(1) Number of pages ٥١٤

(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 1850-51 Press Mis.

130-32

Dated 5-6 1889.

Not to be folded or roughly handled

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Govt. of {1869} Madras.

PUBLIC WORKS.

To

The Consulting Engineer
for Railways

Dated

Read 2

G O 5th June No. 1850/1857

Nos. 130-131-132

Administration Report (Ry)

Order, orders on the letter from the Engr. submitting Administration Report for 1868-69.

Administration Report (Ry) Acctg of the Administration Report of the Engr. for 1868-69, forwarded to the Govt of India.

Proceedings of the Madras Government, Public Works Department, 5th June 1869.

No 130. Read the following letter from the Consulting Engineer for Railways —

(Here enter 15th May 1869, No. 135)

ADMINISTRATION REPORT.

MADRAS RAILWAY

South-West Line.

Miles open

THE mileage open for traffic upon this line remains the same as at the close of the last official year. Including the Bangalore branch, 492 miles have been worked throughout the year now under review.

Train service

2. The train service has been carried out by two passenger trains daily, in each direction, over the whole length of the line. In addition to these, other trains, both for passengers and goods, averaging four per diem in each direction, have been run on week days over longer or shorter portions of the line, according to the exigencies of the traffic.

Passengers and receipts.

3. The number of passengers throughout the year and the receipts derived from them have been as follows —

Class	Number of passengers	Per-centage of numbers	Receipts	Per-centage of receipts
			Rs	
First	10,000½	594	1,27,617	8 419
Second	64,119	3 805	1,28,334	8 467
Third	16,10,903	95·601	12,59,851	83 114
Total ..	16,85,022½	100 000	15,15,802	100 000

Comparison of passengers and receipts with previous period

4. The increase in the number of passengers over those carried during 1867-68 has been 56,188, and in the receipts of Rupees 1,02,135.

Daily number of passengers

5. The average daily number of passengers has been 4,616, or at the rate of about 9 38 per mile of line. During the year 1868, the average daily number was 4,450, at the rate of 9 05 per mile.

Goods and receipts.

6. During the past year 331,018 tons of goods have been carried upon this line, and the receipts from this branch of traffic have been Rupees 26,45,887; showing an increase over the corresponding figures for 1867-68 of 51,087 tons, and of Rupees 2,40,648.

1

Longest

Rates and fares

7. The rates in force throughout the year for the conveyance of passengers and goods have been as follows :—

Passenger fares per mile.				Goods rate per ton per mile	
	Day	Night			
First Class	18 pies	22 pies		Special	8 Pies
			With a special charge of 5 pies for servants of first class passengers	First Class	12 ,,
Second do ..	5 ,,	12 ,,		Second do	14 ,,
				Third do ..	18 ,,
Third do	3 ,,			Fourth do . .	24 ,,
				Fifth do	36 ,,

Special rates

8. The following special rates have also been in force —

ASPHALTE.—From Madras to Trichinopoly and Coimbatore, in full waggon loads of not less than 5 tons	Rupees 17½ per ton.
COTTON, LOOSE.—From Bangalore and stations on that branch	36 Pies per ton per mile.
COFFEE.—From Beypore to Madras, in full waggon loads of not less than 6 tons	Rupees 15 per ton.
Do.—From Bangalore to Beypore, in full waggon loads of 5 tons	9 Pies per ton per mile.
NEWSPAPERS.—From Madras to stations on the line, at half the rates charged for other parcels—	
SALT.—From Madras to Sunkerrydroog	9½ do. do. do
Do.—From Madras to Erode	8 do. do. do
SANDAL WOOD —From Morapoor to stations on the Western Coast, in the rough and roots	18 do. do. do.
WOOD WORK—Mr. H B Addis' (Contractor), in full waggon loads of not less than 6 tons per waggon, from Madras to Coimbatore .	1 Anna do. do.

Drawback of 12½ per cent. as an experimental measure on the carriage of coir, cocoanuts, coperays, and pepper, in full waggon loads of not less than 5 tons, from any station west of Palghaut to Madras.

Chief items in goods traffic

9 The chief items in the goods traffic have been the following :—

Up—from Madras	*Down—to Madras.*
Cloths and Piece Goods.	Betelnuts.
Gram	Cotton
Grains.	Firewood.
Iron of all kinds.	Gunnies.
Jagghree.	Potatoes
Rice	Salt-fish.
Salt	Skins
Twist.	Tamarind.

In several items, such as cloths and piece goods, rice, timber, tamarind, and seeds of all kinds, the traffic has been considerable in both direction.

Per-centage of working expenses

10. The working expenses during the six months from July to December 1868, inclusive, amounted to 44 93 per cent. upon the total gross receipts of the line. They are composed as follows —

Permanent Way	16 05
Locomotive Department	16 14
Repairs of Carriages	1 38
Traffic Department	7 09
Telegraph do.	1·05
General charges .. .	0 75
Ballasting	0·41
Fire Insurance Fund	2 06
Total ..	44 93

Expenditure on Capital and net profit

11. The total expenditure on Capital Account up to the 31st December 1868 was Rupees 6,50,68,295. The net profits for the year ended the 31st December 1868 were Rupees 25,71,007, being at the rate of £3-19-0 per cent. per annum.

