Madras

Through Goods Traffic.

It was arranged that the two Companies should interchange through traffic at the rate and upon the classification now in force on the Madras Railway, and that Rolling Stock be also exchanged at the Madras Railway Company's mileage rates, plus 1 pie per mile per vehicle, the average cost of repairs.

Demurrage to be charged at the rate of Rs. 1-8-0 per Wagon per diem, after a detention of two clear days.

Subsidiary Rules to give effect to these recommendations to be settled at a meeting to be held at Coonoor on Tuesday the 17th December at 10.0 A.M.

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Madras Railway,
Traffic Manager's Office
Madras, 14th Dec 1864.

Dear Sir,

With reference to our Conference with Mr. Pettie of the Great Southern India Railway Company, and in anticipation of the completion of that line at Coonoor with our South West line, I beg to forward a draft Time Table between Salem and Peypoor to come into operation, if approved of, on the 1st January. The

17 17
The principal changes may be thus
briefly summarized.

An acceleration of speed of the 5 P.M.
West Train between Salem and Beypoor, so as to
arrive at the latter Station at 6 p.m. instead
of 6-30 p.m.

A change in time of departure from
Salem of 7-15 p.m. Goods Train from Madras
and the addition of Third Class Carriages.

The present 7-15 A.M. East Train to
leave Beypoor at 8-15 A.M., arriving at Tellozapetti
and Madras at the same time as that now
observed.

The present 11-45 A.M. East Train
to leave Tellozapetti at 11-15 A.M., without change
of time in the arrival at Madras.

The 6-30 A.M. East Goods Train to leave
Tellozapetti at 8 A.M. and to carry Third Class Passengers
as far as Tellozapetti.

Yours faithfully
Signed H. B. Church
Traffic Manager

To The Agent and Manager.

10. After discussion, it was resolved,
to bring into force the revised service of trains
on the 1st of January.

11. Mr. Quinn Head letter from the
Consulting Engineer, No 286, of the 29th ult.,
with

with regard to the estimates for Relaying the
Ghantillon the South West line with steel rails
as well as paragraph ~~XX~~ of a Despatch from
the Secretary of State, dated London, 9th
March 1864, defining the principles on which
such charges are to be allocated.

12. The result of the discussion
which followed, satisfied Major Shaw Stewart
that the charges would be dealt with, as
authorized.

13. The Agent and Managers read letter
from the Consulting Engineer, p 287, dated
the 30th ultimo, with reference to Order of
Government, p 382 regarding the construction
of a Tramway, at Light Railway from
Footman's Station to Mettapolism or foot of
the Footman's Ghant.

14. Mr. Clovis promised to obtain
a return of traffic in and out of Footman's
Station for the year 1867, but suggested
that the Collector of Excise should be applied
to for a return of traffic passing through
the Gate, and that when this is
obtained, the whole question could be
reconsidered.

15. The Locomotive Superintendent
applied for sanction to construct 25 foot
waggons into vehicles capable of conveying
passengers on the occasion of Festivals, at a
cost not exceeding Rs 400 per vehicle.

Upon

16. Upon the representation of the Traffic
Managers, that the existing stock of Third Class
Luggage is insufficient to meet the demands of
the Public at the periodic Festivals, and in
anticipation of a very large number of Passengers
resorting to the next Oionungum Festival,
Machinopoly, it was resolved to authorize the
purchase of 25 Cots Wagons.

Wm. Stewart Esq. Mgr. R.R.

Consulting Engineer for Railway

Wm. J. Stewart

Agent and Manager, Madras Railway

com

Proposed Classification of Roads.

Description	Class	Description	Class
Acids/medicinal/	4	Acorns/Line/	4
Acids - vitriol, chloric and	5	Acrid/pine barks or bottles/	2
Sulphuric/50 percent added/	3	Articles of Ivory, Ebony or	5
Aerated water/in bottles/	3	Sandalwood, 2 1/2 piec. per	5
Agricultural tools	3	maund per mile.	1
do implements not	3	Asphaltum	4
all machinery/	3	Asafoetida	5
Alc, Beer, and Porter/bottled	2	*Aqua fortis/50 percent added/	1
in barrels or cases, for distances	2	Auvergne seeds	1
exceeding 250 miles/	3	Bamboo/beaten rice/	3
Alc, Beer, and Porter/bottled in	3	Bacon	1
barrels or cases, for distances	3	Bags or Funnies, empty, returned/	3
not exceeding 250 miles/	2	do do/new/	4
Alc, Beer, and Porter/in wood/	3	Baggage/military/	5
Almonds	5	Ballast and Gravel	1
Almond Oil	3	do do less than 4 Tons/	4
Alum	5	Bales Piece Goods/press packed/	5
Alumina/owner's risk/	5	do do/country packed/	1
Ammunition/50 percent added/	4	Bamboo, no less charge than 3 Tons/	2
Ammunition Carriages	5	Bamboo, less than 3 Tons/	2
Amber Stone	2	Bamboo mats	3
Anchors	2	Bangles/commen/	4
Ankerbutter	2	Bangles, glass/owner's risk/	5
Arbils	2	Range or Gunjah	2
Animal Charcoal	2	Arch for Tanning/no less charge	3
Auger iron	3	than 3 Tons/	3
Braised	3	Bark/Sandalwood/	3
Butter	2	Barrows and Trucks	3
Copper	4	Barometers/see scientific instru	3
Copper Curran	4	ments/	3
Crown roots	4	Bark/	2
Cypress	4	Baskets/commen. country/	2
Cemy clothing	4	no less charge than 3 Tons/	2
do accoutrements	4		

