M.R.O. 1—77,006—8-6-37.

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(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 100-101 Press Mis.

208-10

Dated 13. 1 1871.

Not to be folded or roughly handled

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 13*th January* 1871.

No. 210.

No. 101.

To

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

RAILWAY, No. 29.

SIR,—I am directed to forward, for submission to the Government of India, the accompanying report from the Acting Consulting Engineer for Railways, with the Revenue Account and Traffic Analysis of the South-West and North-West Lines of the Madras Railway for the half-year ending 31st December 1869.

2. During the period in question the total receipts and expenditure on the South-West Line were Rupees 23,00,179 and Rupees 13,48,431, exhibiting a net profit of Rupees 9,51,748, and, compared with the results of the corresponding half of the previous year, they show an increase of Rupees 15, 299 or ·67 per cent under gross earnings; of Rupees 3,23,798 or 31·6 per cent. under expenses; and a decrease of Rupees 3,08,499 or 32·46 per cent. in the net profits. The Train and Engine mileage were respectively 571,355 and 746,745, indicating an excess of 10,316 and 39,461 miles respectively over the results of the second half of 1868.

3. The passenger traffic was as follows:—

	Up to 31st December 1868.		Up to 31st December 1869.		Increase.		Decrease.	
	No.	Receipts.	No.	Receipts.	No.	Receipts.	No.	Receipts.
First Class	4,976	64,687	4,806	64,349	...	...	170	338
Second ,, ...	31,584	64,578	49,239	73,398	17,655	8,820	...	...
Third ,, ...	782,529	6,39,880	695,159	5,67,198	...	...	87,370	72,682
Cooly ,, ...	Not in operation.		88,690	34,845	...	...	...	...

4. These figures show an improvement in the second class both in numbers and receipts, but a falling off in the first and third class passenger traffic. The Acting Consulting Engineer is of opinion that the depression of trade, the prevalence of cholera in several of the principal towns in the vicinity of the Railway, and a diminution in the number of people visiting Streerungum in Trichinopoly on the occasion of the festival in December 1869, exercised a very unfavourable influence over the third class traffic. The experiment of introducing a fare of 2 Pies per mile on the portion of the line between Madras and Jollarpett has been in operation since the 1st January 1869, and, judging from the results of the half-year ending 31st December 1869, as compared with those of the previous half-year, gives promise of success.

	No.	Receipts.
Up to 30th June 1869 ...	70,505	27,760
,, 31st Dec. ,, ...	88,690	34,845

5. I am to invite attention to paragraph 23 of the review which contains the explanation required by the Government of India* regarding the amounts credited in the account of the South-West Line for the "hire of ballast engines" and for "locomotive fuel."

*In letter No. 1,030-R., dated 10th June 1870.

6. The goods traffic was as follows:—

		TONS.	RS.
Up to 31st December	1868 ...	164,068	12,96,677
" " "	1869 ...	174,430	13,27,560

7. Details of the goods traffic, with the chief variations in the half-years ending 31st December 1868 and 31st December 1869, will be found fully given in paragraphs 25 to 33 of the review.

8. The Revenue expenditure for the second half of 1869 was Rupees 13,48,431, and, compared with that of the corresponding period of 1868, exhibits an excess of Rupees 3,23,797, or 31·6 per cent. Upwards of 80 per cent. of this excess occurs under the head of "Maintenance of Way, Works, and Stations," and is almost entirely due to the outlay incurred in the substitution of iron for wooden sleepers on the thirty-three miles between the Cauvery and Avenashy. The causes of increase are explained in paragraphs 34 to 42 of the review, and, as regards the increased expenditure in the Traffic Department, noticed by the Government of India in their letter under date the 10th June 1870, No 1,030-R., I am to draw attention to the explanations furnished in paragraph 43, from which it will be observed that, under the head of "Salaries" it is due to an augmentation of the Traffic Manager's pay; to the appointment of a Deputy and additional Assistant Traffic Managers; and to a modified distribution of the salaries of the Guards between the South-West and North-West Lines, the latter line having hitherto been debited with an undue proportion of the charge. General and Home charges being divided between Capital and Revenue in the ratio of the total outlay under each, the Acting Consulting Engineer explains that, as the outlay under Revenue increases and that under Capital correspondingly diminishes, the percentage of those charges debitable to Revenue must increase.