Kuddlehoondy Bridge

12. The works at the Kuddlehoondy bridge near the Beypoor terminus, the largest work on this line, and to which reference has been made in the Administration Reports of previous years, is in active progress. The whole of the cylinders are now in position, many of them being sunk to a considerable depth.

New Terminal Station

13 The new Terminal Station at Madras, which was commenced in 1867-68, is built up to the bottom of the plinth level. A considerable quantity of materials has been collected.

Bridge over Cochrane's Canal.

14. The iron girder bridge across Cochrane's Canal, on the branch leading to the new station, has been commenced during the past year. The coffer dams of the abutments are completed, and half of the wells in the south abutment have been sunk and filled with concrete.

Condition of line, &c

15. Upon the whole the condition of the line, and the results of the year's working, have been satisfactory. Scrupulous attention has been paid to the cleanliness of station buildings, and the comfort and convenience of travellers have been always studied. The permanent way is in good order

Neilgherry branch.

16. During the past year the construction of a branch to the foot of the Neilgherry Hills has been determined on, and the final survey of the line will be put in hand immediately. The branch will leave the main line at the Poothanoor Station, and will pass through the town of Coimbatore. Its length will probably be about 35 miles.

Longest

NORTH-WEST LINE.

Miles open

17. At the close of the last official year this line was open for traffic from the Arconum Junction as far as Moodanoor, a distance of 153 miles. On the 1st September 1868 the line was further opened to Tadputri, 31½ miles beyond Moodanoor, making in all a distance of 184½ miles open for traffic.

Train service

18. The train service has been carried out by one passenger train in each direction daily, throughout the year, over the whole of the open line. Besides this, other trains, both for passengers and goods, have been run in each direction on week-days over various portions of the line, according to the demands of the traffic. At present there is no night service on the North-West Line; but the subject is now under discussion.

Passengers and receipts

19. The number of each class of passengers throughout the year and the receipts therefrom have been as follows.—

Class	Number of passengers	Per-centage of numbers.	Receipts	Per-centage of receipts
			Rs	
First Class	900½	·195	8,475	2 585
Second do.	5,998	1 303	9,714	2 964
Third do	4,53,491	98 502	3,09,605	94 451
Total .	4,60,389½	100 000	3,27,794	100 000

Comparison with previous period.

20. The increase in the number of passengers over those carried during the previous year has been 15,085, while the receipts have been increased to Rs. 52,695.

21. The average daily number of passengers has been 1,261, or at the rate of about 7 37 per mile of line open. During 1867-68 the average daily number was 1,217, at the rate of 7 96 per mile.

Goods and receipts

22. During the past year 110,302 tons of goods have been carried upon the North-West Line, the receipts therefrom being Rupees 11,98,025, showing, as compared with the corresponding figures for 1867-68, an increase of 32,502 tons, and of Rupees 5,27,054.

Rates and fares

23. The rates charged for passengers and goods have been, throughout the year, the same as those charged on the South-West Line.

Special rates.

24. The following special rates have been in force —

* The Company's Contractor on the unopened line beyond Moodanoor

Firewood for Mr. Barnett,* at Annas 2-6 per mile per waggon from Coodoor to Moodanoor.

Cotton, loose, 36 pies per ton per mile.

Chief items of goods traffic.

25. The chief items in the goods traffic have been the following:—

Southward—to Madras.	*Northward—from Madras.*
Cotton.	Cloths and Piece Goods.
Dye or Redwood.	Gunnies.
Firewood.	Iron of all kinds.
Indigo.	Ordnance stores.
Seeds of all kinds.	Rice.
Timber.	Salt.
Tobacco.	Timber.
Twist.	Twist.

Working expenses.

26. The working expenses upon this line, during the latter half of the year 1868, amounted to 37 72 per cent. of the gross traffic earnings, being composed as follows:—

Permanent Way	8 32
Locomotive Department	13 67
Repairs of Carriages	1 25
Traffic Department	4·26
Telegraph do	·61
General charges	1 49
Fire Insurance Fund and proportion of rent of terminal buildings	·44
Proportion of Home expenses	·21
Hire of Rolling Stock	7 47
Total ..	37 72

Capital expenditure and net profits.

27. The total expenditure on Capital Account up to 31st December 1863 amounted to Rupees 2,28,65,441. The net profits for the year ended the 31st December 1868 were Rs. 10,42,274, being at the rate of £4-11-2 per cent. per annum.

Progress of work.

28. The quantities of earthwork, masonry, &c, executed during the official year on the North-West Line are as follows:—

Earthwork	...	Cubic yards	863,477⅓
Masonry .. Bridges	. .	,,	48,007
Masonry .. Stations	.. ...	,,	11,933⅓
Ballasting ..	...	,,	163,003
Permanent Way— ..	.	Lineal yards	59,287
Fencing ...	...	,,	358,322

Opening to Ghooty and beyond

29. The opening of the line to Ghooty is expected within the next few weeks; and from the satisfactory manner in which the works beyond Ghooty have progressed, there is every reason to anticipate the opening of the line to Kosgee in the one direction, and to Bellary in the other, during the year 1870.

Toongabudra bridge

30. The bridge over the Toongabudra river, perhaps the largest bridge in Southern India, certainly the largest Railway bridge in the Madras Presidency, has made fair progress of late. It is to be constructed with wrought-iron girders resting on masonry piers. The number of openings is fifty-eight, and the piers

are sixty-four feet apart. The total length of the bridge is nearly 1,400 yards, and the height of rail level above the bed of the river is about forty feet.