Description	Class	Description	Class
Bath bricks	2	Bones and Bone dust	2
Baths/shower/	4	Boxes in bags/	2
Battens/liners/	1	Barax	2
Battery plates	4	Bottles empty returned/	2
Beads glass/owner's risk/	4	do empty in cases or hampers	3
Beans/Country/	4	do white glass/owner's risk/	4
Beer/see fly/	1	Boxes or cases empty	3
Beef and Pork in Casks	3	Brown	2
Bees' wax/refined/	5	Brass in sheets or pipes	3
do/unrefined/	4	do utensils	3
Bed and Bedding	4	do locks	4
Bedsteads/iron and wood/	4	Bread and Biscuits	4
Bells metal	4	Bricks and Tiles	5
Bellows	3	do /Fire/	1
Benjamin	3	Brooms/Country in bundles/	2
Belt nuts	5	Brandy	3
Billiard and Bagatelle tables	3	Brushes/Europe/	4
/50 percent added/	5	Buckets	3
Bittums	2	Butter in pots or casks/	3
Black Cummin Seeds	2	Cadizans	5
Blankets	2	do colored/no less charge	2
Black Tin	4	them 3 tons/	2
Boats and Canoes/not exceeding	3	Cannons	3
ing 16 feet minimum charge 2 tons	5	do Balls	2
do exceeding 16 feet minimum	5	Canvases and Sail Cloth/old/	2
charge 4 tons, 50 percent added	5	do do/new/	3
Boilers/not exceeding 16 feet/	2	Candles	4
do/exceeding 16 feet/	3	Canes/English/	4
do/Copper and brass/	4	do/Country/	3
Belts and Straps in Boxes or Cases	3	Casks and Cart wheels/no	4
Boots and Shoes/Country/	3	less charge than 3 tons/	3
do do/Europe/	4	Carpetting	3
Books	4	Carrriage Springs axles and	2
Bonnets, in boxes/owner's risk/	5	wheels	2
50 percent added	5	do Shafts	4
Bones and Bone dust/loose/no less	1		
charge than 3 tons	1		

Description	Class	Description	Class
Carrage bodies packed in cases	5	Clay	5
do do packed in Gunies	5	Clay pipes/water/	3
ornate/50 percent added/	5	Blocks and patches/owner's	5
Cardamom	2	risk 50 percent added/	5
Cattinges/heavy/	3	Clothes/Country Country/	3
do/light owner's risk/	2	do/Country bordered/	4
Cashmere	3	do/silk bordered/	5
Cases or Boxes/empty/	4	do different kinds mixed/	5
do of Sundries	4	do and tissues embroidered	5
Cashmere shawls/special agreement/	3	with precious metals	5
Casks empty/no less charge than	3	2 1/2 piers per inward per mile	5
3 tons/	3	Coal	2
Caster Oil	3	Coal tar	1
Cash boxes/iron/	2	Cocanut Shells	3
Cement in boxes or bags/	1	do Oil	2
Charcoal, loose/no less charge	2	Cocoanuts	5
than 3 tons/	2	Cochineal	3
do in bags/	2	Coffee	2
Chalk	2	Coke	3
Chains and Cables	2	Colored wood	2
Charpays/Community	5	do stone	4
Chandeliers/owner's risk 50 per	5	Colors or Paints/dry/	2
cent added/	5	Combs/Country/	4
Chairs/furniture 50 percent added/	1	Commissioned Stores/not	4
Chatties and Pots/owner's risk/	2	otherwise classified/	4
Cherry	5	Condiments/Indian/	4
Chemicals in cases	2	Confectionery	4
Chillies/dried or green/	5	Copper or dried Cocoanuts	4
China-ware/owner's risk/	1	Copper in sheets and pipes/	4
Cholera	5	Copper utensils	5
Chunam and Lime	1	Coral silk	5
do do in casks or bags/	4	Coral 2 1/2 piers per inward	5
Cider/see Beer	4	per mile/	5
Cigars	4	Corrugated Iron in sheets/	3
Cinnamon and cloves	4	Corks	4