9. The amount of Revenue earnings outstanding on the 1st March 1870 and appertaining to the half-year under review was only Rupees 5,373.

10. On the North-West Line the receipts for the half-year under review amounted to Rupees 9,02,254, while the expenditure was Rupees 3,68,568, leaving a net profit of Rupees 5,33,696. These figures contrast favourably with the operations of the second half of 1868, and exhibit an increase of Rupees 42,331 or 8·61 per cent. on the net revenue. The Train and Engine mileages were respectively 197,654 and 233,209, displaying an increase of 40,372 and 56,881 miles respectively over the results of the second half of 1868.

11. The passenger traffic was as follows:—

	Up to 31st December 1868.		Up to 31st December 1869.		Increase.		Decrease.	
	No.	Receipts.	No.	Receipts.	No.	Receipts.	No.	Receipts.
First Class	415	3,679	534	5,278	119	1,599	...	...
Second "	2,904	4,488	4,054	7,675	1,150	3,187	...	...
Third "	229,415	1,50,460	234,745	1,65,373	5,330	14,913	...	...

12. It will be observed from this comparison that there has been an improvement both in numbers and receipts in all the three classes.

13. The Revenue expenditure on the North-West Line during the half-year ending 31st December 1869 was Rupees 3,68,558, or Rupees 71,934 in excess of that of the corresponding half of 1868, and details of the several heads under which this increase has occurred are given in paragraphs 74 to 81 of the review. The causes of excess are chiefly the introduction of a night service of trains between Arconum and Cuddapah, a distance of 119 miles; the augmentation of the salaries of the Traffic and Assistant Traffic Managers; the opening of an additional section of thirty miles of the line; and, as on the South-West Line, the larger percentage of general charges with which Revenue has been debited.

14. The information called for in paragraph 4 of the letter from the Government of India, dated 10th June 1870, No. 1,030-R., will be separately furnished.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) CHARLES A. ORR, Colonel, R.E.,

Secretary to Government.

Exd. A. S. Rodgers.

3

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 378

From Captain H. L. Prendergast R.E.
Acting Consulting Engineer for Railways,

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

SIR,

I have the honour to forward the Revenue Account and traffic analysis of the South-West and North-West Lines of the Madras Railway for the half-year ending the 31st December 1869.

2. The points noticed in paragraph 2 of letter from

the Government of India No. 1030 G.O. No. 1571
of the 10th June 1870, are attended dated 30th June 1870.
to in paragraphs 2, 3, 4, 3, and 45.

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

Madras
22nd September
1870

Lieut Colonel Degat Captain R.E.

Acting Consulting Engineer for Rys.

P. W. 1870 Depot
Proceedings for Sept 1870.

RAILWAY DEPARTMENT.
No. 3779.

From
The Consulting Engineer
for Railways,

To
The Secretary to Government,
P. W. Department,
Fort St. George.

Dated 22nd Sept 1870.
Received 23rd

No. 378.

Consulting
Forwarding the Revenue
accounts and Traffic Analysis
of the S.M. & Ry. Co. lines of the
Madras Railway for the
half year ending the
31st December 1869.
No. 199 + 107-13 Sanction

No. 208.

Certificate respecting the Permanentway &c.

I hereby certify that the whole of the Company's Permanentway, Station Buildings and other works have during the past half year been maintained in good working condition and repair.

Madras Railway
Chief Engr's Office
26 February 1870

Signed / J F Going
Act. Chief Engineer

Certificate respecting the Rolling Stock.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Waggons, Machinery and Tools have during the past half year been maintained in good working order and repair.