Opening to Raichore.

31. Upon the completion of this bridge the opening of the line to Raichore depends If the progress of the work continues at its present satisfactory rate, the masonry may be expected to be finished by the end of 1870 or early in 1871. in which case the opening to Raichore will probably be effected before the close of 1871.

Contract system.

32. The contract system has been extensively adopted on this line; but the results have not been satisfactory. It was expected that the adoption of the system would render the execution of the work cheaper, better, and quicker than if carried out by the agency of the Company's Engineers; but there is no doubt that in every respect these expectations have been reversed. That more unfortunate results have not followed is owing to the constant and close supervision which has been exercised by the Company's Engineers, and to the unremitting care and attention which they have devoted to their work. The experience of the contract system upon this line has been such as to render it very unlikely that any proposal to have their works executed by contract will again emanate from the authorities of the Madras Railway Company.

GREAT SOUTHERN OF INDIA RAILWAY.

Miles open.

33. The number of miles (168) open for traffic upon this line remains the same as at the close of the last official year. Erode is its point of junction with the South-West Line of the Madras Railway.

Train service

34. The train service has been carried out by one passenger train daily, in each direction, over the whole open line. In addition, other trains, averaging two per diem in each direction, have been run on week days over longer or shorter portions of the line, according to the exigencies of the traffic.

Passengers and receipts

35. The number of passengers throughout the year, and the receipts from them have been as follows:—

Class	Number of passengers.	Per-centage	Receipts.	Per centage
			RS.	
First Class	1,610	194	7,985	1 758
Second do.	8,272	999	10,617	2 338
Third do.	818,049	98 807	4,35,598	95 904
Total...	827,931	100 000	4,54,200	100 000

Daily number of passengers.

36 The average daily number of passengers has been 2,268, or at the rate of 13 50 per mile of open line. During the year 1867-68 the average daily number was 1,228,* at the rate of 8 41* per mile.

* In the Administration Report for 1867-68, these two figures were, by a clerical error, entered as 2,443 and 16 76.

Comparison with previous period

37. The increase in the number of passengers over those carried during the previous year has been 378,478, while the receipts have been increased to Rupees 1,02,021. The re-introduction of third class carriages, and the reduction of the lowest fare from 5 Pies to 3 Pies per mile, have mainly contributed to these results.

Goods and receipts.

38. During the past year 58,520 62 tons of goods have been carried on this line, the receipts therefrom being Rupees 2,75,207, showing, as compared with the corresponding figures for 1867-68, an increase of 11,839 62 tons, and Rupees 92,848.

Rates and fares.

39. The rates charged for passengers and goods have been as follows.—

Passenger fares per mile.		Goods rates per ton per mile	
First Class	18 Pies	Special	8 Pies.
Second do.	5 ,,	First Class	12 ,,
Third do	3 ,,	Second do	14 ,,
		Third do	18 ,,
		Fourth do	24 ,,
		Fifth do	26 ,,

Special rates

40. The following special rates have also been in force:—

ASPHALTE.—From Madras to Trichinopoly, in full waggon loads of not less than five tons . . .. . Rupees 17½ per ton.
CHEROOTS.—From Trichinopoly to stations eastward. 14 Pies per ton per mile.
SALT.—From Negapatam to Needamungalam Rupees 1-4-0 per ton.
Do.—From do. to Tanjore .. ... . ,, 2-7-0 do.
Do.—From do. to Erode ... . ,, 7-12-0 do.

Chief items of goods traffic.

41. The chief items in the goods traffic have been the following:—

Up—from Negapatam.	*Down—to Negapatam.*
Cloth.	Twist.
Hides.	Granite.
Oil and Ghee.	Oil cakes.
Salt.	
Timber.	
Tobacco.	

Items of goods traffic in both directions.

42. In the items of grain and seeds of all kinds the traffic has been considerable in both directions.

Working expenses.

43. The working expenses upon this line, during the latter half of the year 1868, amounted to 44 85 of the gross traffic earnings, being composed as follows :—

Locomotive Department ...	25 81
Permanent Way ...	6 19
Traffic Department ...	5 60
Telegraph do.	0 64
General charges	6 61
Total	44·85

Capital expenditure and net profits

44. The total expenditure on Capital Account up to the 31st December 1868 amounted to Rupees 1,34,29,503. The net profits for the year 1868 were Rupees 4,33,956, being at the rate of £3-4-7 per cent. per annum.

Progress of work

45. The total quantity of work executed on the Great Southern Line during the official year is as follows :—

EASTERN SECTION.

Earthwork	Cubic yards	124,402½
Masonry	,,	6,138½
Ballasting	,,	7,850½
Permanent Way	Lineal yards	285
Fencing ...	,,	244,929

ERODE EXTENSION.

Earthwork	Cubic yards	226,944
Masonry	,,	6,801
Ballasting	,,	182,443
Permanent Way	Lineal yards	28,402
Fencing ...	,,	8,607

Employment of Engineering staff.

46. The entire length of the line under construction having been opened in January 1868, the attention of the Engineering staff has been directed during the past year to the completion of the station buildings, &c , on the open line.

Condition of Line.

47. The line throughout has been maintained in fair order.

Accident to Passengers

48. With the exception of the death of a child, in December last, caused by a fall from a vehicle while the train was being shunted, there is no fatal accident to travellers to record.