Description	blans	Description
Cord, twine, string, rope	4	Drugs / not otherwise classified
Cotton / Iron /	4	Dry Salteries
Cotton / screened in bales, fit for shipment /	2	Empty / returned /
do / half pressed /	3	do / empty new /
do / loose / from direct to station	3	Dye or Redwood
do / do / in Bag or Boxes /	5	Dye roots
do / waste	2	Dye powder
do / with seeds	3	Embossing / owner's risk /
do / Pine	4	Ess. de Cologne / 50 per cent
Cotters and Gills	3	added /
Crackers / owner's risk - 50 per	5	cent added /
Cresote / in Casks or Tanks /	4	Elephant's teeth / 50 per cent
Crockery / owner's risk /	4	added /
Crotas / steel	4	Empty packages / returned /
Crow bars	4	Embroidery / 50 per cent added /
Cubels	2	Engravings / owner's risk -
Cumboo	4	50 per cent added /
Cumblers white, black or red,	1	Engines / portable steam /
country made in bales	2	do - wheels
Cumin seeds	4	Essences and Scents / 50
Cutch	3	per cent added /
Cuscus	3	Essential oils / do /
Cylinders	4	Europe and Oilman's Stores
Dammers or Shepherd tums	2	Fanthers / 50 per cent added /
Dates	2	Felt
Deals	2	Felt
Derivates / by special agreement /	2	Fencing (iron wire) /
Dhall and Peas	2	Fibre / vegetable /
Dhall Green	1	Filters
Dhall sticks / unless charge	2	Firewood, between Pulghat
than 3 tons /	3	do - 10 pias. per ton per mile
Decorative pipes / owner's risk /	3	Fire - bricks
Drapery	4	Fire - clay
Drawings or Paintings / owner's	5	Fire - drums
risk 50 per cent added /		

Description	blans	Description	blans
Fish, fresh / owner's risk - 50 per	5	Glass mirrors / owner's risk	5
cent added /	2	50 per cent added /	2
Fish, dried and salted	1	Glue or Gum	4
Flag Stones	3	Goods / heavy not declared /	5
Flax or Tow	4	do / light - do /	2
Flowers / owner's risk /	3	Gravel	2
Flour	3	Glass for thatching	1
Fruits, fresh, Europe / owner's	3	Graw	2
risk /	2	do / Bengal /	4
do - do - Country / do /	5	Grates and covers / clay /	2
Furniture, damageable / owner's	5	Grease	2
risk 50 per cent added /	3	Grinding stones	1
do - Country common / owner's	5	Ground nuts	4
risk /	3	Groceries	3
Gages	3	Guns	1
Galvanized iron	3	Gunnies / empty returned /	2
do - wire	4	do - new /	5
Galvanic batteries	5	Gunpowder / owner's risk	5
Gams / owner's risk /	4	50 per cent added /	5
Ginger water	2	Gum Cotton	4
Garlic	5	Guns and Pistols	4
Garden Plants	5	do and Gun Carriages	5
Garden implements	5	Gungah or Bong	4
do - seats and chairs	4	Heads of all kinds	5
do - desks	3	Handkerchiefs / country /	5
see Price Goods			
Gas and water pipes / iron /	3	Hand - mills	3
Grates / wood or iron /	3	Hand - barrows and Trucks	2
Ghee in Tubs or Dabbers	3	Hardware / heavy in Casks	3
Ginger green or dry	5	or Cases /	3
do - preserved	2	do / light - do /	4
Girders / new not exceeding	3	Harness / English /	3
16 feet /	1	do - Country /	5
do / do exceeding 16 feet /	5	Hats and Caps in Boxes	5
Glasses / broken /	5	or boxes / 50 per cent added /	5
do and Glassware / owner's	5	Key and screw / press packed /	5
risk /			

Description	Class	Description	Class
Hay and Straw / loose - no less charge than 3 tons /	3	Iron / wire fencing /	3
Hemp	2	do / garden chains /	5
Hides and skins / wet /	2	do / shot /	2
do do / dried & undressed /	3	Journaling	3
do do / dressed /	4	Sunglasses	4
Honey	5	Ivory and Elephant teeth	5
Horns and hoofs / Bullock & Buffalo in bags or bundles /	2	150 percent addl. ch /	5
do do / loose - no less charge - than 3 tons /	2	Jaggery / owner's risk /	1
do stag & deer, in bags or bundles /	3	Japanned ware	5
Horse shoes	2	Joiners' work	3
Hosiery / Cotton /	5	Joiners' tools	4
do / silk - 50 per cent. added /	5	Jungle Packs / 10 pies per ton per mile /	1
Howdahs	4	Inter. and Yarn / screwed /	2
Husk / loose /	1	do do / unscrewed /	3
do / in bags /	1	Kerosene Oil	3
Hyderabad boxes. Lays & owner's risk - 50 per cent. added /	5	Khips / Railway /	3
Ice	3	Lace / silver or gold - 2 1/2 pies per maund per mile /	5
Incense	5	Lace on Lardye	3
Indian Rubber	3	Lamps - English / owner's risk /	4
Indigo seed	3	Lanterns	3
Indigo	3	Lathes	2
Ink / Printers and Common /	4	Lead / white or red /	3
Instruments, surgical / 50 per cent. added /	5	do / in pigs /	2
do Surveying	5	Leather / Country /	3
Iron / bar, rod, nail and pig /	1	do / English /	4
do / Railway chains - bare & sheeps /	2	Leaves, dried or green	1
do / hoop and damageable /	3	150 per cent. charge & than 3 tons /	5
do / pipes cast /	3	Lemons, Ginger beer, and Soda water / owner's risk /	3
do / safes /	3	Lithographic Stones	4
do / buckets /	3	Loam or Latexite	5
do / Corrugated sheets /	3	do do less than 4 tons /	1
		Locks and Padlocks	4