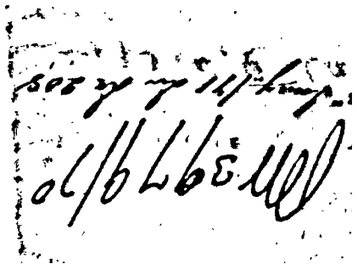
Perambore
14 February 1870

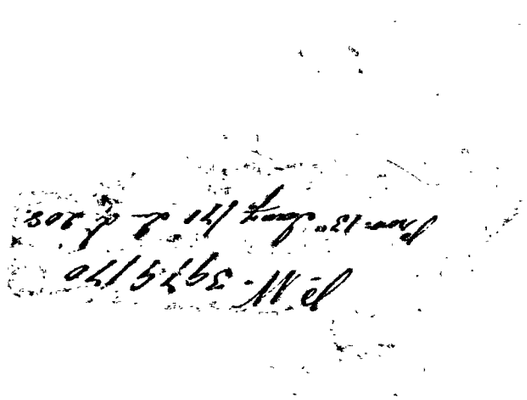
Signed / W J Collinson
Act. Loco: Superintendent

I hereby certify that the Certificates given above by the Railway Officials are correct.

Madras
22 Sept 1870

Alex Wedderburn Capt. RE
Act. Cons. Engr. for Railways.





Madras Railway
South-West Line.

Dr.

Balance Sheet for the Half-year ending 31st December 1869

Cr.

Construction Accounts

b 443	Line open for Traffic			54.61.47.13.138	
b 463	Line in course of Construction			40.50.51.12.4	55.01.97.65-10
b 128	Cochin Survey			1.32.56.43	
b 453	Working Stock			10,60.8.863.144	

Advances to Company's officers &c.

b 338	General Storekeeper	359	
b 227	Cashier	2641 11 1	
b 234	W. T. Collinson Aq. Loco. Superintendent	25663 12 "	
b 254	S. West. Line advance account	16729 1 7	
b 356	Suspense account for General averages	37.506 5 1	
b 119	do for Home Payments N. W. Line	24.510 6 5	
b 396	Leading Store advance account	319 11 11	
R 727	Great Southern of India Railway	1205 8 10	
R 769	Traffic Manager's advance account	69 8 "	
b 221	Chief Engineer's do	789 9 11	
b 237	Home Payments Account	820 1 "	
R 1	Traffic Cash account	17.826 9 5 10	
R 768	General Suspense Account	10 "	
R 756	Her Majesty's Govt. of India Revenue account	142.048 1 9	428.616 9 2

Store Accounts.

b 277	Loco. Store and Workshop account	23.96.232 2 3		
b 286	Engineering do do	40.36.871 12 5		
b 295	Traffic Store account	1.88.413 11		
b 269	General do	23.11.630 12 5		
b 383	Stores in Transitu	12.54.809 14 11		
b 352	Materials Lost	89.317 12 5	100.90.747 4 4	
R 741	Government Securities		82.670 12 1	
R 753	Secretary of State in Council for India		152.78.584 8 3	
b 366	Bank of Madras General Account	2.67.840 8 5		
R 777	do Madras Ry Fire Insurance Fund	1329 9 1	2.69.169 12 6	
b 380	Oriental Bank Corpn. M. Ry. Comp. Guar. Fund	121.827 10 6		
b 420	do Sick & Allowance "	40.71 2 6		
b 428	do Contrs. Security "	3.34.798 4 6	5.94.497 16	

Rupees 9.24.247.1.2.5

Madras
12 March 1870

(Sigd) A. K. Thomson
Chief Accountant

(Sigd) H Church
Chief Auditor

b 9	Her Majesty's Government of India Capital Account			2.54.97.120.13.8
b 404	do do do do advance Account		1.40.372 2 3	2.56.37.492.15.11
b 18	London office Store Account		4.35.17.911 10 3	
b 368	do Home Payments Account		4.42.501 6 10	4.39.60.413 1 1
R 737	Her Majesty's Govt. of India Revenue Advance Account			147.035 99
b 111	A. T. Wilkinson Bezwada			10.751 4 11
b 245	Income Tax			678 8 "
b 306	Unpaid Salaries & Wages			10.220 10 1
b 315	Profit and Loss			5.63.7 14 9
b 327	Interest on Government and other Securities			80 1 10
b 343	M. Ry. Sick and allowance Funds			41.071 2 6
b 440	do Employes Guar. Fund			2.18.969 8 3
b 433	do Contractor's Security			3.34.798 4 6
b 393	Refunds to Government			5.06.107
b 424	Pot Sleepers Casting Account			2.30.2.2.5
b 417	Hopkins Cilles & Co.			03.477 11 11
b 473	North West Line Store Account			6.28.863 1 2
R 745	Buildings Plant & Stores fire Insurance Fund		1.83.102 7 10	
R 742	Goods Traffic do		18.022 10 8	2.01.125 2 6
R 839	Revenue Establishment			74.119 12 10
R 735	Net Revenue Account			1.32.16.584 8 3

Rupees 9.24.247.1.2.5

(Sigd) J Shaw Lieut. & Brt. Major R.E.
Cons. Engr for Railways

(Sigd) J Hankin Major
Ex. Ry. Accounts

(Sigd) R. B. Elwin
Agent & Manager

No. XVI.