LIGHT RAILWAY BETWEEN ARCONUM AND CONJEVERAM

Miles open.

49. The Indian Tramway Company's line of Light Railway has the same number of miles (nineteen) open for traffic as at the close of the official year 1867-68.

Train service.

50. The train service has been performed by two trains daily, in each direction, and by additional trains to suit the requirements of the traffic.

Rates and fares.

51. The rates in force for passengers and goods have been as follows :—

Passenger fares per mile

First Class	24 Pies.
Second do	6 ,,
Third do.	4 ,,

Goods rates per ton per mile

Special	12 Pies
First Class	16 ,,
Second do.	20 ,,
Third do.	24 ,,
Fourth do	36 ,,
Fifth do	48 ,,

Chief items of goods traffic.

52. The chief items in the goods traffic have been the following :—

Up—from Arconum.
Cloth and piece goods.
Gunnies.
Rice and Paddy.
Seeds of all kinds.
Stones.
Twist.

Down—to Arconum.
Firewood and Jungle posts.
Salt.

Passengers and receipts.

53. The number of passengers throughout the year and the receipts from them have been as follows :—

Class.	Number of Passengers	Per-centage	Receipts	Per-centage.
First Class	245	0 258	534	1 367
Second do.	7,386	7 764	4,179	10 695
Third do	87,495	91 978	34,359	87 937
Total	95,126	100 000	39,072	100 000

Daily number of passengers

54. The average daily number of passengers has been twenty-six or at the rate of 1 37 per mile of open line.

Goods and receipts.

55. During the past official year 4,696 2 tons of goods have been carried on this line, the receipts therefrom being Rupees 6,605.

Progress of work.

56. The total quantity of work executed during the official year is as follows.—

Masonry	Cubic yards	177
Ballasting	,,	1,412
Fencing	Lineal yards	15,840

Working expenses

57. The working expenses upon this line, during the latter half of the year 1868, amounted to 122 64 per cent. of the gross traffic earnings, being composed as follows:—

Locomotive Department	...	..	...	..	30 04
Traffic do.	...		...	...	20 79
Permanent Way do.		...	..	...	34 04
Telegraph do.	...	...	...	...	09
General charges	..	.	.	...	37 68
				Total ...	122 64

Capital expenditure and net profits.

58. The paid-up Capital of the Company amounts to £100,000, and upon this amount a dividend of three per cent. per annum from the 1st January 1868 was guaranteed by the Secretary of State. The net profits for the year ended the 31st December 1868 were Rupees 629, being at the rate of £0-1-1¼ per cent. per annum on the paid-up Capital.

Condition of Line.

59. The line has been maintained in good order.

Accident.

60. No accidents of any kind occurred during the year.

Extension to Cuddalore

61. The extension of the line to Cuddalore is under consideration.

Success of line.

62. The existing line has not proved a financial success, although the Indian management has been conducted with efficiency and economy. The Revenue Accounts for the half-year ended the 31st December 1868 show that the traffic on the line was worked at a loss of Rupees 4,240-6-8.

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

MADRAS,
15th May 1869.

C

Railways for the year 1868-69

Names of Railway	Miles opened during the year	Total miles open	Passengers during the year: First	Second	Intermediate	Third	Total	Receipts from passengers	Receipts from merchandise	Receipts from Railway materials	Total receipts from passengers and goods	Working expenses for the year 1868	Net profits for the year 1868	Number of European Staff	Number of Native Staff	Total Capital expended up to 31st December
South West Line	.	492	10,000¼	64,119		1,610,903	1,685,022¼	15,15,801	21,83,205	1,62,632	41,61,638	20,14,804	Rupees 25,71,007, being at the rate of £ 3 19 0 per cent per annum	615	7,405	£ 650,68,296
North-West Line ..	31¼	184¼	90¼	5,998		453,491	400,389¼	3,27,794	8,81,824	3,16,201	15,25,819	5,48,016	Rupees 10,42,274, being at the rate of £ 4 11 2 per cent per annum			£ 228,63,441
st Southern of India ailway	.	163	1,610	8,272		818,049	827,931	4,54,200	2,03,082	12,125	7,29,407	3,66,554	Rupees 4,33,957, being at the rate of £ 3 4 7 per cent per annum	100	1,535	£ 134,29,503
an Tramway Company Limited)		19	245	7,356		87,495	95,126	44,072	6,605		50,677	.	Rupees 629, being at the rate of £ 0-1 1¼	9	110	£ 100,000

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

MADRAS,
15th May 1869

Proceedings of the Madras Government, Public Works Department, 5th June 1869.

No. 131. ORDER THEREON, 5th June 1869, No. 1,850.

RAILWAY, No. 8.

ORDERED that a copy of this Report and of its accompaniment be forwarded to the Government of India :—

(Here enter No. 1,851, dated 5th June 1869.)

(True Extract.)

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

To Messrs. Inglis & Jackson

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, *5th June* 1869.

No. 1,851.

No. 132.

To

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

SIR,

RAILWAY, No. 9.

I AM directed by the Right Honorable the Governor in Council to forward a copy of the Administration Report of the Consulting Engineer for Railways for the year 1868-69.

I have the honour to be,

Sir,

Your most obedient servant,

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

Exd. S. T. Augustin.