Description	Class	Description	Class
Cordies and Trucks	3	Muskets	4
Lucifer matches / owner's risk - 50 percent added /	5	Nyctabolanes / in bags /	1
Luggage consisting of Trunks, Portmanteaux, Carpet bags, Bases, Bedding &c	4	Nails / iron, in bags or cases /	2
Machines, weighing	4	do / brass /	3
Machinery in pieces or cases	3	do / copper /	4
Mats / returned empty /	1	* Naphtha / owner's risk - 50 percent added /	5
do Country colored and date	2	Nets / empty returned /	1
do Kattan	3	Nuts	1
Mattings laid	4	Soap, Gull and Ground	1
do / cloth /	4	Spices	5
Melange or Mucker Cholum	2	Almond and Betel	3
Mops and Pans / 50 per cent. added /	5	Cocoanuts	2
Marble - rough blocks	2	do Cashu-nuts	2
do - polished / owner's risk /	4	do Walnuts	4
Matches, Lucifer and Congreve / owner's risk - 50 per cent. added /	5	Chay Cornica or Yethicattay / owner's risk - 50 per cent. added /	5
Meat safes	4	Cakum	2
Meat, fresh / owner's risk /	3	Oil / lake	1
Medicine roots	5	Oil / basket	3
Medicines	5	do Lamp, Gingly and Ground mat	2
Medical Stores	1	do Food	3
Metals old	2	do Coconut	3
do unwrought	2	do Kerosene	3
Millinery / owner's risk - 50 per cent. added /	5	do Paraffin	5
Military accoutrements	4	do Almond	5
Military Baggage	4	do Seeds	2
Mineral water	4	Oilman's Stores	4
Mixers / owner's risk - 50 per cent. added /	5	Opium water	3
Models / wood for casting /	1	Onions	2
Mollusks / owner's risk /	3	Opium / owner's risk - 50 per cent. added /	5
Mosses / barkum	3	Ore	5
Musical instruments / owner's risk - 50 per cent. added /	5	Oranges / owner's risk /	1
		Ordnance stores not otherwise classified	5

Description	Class	Description	Class
Organs/owner's risk-50 percent added/	5	Photographic apparatus	5
Packages returned empty/	3	/50 percent added/	5
Paddy	1	Plates and plated articles	5
Paddocks	4	/owner's risk-50 percent added/	5
Paints in Casks on tins	3	Plate glass/owner's risk-50 per	5
Printings or Engravings/owner's	5	cent added/	5
risk-50 percent added/	5	Planks	5
Palmyrah trees and Rafter	1	Platelayers tools	3
Paper, brown Country Coarse	2	Plantains	3
do Stationery	5	Planks/Cut/	2
do hanging	4	Paints and brassings	2
Papier mache/50 percent added/	5	Porcelain, white/owner's	5
Paraffin Oil	5	risk/	5
Patent Fuel	2	Porten/see table No. 2/	3
Patent manure	3	Poses/Signal/	3
Pawn or Betel leaves	3	Potatoes	2
Peelapoo	3	do /in bagged loads of foot	3
Peppers	3	less than 5 tons/	5
Peppermint/seed/	2	Poultry	5
do /Cordial/	5	Pumblers/Price/	3
Perfumery/owner's risk-50 per	5	Precious Stones/see special	3
cent added/	5	Agreements/	3
Piano/owner's risk-50 per cent	5	Printing Presses/owner's risk/	3
added/	5	Provisions/salted/	2
Picture frames / do do /	5	do /preserved/	3
Perambulators	5	Pumps	3
Pice Goats/press packed/	4	Quicksilver/owner's risk-	5
do /Country packed/	5	50 per cent added/	5
Pig lead	2	Rafters and Rafters Common/	1
Piles /iron screw/	2	do do /Teak/	2
do /frames for Cast Iron	3	Rags	2
Pipes /Cast Iron/	3	Raggy	1
do /leather/	3	Patterns	3
Pipe clay	3	Patterns marts	3
Pitch	2	Red Ochre	3
Philosophical instruments/50 per	5	Red Stones or Laverney Hull	2
cent added/	5		