North West Line

Statement of Net Profits of the Madras Railway for the half year ending December 1869.

To Balance brought from South West Line			3956 8	By Traffic Earnings paid to Government during Half year	Rupees 807091 8 11
" Gross Earnings as per Revenue Account			902254 "	Deduct Earnings paid in during July and August 1869 taken to Account in Half year ending June 1869	89749 74 717342 1 7
				" Traffic Earnings of previous half year paid to Government during the months of January and February 1870	180887 97
				" Interest on Traffic Balances due by Government	9077 14 1
				Less Interest withdrawn by Government	1097 5 7980 13 8 188887 3
				" Balance ie Traffic Earnings up to December 1869 unrealized on 1st March 1870. Viz.	
				Construction Account	
				Government	
				Public Companies and Traders	
				Foreign Railways	
				Traffic Department	
				Steam Boat Service	
				Sundries	
Total Rupees			906210 8 10	Total Rupees	906210 8 10
				Rupees	906210 8 10
Traffic Receipts paid to Government as per above Statement					368357 9 4
Deduct Working Expenses as per Revenue Account					
				Balance being Net profits for the 6 months	Rupees 537852 15 6

/signed/ R. E. Thomson
Chief Accountant

/signed/ F. Church
Chief Auditor

Approved and passed

/signed/ J. H. M. Shaw Stewart Major R.E.
Consulting Engineer for Railways.

/Signed/ R. D. Elwin
Agent of Company

Examined and found correct

/signed/ S. S. Hawkins Major
Government Examiner

True Copy

Alex Henderson Capt. R.E.
Asst. Cons. Engr. for Railways

D.W. 3979/30
From 13th Lancy 1/11 Ln 2 208

(Form No. 12.)

North W. L.

Abstracts

For the Half Year ended 31st December 1869.

A. MAINTENANCE OF WAY, WORKS, AND STATIONS.

Salaries, Office Expenses and General Superintendence				10999	7	10
Maintenance and Renewal of Permanent Way						
Wages	21759	11	9			
Materials	6913	15	9			
Engine Power	793	7	-	29467	2	6
Repairs of Roads, Bridges, Signals, Telegraph and Works				10552	14	1
Repairs of Stations and Buildings				2877	8	7
Miles Maintained.						
Double ... { The Bridges are most of them Constructed to Carry a Double Line.						
Single ... { The Embankments, Cuttings and Rails provide for a Single Line only.						
Total... 153 1/2						
			Rs.	53897	1	

B. LOCOMOTIVE POWER.

Salaries, Office Expenses and General Superintendence				10859	-	1
Running Expenses						
Wages connected with the working of Locomotive Engines.. ..	22829	12	5			
Coal Coke and Wood	84814	7	7			
Water	2986	11	7			
Oil, Tallow and other Stores	6537	11	9	117168	11	4
Repairs and Renewals						
Wages	17020	10	4			
Materials	15586	14	-	32607	8	4
			Rs.	160635	3	9

C. REPAIRS AND RENEWALS, OF CARRIAGES AND WAGONS.

Carriages				
Salaries, Office Expenses and General Superintendence	250	10	10	
Wages	2061	15	4	
Materials	2228	11	8	4541
Wagons				
Salaries, Office Expenses and General Superintendence	411	4	6	
Wages	2914	15	10	
Materials	4196	-	7	7522
			Rs.	12063

D. TRAFFIC EXPENSES.

Salaries and Wages				33865
Lighting and General Stores				9566
Clothing Compensation for Goods				6
Printing, Stationery and Tickets				3629
Wagon Covers, Ropes, &c.				
Miscellaneous Expenses				554
			Rs.	47623

E. GENERAL CHARGES.

General Management Salaries				12608
Office expenses				427
Law Charges				14
Rent of Terminal Buildings				678
Home Establishment				2503
Fire Insurance on Buildings Plant & Stores				2337
Goods in Transit				1286
			Rs.	19857

F. SPECIAL AND MISCELLANEOUS EXPENSES.

Hire of Rolling Stock				74500
			Rs.	74500

Madras, 12th March 1870.