Mr. Longe

Gort. of {1869} Madras.

PUBLIC WORKS.

To

THE SECRETARY TO THE GOVERNMENT

OF INDIA.

Dated June, 5th

Recd *Inst*

G. O, 5th June 1869, No 1,851

JUNE.

No. 132

Administration Report (Railway).—A copy of the Administration Report of the Consulting Engineer for 1868 69, forwarded to the Government of India.

15

Administration Report

Madras Railway

South-West line

Miles open.

The mileage open for traffic upon this line remains the same as at the close of the last official year.

Including the Bangalore Branch, 192 miles have been worked throughout the year now under review.

Train service.

2 The train service has been carried out by two passenger trains daily, in each direction, over the whole length of the line. In addition to these, other trains, both for passengers and goods, averaging four per diem in each direction, have been run on week-days over longer

longer or shorter portions of the line, according to the exigencies of the traffic.

Passengers and receipts.

3 The number of passengers throughout the year, and the receipts derived from them have been as follows:—

Class	Number of passengers	Percentage numbers	Rupees	Percentage receipts
First—	10,000½	·594	1,27,617	8·419
Second—	64,119	3·805	1,28,334	8·467
Third—	16,10,903	95·601	12,59,851	83·114
Total	16,85,022½	100·000	15,15,802	100·000

Comparison of passengers and receipts with previous period.

4 The increase in the number of passengers over those carried during 1867-68 has been 56,188— and in the receipts of Rupees 1,02,135.

Daily number of passengers.

5 The average daily number of passengers has been 4,616, or at the rate of about 9·38 per mile of line. During the year 1868 the average daily number was 4,450, at the rate of 9·05 per mile.

Goods and receipts.

6 During the past year 331,018 tons of goods have been carried upon this line, and the receipts from this branch of traffic have been — Rupees 2,6,45,887;— showing an increase over the corresponding figures for 1867-68 of 51,087 tons; and of Rupees 2,40,648.

Rates and fares.

7 The rates in force throughout the year for the conveyance of passengers and goods have been as follows:—

Passenger fares per mile			Goods rate per ton per mile	
	Day.	Night		
First Class—	18 pies	22 pies	Special—	8 pies
Second Class—	5—"—	12—"— With a special charge of 5 pies for servant of first class passengers	First class	12—"—
			Second—"—	14—"—
Third class—	3—"—		Third—"—	18—"—
			Fourth—"—	24—"—
			Fifth—"—	36—"—

8 The following special rates have also been in force:— Special rates

Asphalte— From Madras to Trichinopoly and Coimbatore, in full waggon loads of not less than 5 tons - 10 : 1½ per ton.

Cotton-loose— From Bangalore and stations on that branch — 8 pies per ton per mile.

Coffee— From Beypore to Madras, in full waggon loads of not less than 5 tons — 10 : 15 per ton.

Do— From Bangalore to Beypore, in full waggon loads of 5 tons — 9 pies per ton per mile.

Newspapers— From Madras to stations on the line, at half the rates charged for other parcels.

Salt— From Madras to Cuddapah — 9½ pies per ton per mile.

Salt— From Madras to Erode — 8 pies per ton per mile.

Sandalwood— From Mettupalayam to stations on the Western Coast, on the Nilgiris and roots — 18 pies per ton per mile.

Woodwork— To H.H. the Rajah of Cochin (Contractor) in full waggon loads of not less than 5 tons per waggon from Madras to Coimbatore — 1 anna per ton per mile.

Drawback of 12½ per cent as an experimental measure on the carriage of coir, cocoanuts, copperah, and pepper in full waggon loads of not less than 5 tons, from any station west of Palghaut to Madras.

First items in goods traffic. 9 The chief items in the goods traffic have been the following:—

Up from Madras	Down to Madras
Cloths and piece goods	Betel nuts
Gram	Cotton
Grains	Hardwood
Iron of all kinds	Gunnies
Jaggree	Potatoes
Oil	Salt fish
Salt	Skins
Sweat	Tamarind

In general terms, such as cloths and piece goods, Rice, Timber, Tamarind, and seeds of all kinds, the traffic has been considerable in both direction

10 The working expenses during the six months from July to December 1868, inclusive, amounted to 44·93 per cent upon the total gross receipts of the Line. They are composed as follows:— *Percentage of working expenses.*

follows:—

Permanent way	16·05
Locomotive Department	16·14
Repairs of Carriages	1·38
Traffic Department	7·09
Telegraph &	1·05
General charges	0·75
Ballasting	0·41
Fire Insurance Fund	2·06
Total	44·93

Expenditure on Capital and net profit.

11 The total expenditure on Capital account up to the 31st December 1868 was Rupees 6,50,68,295. The net profits for the year ended the 31st December 1868 were Rupees 25,71,007 being at the rate of £ 3–17–– per cent per annum.

Hoodlikoondy bridge.

12 The works at the Hoodlikoondy bridge near the Beypore terminus, the largest work on this line and

and to which reference has been made in the administration Reports of previous years, is in active progress. The whole of the cylinders are now in position, many of them being sunk to a considerable depth.

New terminal station.

13 The new terminal station at Madras which was commenced in 1867–68 is built up to the bottom of the plinth level. A considerable quantity of materials has been collected.

Bridge over Cochrane's canal.