Description	Class	Description	Class
Pediment	2	Seeds Indigo	4
Rifles	4	Shawls, Cashmere/ply	4
Rincho of all kinds/	3	special agreement/	4
Roman Cement	2	Shiffts/Carriage/	4
Roofing Galvanized	3	Shops in bags	3
Roses /polye/	3	Shovels /wooden/	4
do /medicinal/	3	do /iron/	3
Ropes of all sorts	2	Shell /Cattle fish/	4
Rosin	2	Silk/owner's risk-50 per	5
Rice water, 1 lb. 100/owner's	5	cent added/	5
risk 50 percent added/	5	Sign boards	3
Saddlery, whips and harness	4	Size liquids	2
Saffron/with 50 per cent added/	5	Stakes/roofing/	5
Safes /iron/	4	do /writing/	3
Sago	3	Sheepers/wood old/	5
Salamandars	4	do do new/	1
Salt	1	Snuff	4
Saltfibre	3	Soap /Country/	2
Sand	3	do /English/	3
do /washing/	1	Soapnuts in bags	1
Sandal Stones	3	Soda	2
Sandalwood	4	Soda-water in bottles	3
do bark	3	Spirits of all kinds, for	4
Sarsaparilla	5	distance not exceeding 250 miles	4
Saus	4	do for distance exceeding	5
Scales and weights of all kinds/	4	250 miles	5
Scientific instruments/owner's risk	5	Spices	4
50 percent added/	5	Spades	3
Screws /iron/	4	Spelher	2
Sealing Wax	3	Spokes of wheels	2
Seeds	2	Spirits of Turpentine	5
do Coriander	1	owner's risk-50 per cent added/	5
do Cotton	4	Stone	5
do Garden	4	do utensils	1
do Gummy	2	do tomb	1
do Black Currant	2	Stones barrel/in bundles/	1

Campan

Description	Class	Description	Class
Stationery	4	Timber, unwrought, or	1
Steel / Boxes Plates or Sheets /	3	wrought into Beams, or	1
Sugar / brown Country /	1	cleans planks, no less	1
do - paper /	2	charge than 3 tons if	1
do - Europe refined, chromatogram	3	as truck is occupied	1
do - or Gunguin /	3	and 5 tons if 2 trucks	1
do - Candy	4	are occupied	1
do - Cane	2	do - wrought into shovel	2
Sulphate of Copper	3	and Pickaxe handles	2
do - of Soda	3	or agricultural im-	2
Sulphur	3	plements.	2
Sumbr or Curcuma seeds	1	do Panel Doors or wooden	3
Spices	4	sashes / not damageable /	3
Surgical instruments / owner's	5	tin / Block and Sheet /	2
risk 50 per cent added /	5	do - ware	3
Surveying instruments / do - do /	5	Thread Cotton / see Twist /	2
Yellow or Land	3	Tobacco, new	2
Tamarind	1	do - manufactured	3
do - / preserved /	4	Toddies / in bottles /	2
Tanico - / view /	3	Tools	4
Taro	2	Tape, Country	4
Tarpaulins	4	Traversing screw jacks	4
Telegraph stores / not otherwise	4	Travails / Iron or wood /	3
do - Classified /	4	Trees	5
do - Instruments	4	Tubing, brass and copper	3
do - wire	3	Tumblers / common /	1
do - insulators	4	do - / Colored /	3
do - brackets and Caps	3	Turf	1
do - posts / wood /	1	Turntables	3
do - pole tops	2	Turpentine	5
do - Standards / view /	2	Twist and yarn / press packed /	4
do - Lockets / view /	2	do - do / loose - do /	5
Tents and Tent poles	3	do - do / silk 50 per	5
Tent pegs	2	cent added /	5
Tiles	5	Type printing	3
		Umbrellas	4

Description	Class
Valued Stones	2
Varnish	3
Vassumbers	3
Vegetable roots	2
Vegetables / green /	4
Ventilium seeds	2
Vinegar / in bottles /	3
* Vitriol oil / owner's risk	5
50 per cent added /	1
Wall plates	4
Walking sticks	2
Waste Cotton	2
do - Paper	2
Water Cranes	3
Water Tanks	4
Wearing Apparel	3
Wheels / wood /	2
do - / metal /	3
Wheat	4
Wires of all kinds, for distances	4
not exceeding 250 miles	4
do - for distances exceed-	3
ing 250 miles	3
Wire / iron /	3
do - / galvanized /	4
do - / brass or copper /	4
Wool / see Cotton /	1
Wood - apples	3
Zinc / sheets nails, pipes on	3
tiles	4
do - in fancy work	4

Special

Conform

Special Class Goods must be loaded and unloaded by the owner, and will only be conveyed at his risk. The minimum charge for Goods in this class is that for Four Tons, all smaller quantities will be charged First Class Rates.