14 The iron girder bridge across Cochrane's canal on the branch leading to the new station has been commenced during the past year. The cofferdams of the abutments are completed and half of the wells in the south abutment have been sunk and filled with concrete.

Condition of line &c.

15 Upon the whole the condition of the line, and the results of the year's working, have been satisfactory. Scrupulous attention has been paid to the cleanliness of station buildings, and the comfort and convenience of travellers have been always studied. The permanent way is in good order.

Neelgherry branch.

16 During the past year the construction of a branch to the foot of the Neelgherry Hills has been determined on, and the final survey of the line will be put in hand immediately. The branch will leave the main line at the Podanoor station, and will pass through the town of Coimbatore. Its length will probably be about 35 miles.

North West Line

17 At the close of the last Miles open.
official year this line was open for traffic from the Arconum junction as far as Moradanad, a distance of 153 miles. On the 1st September 1868 the line was further opened to Gadgulra, 31½ miles beyond Moradanad, making in all a distance of 184½ miles open for traffic.

18 The train service has been Train service
carried out by one passenger train in each direction daily throughout the year over the whole of the open line. Besides this, other trains both for passengers and goods, have been run in each direction on week-days over various portions of the line according to the demands of the traffic. At present there is no night service on the North-West line; but the subject is now under discussion.

Passengers and Receipts.

19 The number of each class of passengers throughout the year, and the receipts therefrom have been as follows:—

Class	Number of passengers	Proportion of number	Receipts	Proportion of receipts
First class	90½	·195	8,475	2·585
Second class	5,998	1·303	9,714	2·964
Third class	453,491	98·502	309,605	94·451
Total	461,389½	100·000	327,794	100·000

Comparison with previous period

20 The increase in the number of passengers over those carried during the previous year has been 15,085, while the receipts have been increased to

Rupees

Rupees 52,695.

21 The average daily number of passengers has been 1,261, or at the rate of about 7·37 per mile of line open. During 1867-68, the average daily number was 1,217, at the rate of 7·96 per mile.

22 During the past year 110,302 tons of goods have been carried upon the South-West line, the receipts thereon being Rupees 11,98,025; showing as compared with the corresponding figures for 1867-68, an increase of 32,502 tons, and of Rupees 5,27,054.

Goods and Receipts.

23 The rates charged for passengers and goods have been throughout the year the same as those charged on the South-West line.

Rates and fares.

24 The following special rates have been in force:—

Special Rates.

Firewood for Mr Barnett, at annas 2-6 per mile per waggon from Coodoor to Moodanoor.

The Company's Contractors on the unopened line beyond Moodanoor.

Cotton, loose, 36 pies per ton per mile.

Principal items of goods traffic.

25 The chief items in the goods traffic have been the following:—

Southward to Madras	Northward from Madras
Cotton	Metals and piece goods
Dye or Redwood	Gunnies
Firewood	Iron of all kinds
Indigo	Ordnance stores
Seeds of all kinds	Rice
Timber	Salt
Tobacco	Timber
Sweat	Sweat

Working expenses.

26. The working expenses upon the line during the latter half of the year 1868 amounted to 37·72 per cent of the gross traffic earnings, being

being composed as follows:—

Permanent way	8·32
Locomotive Department	13·67
Repairs of Carriages	1·25
Traffic Department	4·26
Telegraph — Do	·61
General charges	1·49
Fire Insurance Fund and proportion of Rent of Permanent Buildings	·44
Proportion of Home expenses	·21
Hire of Rolling stock	7·47
Total	37·72

27 The total expenditure on Capital account up to 31st December 1868 amounted to Rupees 228,65,441. The net profits for the year ended the 31st December 1868 were Rupees 10,42,274 being at the rate of £4-11-2 per

Capital expenditure and net profits

per cent per annum.

Progress of works.

28 The quantities of earthwork, masonry, &c, executed during the official year on the North-West line are as follows:—

Earthwork	cubic yards	863,477½
Masonry & Bridges	"	48,007
Stations	"	11,933 1/8
Ballasting	"	168,003
Permanent way	Lineal yards	59,287
Fencing	"	358,322

Opening to Gooty and beyond.

29. The opening of the line to Gooty is expected within the next few weeks; and from the satisfactory manner in which the works beyond Gooty have progressed, there is every reason to anticipate the opening of the line to Hospet on the one direction and to Bellary on the other, during the year 1870.

30 The bridge over the Gooiga- Gooigaleru bridge
-leru River, perhaps the largest
bridge in Southern India, certainly
the largest Railway bridge in the
Madras Presidency, has made fair
progress of late. It is to be con-
-structed with wrought iron girders
resting on masonry piers. The
number of openings is 58, and the
piers are 64 feet apart. The
total length of the bridge is nearly
1,400 yards, and the height of rail
level above the bed of the river is
about 40 feet.

31 Upon the completion Opening to Kaichoor
of this bridge the opening of the line
to Kaichoor depends. If the pro-
-gress of the work continues at its
present satisfactory rate, the masonry
may

may be expected to be finished by the
end of 1870 or early in 1871: in which
case the opening to Kaichoor will pro-
-bably be effected before the close of 1871.

Contract system

32 The contract system has
been extensively adopted on this line;
but the results have not been satis-
-factory. It was expected that the
adoption of the system would render
the execution of the work cheaper, better,
and quicker than if carried out by the
agency of the Company's Engineers;
but there is no doubt that in every
respect these expectations have been
reversed. That more unfortunate
results have not followed is owing to
the constant and close supervision
which has been exercised by the
Company's Engineers, and to the
unremitting

unremitting care and attention which they have devoted to their work.