Articles marked thus: packed in Tin or Iron cases, well soldered and contents legibly marked in English on the outside of the Package will be conveyed in small quantities not exceeding One Cwt. Larger quantities can only be conveyed on payment of the minimum charge for Powder Ware namely 13. 6 per mile.

The Company will not be responsible for damage to any goods marked in the classification "Owners Risk" unless an increased charge for their safe conveyance is paid at the time of booking.

Special Class Rates.

First	do	8 pice per ton per mile
Second	do	12 " " " "
Third	do	14 " " " "
Fourth	do	18 " " " "
Fifth	do	24 " " " "
	do	36 " " " "

N.B. Any distance less than 12 miles will be charged as 12 miles, but no less charge for any consignment with the exception of "returned empty gunnies, etc." and which will be made than the following.

do	exceeding 100 miles	Rate
do	exceeding 100 & not exceeding 200 miles	1-8
do	do 200 do 300	2-0
do	do 300 do 400	2-8
do	do 400 do 500	3-0
do	do 500 miles	4-4

James C. Fry
Agent & Receiver Gen.

Imp. & Co.

Nov 14 "Eleventh" 1865

11844200

Madras Railway

Statement showing the number of Second Class Passengers booked at Stations on different sections of the line, for the year ending October 1865 under a uniform fare of 5 pias per mile, and for the year ending October 1866 under differential fares of 6 and 7 pias per mile for Day and Night.

Period	Number of Passengers booked at Stations between											
	Madras and Arcot		Sholinghur		Bangalore Branch		S. Marapett and Coimbatore		S. Marapett and Coimbatore		Total	
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
1865	11068	8235	4785	3704	3724	5558	16118	4320	47466	83161	21817	104978
1866	10731	5737	2827	2894	2704	4219	8415	4178	29507	54184	17028	71212
Decreased	337	2498	1958	810	1020	1339	7703	142	17959	28977	4789	33766
Increased	-	-	-	-	-	-	-	-	-	-	-	-
Per cent	3	30	41	22	27	24	18	3	38	34.84	21.95	32.16

27

Traffic Manager's Office
Madras, 23 November 1867

True copy
Agent and Manager

Liquidy H. E. Church
Traffic Manager

77

Completed

29086718d

Madras Railway.

Statement showing the Receipts from Second Class Passengers Traffic booked at Stations on different sections of the line for the year ending October 1865 under a uniform fare of 5 pices per mile, and for the year ending October 1866 under differential fares of 6 and 7 pices per mile for Day and Night.

Period	Receipts from Passengers booked at Stations between												Total	
	Madras and Arcotum		Sholinghur and Sollarapett		Bengaloor Branch		Sollarapett and Bengaloor		Bombaloor and Poynne		Day	Night			Grand Total
	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night				
1865	19,125	8,261	48,471	6,133	114,164	19,268	29,206	198,444	34,041	100,657	62,395	11,163,032	92	
1866	22,325	10,246	50,531	5,484	115,408	16,933	22,750	160,758	25,092	86,762	63,124	14,988,672	3	
Decreased	"	1518	98	1793	"	2334	6456	"	8948	13874	"	13145	12	
Increased	3200	"	"	"	123	"	"	5231	"	"	729	"	"	
Percent Decreased	-	6	26	"	-	12	22	-	26	13.78	-	8.06	-	
Percent Increased	17	-	-	-	1	-	-	48	-	-	1.17	-	-	

Traffic Managers Office
Madras, 23. November 1867

True Copy
Agent and Manager.

1. Secretary H. C. Church
Traffic Manager.

Comptroller

8

18

1. The first part of the document is a list of names and addresses, which appears to be a directory or a list of contacts. The names are written in a cursive script, and the addresses are listed below them. The list includes names such as "J. H. Smith", "W. J. Jones", and "A. B. Brown", among others.

[The page contains faint, illegible markings and noise.]

[The page contains several horizontal lines, likely representing redacted information or a placeholder for a signature.]

2024/4/20/67

Madras Railway

Proposed Time Table between Salem and Beypoor on and after 1st January 1868.

Stations	Week Days					Sundays				
	1.			2.		1.			2.	
	1.2.3	1.2.3	Goods	1.2.3	Goods	1.2.3	1.2.3	Goods	1.2.3	Goods
Madras	Dep	4. 0	5. 0	4. 15	4. 15	4. 0	5. 0	4. 15	4. 15	4. 15
Solarpett	Dep	5. 25	6. 15	5. 45	6. 15	5. 25	6. 15	5. 45	6. 15	6. 15
Tupatore	Dep	6. 40	7. 15	6. 55	7. 15	6. 40	7. 15	6. 55	7. 15	7. 15
Samulputty	Dep	7. 15	8. 0	7. 30	8. 0	7. 15	8. 0	7. 30	8. 0	8. 0
Morapoor	Dep	8. 53	9. 7	8. 53	9. 7	8. 53	9. 7	8. 53	9. 7	9. 7
Mullapooram	Dep	9. 38	10. 35	9. 38	10. 35	9. 38	10. 35	9. 38	10. 35	10. 35
Shervaroy Hills	Dep	10. 4	11. 28	10. 4	11. 28	10. 4	11. 28	10. 4	11. 28	11. 28
Salem	Dep	11. 40	12. 5	11. 40	12. 5	11. 40	12. 5	11. 40	12. 5	12. 5
do	Arr	12. 40	1. 5	12. 40	1. 5	12. 40	1. 5	12. 40	1. 5	1. 5
McDonalds Choultry	Dep	1. 0	2. 30	1. 0	2. 30	1. 0	2. 30	1. 0	2. 30	2. 30
Sunkery droog	Dep	2. 30	3. 5	2. 30	3. 5	2. 30	3. 5	2. 30	3. 5	3. 5
Erode	Dep	3. 7	4. 50	3. 7	4. 50	3. 7	4. 50	3. 7	4. 50	4. 50
do	Arr	4. 45	5. 28	4. 45	5. 28	4. 45	5. 28	4. 45	5. 28	5. 28
Peranduray	Dep	5. 5	6. 40	5. 5	6. 40	5. 5	6. 40	5. 5	6. 40	6. 40
Wattakalle	Dep	6. 35	7. 10	6. 35	7. 10	6. 35	7. 10	6. 35	7. 10	7. 10
Avenashy Road	Dep	7. 17	8. 53	7. 17	8. 53	7. 17	8. 53	7. 17	8. 53	8. 53
Solanwar	Dep	8. 45	10. 28	8. 45	10. 28	8. 45	10. 28	8. 45	10. 28	10. 28
Gumbatoot	Dep	9. 15	11. 0	9. 15	11. 0	9. 15	11. 0	9. 15	11. 0	11. 0
do	Arr	10. 0	11. 50	10. 0	11. 50	10. 0	11. 50	10. 0	11. 50	11. 50
Muddikurry	Dep	11. 45	12. 20	11. 45	12. 20	11. 45	12. 20	11. 45	12. 20	12. 20
Walliar	Dep	12. 5	1. 10	12. 5	1. 10	12. 5	1. 10	12. 5	1. 10	1. 10
Conjcode	Dep	1. 35	2. 10	1. 35	2. 10	1. 35	2. 10	1. 35	2. 10	2. 10
Palghaut	Dep	2. 55	3. 30	2. 55	3. 30	2. 55	3. 30	2. 55	3. 30	3. 30
do	Arr	3. 20	4. 55	3. 20	4. 55	3. 20	4. 55	3. 20	4. 55	4. 55
Purley	Dep	4. 25	5. 0	4. 25	5. 0	4. 25	5. 0	4. 25	5. 0	5. 0
Luckady	Dep	5. 43	6. 18	5. 43	6. 18	5. 43	6. 18	5. 43	6. 18	6. 18
Wootapolum	Dep	6. 13	7. 48	6. 13	7. 48	6. 13	7. 48	6. 13	7. 48	7. 48
Shoranwar	Dep	7. 30	8. 5	7. 30	8. 5	7. 30	8. 5	7. 30	8. 5	8. 5
Pythamby	Dep	8. 58	10. 30	8. 58	10. 30	8. 58	10. 30	8. 58	10. 30	10. 30
Cootevooram	Dep	9. 22	11. 53	9. 22	11. 53	9. 22	11. 53	9. 22	11. 53	11. 53
Tiroor	Dep	10. 54	12. 27	10. 54	12. 27	10. 54	12. 27	10. 54	12. 27	12. 27
do	Arr	11. 54	1. 27	11. 54	1. 27	11. 54	1. 27	11. 54	1. 27	1. 27
Tanoor	Dep	12. 20	1. 55	12. 20	1. 55	12. 20	1. 55	12. 20	1. 55	1. 55
Perpungady	Dep	1. 25	3. 0	1. 25	3. 0	1. 25	3. 0	1. 25	3. 0	3. 0
Beypoor	Arr	1. 0	2. 30	1. 0	2. 30	1. 0	2. 30	1. 0	2. 30	2. 30

Traffic Manager's Office
Madras. 6th December 1867

Agent Kallanayam.

Traffic Manager.

№ 341-

Submitted to Government for
approval.

2. In paragraph 3 of these proceedings is embodied an interesting report by the Traffic Manager upon the existing fares and rates. All the questions with which it deals were most fully discussed, and the recommendations made were unanimously concurred in.