The experience of the contract system upon this line has been such as to render it very unlikely that any proposal to have their works executed by contract will again emanate from the Authorities of the Madras Railway Company.

Great Southern of India Railway.

Mileage. 33 ... The number of miles (168) open for traffic upon this line remains the same as at the close of the last official year. Erode is its point of junction with the South-West line of the Madras Railway.

Train service. 34 The train service has been carried out by one passenger train daily, in each direction, over the whole open line. In addition, other trains, averaging two per diem in each direction, have been run on week-days over longer or shorter portions of the line, according to the exigencies of the traffic.

Passengers and Receipts. 35 The number of passengers throughout the year and the receipts from

follow the same lines as follows:—

Class	Number of passengers	Percentage	Receipts	Percentage
First Class	1,610	·194	7,985	1·758
Second Class	8,272	·999	14,617	2·338
Third Class	818,049	98·807	435598	95·904
Total	827,931	100·000	454,200	100·000

36 The average daily number of passengers has been 2,268 or at the rate of 13·50 per mile of open line. During the year 1867-68 the average daily number was 1,228, at the rate of 8·41 per mile.

Daily number of passengers.

*In the Administration Report for 1867-68, these two figures were by a clerical error entered as 2,408 and 16·76.

37 The increase in the number of passengers over those carried during the previous year has been 378,478; while the receipts have been increased to Rupees 102021. The reintroduction of third class carriages, and the reduction of the lowest fare from 5 pies to 3 pies per mile, have mainly contributed to these results.

Comparison with previous years.

Goods and Receipt

38 During the past year 58,520·62 tons of goods have been carried on this line, the receipts therefrom being Rupees 275,207; showing as compared with the corresponding figures for 1867-68 an increase of 11,839·62 tons, and Rupees 92,848.

Rates and fares

39 The rates charged for passengers and goods have been as follows:—

Passenger fares per mile		Goods rates per ton per mile.	
First class	Pies 18	Special	Pies 8

Up—from Negapatam	Down to Negapatam
Cotton	Sweet
Seeds	Granite
Oil and ghee	Oil cakes
Salt	
Timber	
Tobacco	

Items of goods traffic in both directions

42 In the items of grain and seeds of all kinds the traffic has been considerable in both directions

Working expenses

43 The working expenses upon the line during the latter half of the year 1868 amounted to 44·85 of the gross traffic earnings, being composed as follows:—

Locomotive Department	25·81
Permanent way	6·19
Traffic Department	5·60
Telegraph do	0·64
General charges	6·61
Total	44·85

Chief items of goods traffic

41 The chief items in the goods traffic have been the following:—

Second Class	5
Third class	3

First Class	12
Second class	14
Third class	18
Fourth Class	24
Fifth Class	36

40 The following special rates have also been in force:—

Asphalte.— From Madras to Trichinopoly in full waggon loads of not less than 5 tons.— 10:—17½ per ton.

Chevvoto:— From Trichinopoly to stations eastward:—14 pies per ton per mile.

Salt— From Negapatam to Needa = =mungalam.— Rupees 1-4 per ton.
do— From do— to Tanjore Rupees 2-7 per ton.
do— From do— to Coroda = Rupees 7-12 per ton.

44 The total expenditure on Capital account up to the 31st December 1868 amounted to Rupees 134,29,503. The net profits for the year 1868 were Rupees 4,33,956 being at the rate of 3-4-7 per cent per annum.

Capital expenditure and net profits

45 The total quantity of work executed on the Great Southern Line during the official year is as follows:—

Progress of work

Eastern Section

Earthwork	Cubic yards	124402½
Masonry	"	6138½
Ballasting	"	7850¼
Permanent way	Lineal yards	285
Fencing	"	24929

Erode extension

Earthwork	Cubic yards	226,944
Masonry	"	6801
Ballasting	"	182,443

Permanent way—Lineal yards—28402

Fencing——"——8,607

Supplemental Engineering staff.

46 The entire length of the line under construction having been opened in January 1863, the attention of the Engineering staff has been directed during the past year to the completion of the station buildings &c, on the open line.

Completion of line.

47 The line throughout has been maintained in fair order.

Accident to passengers

48 With the exception of the death of a child in December last caused by a fall from a vehicle while the train was being shunted, there is no fatal accident to travellers to record.

Light Railway between Areonem and Canjeveram

49 The Indian Tramway Company's line of light railway has the same number of miles (19) open for traffic as at the close of the official year 1867-68. — Miles open

50 The train service has been performed by two trains daily, in each direction, and by additional trains, to suit the requirements of the traffic. — Train service

51 The rates in force for passengers, Rates and for goods have been as follows:—

Passenger fares per mile	Pies	Goods rates per ton per mile.	Pies
First class	24	Special	72
Second class	6	First Class	16
Third class	4	Second Class	20
		Third class	24
		Fourth Class	36
		Fifth Class	48

Chief items of goods traffic.

52 The chief items in the goods traffic have been the following:—

Up from Areonem.	Down to Areonem.
Salt and piece goods.	Firewood and
Gunnies.	jungle posts.
Rice and Paddy.	Salt.
Seeds of all kinds.	
Stones.	
Twist.	