3. In the passenger fares two changes are proposed, that the second class fare between Coimbatore and Mysore should be reduced experimentally to $4\frac{1}{2}$ pios per mile, and that the second class fare by night should be raised to 10 pios per mile, with the exception of first class passengers' servants, to whom the present rate of 7 pios per mile should continue in force, one servant being allowed to every

every passenger.

4. To these proposed changes I have alluded at length in my letter of this date, N^o 340. They have my full approval.

5. In the goods rates Mr. Church proposes to raise the third class from 16 to 18 pice per ton per mile, and to modify the classification of goods to a slight extent.

He also recommends specially revised rates for elephants, dogs, sheep, goats and pigs, and a modification of the parcels rates.

6. In all of these proposals I fully concur, and I recommend that they be sanctioned with effect from the 1st January 1868.

7. The revised time table, alluded to in paragraph 9, is appended to the proceedings. The changes are rendered necessary by the anticipated opening for traffic of the Great Southern of India Railway

37 81
Railway to Erode. Subject to the approval of Government, the revised table will take effect from the 1st January 1868.

Wm Stewart
Major R.E.

Madras
10th December
1867

Consulting Engineer for R.G.

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

1867 Dec 14
No 3879
RAILWAY DEPARTMENT.

From
The Consig. Engineer for Railways,
To
The Secretary to Government,
P. W. Dept.

Dated 14th }
Received 14th } December 1867.

No. 341-
Enclosures, No. 5-

Observations
on minutes of meeting
held at the Agent &
Manager's Office on
the 5th instant.

No 283

No 3879-14th Dec 1867

Public Works Dept

No 3879

Proceedings of the Madras Government
Under date the 14th December 1867.
Read the following

From the Consig. Engineer
for Railways
(Here enter 10th December 1867
No 341)

With the exceptions
which will now be noticed,
the Government approve
of the proceedings of the
Railway Committee.

On a consideration
of the causes which have
influenced the falling
off of the second class
passenger traffic on
the South West Line since
the system of charging
differential fares by day
and night trains was in-
troduced on the 1st Nov 65,
in conjunction with an augmentation
of the first and second class fares,
the Committee have come
to

WDL
/

to the conclusion that on
one section of the line at
least the present second
class fare of 6 pias per
mile by day trains is a
higher charge than better
to do natives, who would
be disposed to travel in
that class if the fare
were more moderate,
are inclined to pay,
and that, as respects
the night traffic, the
immunity from the
intrusion of natives
which the differential
fare secures, has tended
to induce persons who
would ordinarily travel
first class, to content
themselves with second
class accommodation.
As a remedy, the Com-
mittee propose to
reduce

34 93
reduce the second class
fare by day trains be-
tween Coimbatore and
Koylore, where the prin-
cipal falling off has
occurred, to $4\frac{1}{2}$ pias per
mile, and to increase
the second class fare
by night trains to 10
pias per mile, except
in the case of the servants
of first class passengers,
each of whom one
servant would be
carried at the present
rate of 7 pias per mile.

The Government
are of opinion that it is
very objectionable to
have a variable rate
of charge for the same
description of travelling
accommodation on dif-
ferent portions of the
same line of Railway,
and

yes N
Wm

and considering how
very desirable it is
that a uniform scale
of charge should pre-
vail throughout the
entire railway sys-
tem of this Presidency,
His Excellency the
Governor in Council,
agreeing with the Con-
sulting Engineer that
the proposed diminution
of second class fare on
one part of the line is
a change in the proper
direction, would suggest
to the Agent & Manager
the propriety of making
the reduction general,
and of reverting through-
out the line to the former
day train fare of 5 pies
per mile. ~~which~~
~~will be a great~~
~~benefit to the~~
~~passengers~~
~~and~~

35 95
~~also announced~~
~~proceed~~

With regard to the
night traffic, the Govern-
ment, taking into con-
sideration the class to
which night trains are
a convenience, concur
with the Committee in
thinking that it is expe-
dient to raise the second
class night fare, and
His Excellency in Council
will readily sanction its
increase to 10 pies, or
even to one anna per
mile, one servant of
each first class pas-
senger paying a first
class fare, being car-
ried at the day rate
of 5 pies per mile.

The subject will
be dealt with more at
length when the Con-
sulting Engineer's letter

of

Of the 10th Instant N^o 340
Comes under considera-
tion, and if the correct-
ness of the principle
which the Government
consider should govern
the regulation of fares
upon railways be
^{accepted}~~accepted~~, the change
suggested by them may
be carried into effect
on the 1st Proximo as
an experiment for
12 months, in antici-
pation of formal
sanction.

The proposed re-
classification of goods
is sanctioned.

3046

To
The Com. Engrs for Railways

h-s. desps 14/12/67
O-C — 2/12/67

Pub. Works 1867 Department

No. of Govt for December

No. 3879

Pro. of the Madras Govt.

14th December 1867

No. 283-284