Passengers and Receipts

53 The number of passengers throughout the year and the receipts from them have been as follows:—

Class.	Number of passengers	Percentage	Receipts	Percentage
First Class	245	0·258	534	1·367
Second Class	7,386	7·764	4,177	10·696
Third Class	87,495	91·978	34,359	87·937
Total	95,126	100·000	39,072	100·000

Daily numbers of passengers

54 The average daily number of

of passengers has been 26 or at the rate of 1·37 per mile of open line.

Goods and Receipts.

55 During the past official year 4,696·2 tons of goods have been carried on this line the receipts therefrom having been Rupees 6,665.

Progress made

56 The total quantity of work executed during the offsiad year is as follows:—

Masonry - Cubic yards 177.

Ballasting " 1,412

Fencing - Lineal yards 15,840.

Working expenses

57 The working expenses upon this line during the latter half of the year 1868 amounted to 122·64 per cent of the gross traffic earnings, being composed as follows:—

Locomotive Department—30·04

Traffic —do— 20·79

Permanent way—do— 34·04

Telegraph Department—09.

General charges 37·68

Total 122·64

Capital and loan and net profits.

58 The paid up Capital of the Company amounts to £ 100,000, and upon this amount a dividend of 3 per cent per annum from the 1st January 1868 was guaranteed by the Secretary of State. The net profits for the year ended the 31st December 1868 were Rupees 629, being at the rate of £ 0-1-1¾ per cent per annum on the paid up capital.

Condition of line

59 The line has been maintained in good order.

Accidents

60 No accidents of any kind occurred during the year.

Extensions & subdivisions

61 The extension of the line to

to Seuddalore is under consideration.

62 The existing line has not proved a financial success, — although the Indian management has been conducted with efficiency and economy. The Revenue accounts for the half-year ended the 31st December 1868 show that the traffic on the line was worked at a loss of Rupees 4,240-6-8.

Survey of line

Mem Stewart

Major I.C.E

Comm: Engr for Railways

Madras
15th May
1869

Railway Department

Comm: Engineer's Office

No 155.

From

Major J. A. M. Shaw Stewart R.E.
Comm: Engr for Railways

To

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

Sir,

In forwarding the administration report for the official year 1868-69 upon the Railways in this Presidency, I have the honour to state that a copy has been already sent to the Chief Secretary to Government.

2. With reference to G.O. No. 711, dated the 4th March 1869, the return "C. Railways" is also appended to the above report.

I have the honour to be,
Sir,
Your most obedient Servant

Mem Stewart Major R.E.

Comm: Engr for Railways

Madras
15th May 1869

47

Public Works Deptt.
From Jo. 2091
The Consulting Engineer
for Railways.

To
The Secretary to Govt
P. W. Deptt

Dated 15th
Rec'd 18 } Inwards

No 155
Encls: 2

Forwarding
the administration
report for the Govt
year 1868-69. upon
the Railways in this
Presidency.
Nos 1830 & 1831-55 June/69

No 130

P.N.

Abstract of Statistics for the year 1868-69.

Name of Railway		Madras Railway		Great Southern of India Railway	Guicowar's Nerbudda Extension Railway.
		South-West Line	North-West Line		
Miles opened during the year		"	31½	"	"
Total miles open		19	184½	168	"
Passengers during the year	First	245	900½	1,610	"
	Second	7,386	5998	8,272	"
	Intermediate	"	"	"	"
	Third	87,495	453,491	818,049	"
	Total	95,126	460,389½	827,931	"
Receipts from passengers		44,072	327,794	4,54,200	"
Receipts from merchandise		6,605	8,81,824	2,63,082	"
Receipts from Railway Materials		"	316,201	12,125	"
Total Receipts from passengers & goods		50,677	15,25,819	7,29,407	"
Working expenses for the year 1868.		"	548,016	3,66,554	"
Net profits for the year 1868.		Rs: 629 being at the rate of £ 0-1-1¾ per cent per annum.	Rs: 10,42,274 being at the rate of £ 4-11-2 per cent per annum.	Rs: 4,33,956 being at the rate of £ 3-4-7 per cent per annum.	Rs: 2571,007 being at the rate of £ 3-19-0½ per cent per annum.
Number of European staff		9	615	100	"
Number of native staff		110	7,405	1,535	"
Total capital expended up to 31st December		£ 100,000	Rs: 228,65,441	Rs: 134,29,503	Rs: 65,68,296

Abstract of Statistics for the year 1868-69.

Madras 1st May 1869

Manchester. Major R.C.E.

Cons: Engr. for Railways

Pub Works Deptt No 51.

No 1880. 1850

Proceedings of the Madras Government.
Under date the 5th June 1869
Read the following

From the Comg Engineer for Railways, } A. E. No 155 dated 15th May 1869.

Ordered that a copy of this Report and of its accompaniment be forwarded to the Government of India.

To the Chief Engr for Railways
Dispd 8/6/69.

To

2091/69

1857

To No 1857

The Secretary
to the Govt of
India PWD

Sir

I am directed
by the Right Honorable
the Governor in Council
to forward a copy
of the Administration
Report of the Consulting
Engineer for
Railways for the
year

Mesrs S/6/1857 with 35 Copies
of G.O. no 1850 of date -

53

year 1868/69 -

15
2