Chief Accountant.

Chief Auditor.

Major

Agent and Manag

Compiled
Compared
Checked

M 3779
Bibliothèque Nationale

MADRAS RAILWAY.

NORTH WEST LINE.

Open 215 Miles from Arconum to Ghooty 1st August 1869.

Dr. Revenue Account for the Half year Ending 31st December 1869. Cr.

EXPENDITURE.				Per cent. of Revenue.	RECEIPTS.						
To Maintenance of Way Works and Stations ... ... Abstract A.	53897	1	-	5·97	By Passengers ... ... Number.						
" Locomotive Power ... ... do B.	160635	3	9	17·80	First Class ... ... "	461½	5278	5	-		
" Repairs of Carriages and Wagons ... ... do C.	12063	10	5	1·34	Second " ... ... "	3819	7675	5	-		
" Traffic Expenses ... ... do D.	47623	13	8	5·28	Third " ... ... "	226863	165372	12	-		
" General Charges ... ... do E.	19837	1	2	2·20	Cooly " ... ... "						
" Special and Miscellaneous Expenses ... ... do F.	74500	11	4	8·26		231143½	178326	6	-		
					Periodical Tickets. ... ... "					178326	6 -
					By Parcels, Horses, Carriages and Dogs					23861	14 11
					By Merchandize					689842	6 5
					By Live Stock					621	12 -
					By Special and Miscellaneous Receipts						
					Telegraph Receipts		1303	2	9		
					Hire of Stores Trains		1699	11	1		
					Rents of Bungalows		978	9	6		
					" Refreshment Rooms		1061	3	8		
					Sale of Unclaimed property		290	2	4		
					" Revenue Stores		244	6	6		
					Interest on Traffic Earnings		4024	5	6	9601	9 4
	368557	9	4	40·85							
" Balance...	533696	7	4	59·15							
Total Rupees ..	902254	-	8	100·00	Total Rupees...					902254	- 8

Home Payments included.—

Maintenance of Way, Works & Stations Rs 14. 1. 0
Locomotive Power ——— 569. 5. 5
General Charges ——— 2712. 9. 10

MADRAS,
12th March 1870

Chief Auditor.

Consulting Engineer for Railways.

Compared by
Addn. Asstt.

Examiner of Railway Accounts.

Chief Accountant.

Agent and Manager.

60a
North W. L.

MADRAS RAILWAY.

Statement showing in detail the earnings under each Head of Traffic
for the Halfyear ended 31 December 1869.

Description of Traffic.		Number.	Amount.			Total.		
First Class Passengers		338	3865	2	-			
Second „ „		3383	6232	6	-			
Third „ „		214388	156723	9	-			
Cooly „ „								
Periodical Tickets								
Return Fares	First Class	97	1292	11	-			
„	Second „	309	1160	-	-			
„	Third „	9162	3592	2	-			
Soldiers	First „	2½	50	8	-			
„	Second „	53	226	3	-			
„	Third „	2033	4579	13	-			
Excess Fares	First „	24	70	-	-			
„	Second „	74	56	12	-			
„	Third „	1280	477	4	-			
Special Trains			-	-	-	178326	6	-
Parcels			9454	7	-			
Banghy Parcels			438	6	2			
Passengers' Luggage			5596	4	9			
Horses, Carriages and Dogs			8372	13	-	23861	14	11
Merchandize ... Maunds ...		1134490 31½	475144	2	3			
Materials ... „ ...		663665 27	207629	3	-			
Locomotive Fuel			6393	12	-			
Rent and Demurrage			675	5	2	689842	6	5
Live Stock			-	-	-	621	12	-
Telegraph Receipts			1303	2	9			
Sale of Stores Rents of Bungalows			244	6	9			
			978	9	6			
Refreshment Rooms			1061	3	8			
Unclaimed Property Mileage of ~~Vehicles~~ Stores Trains			290	2	4			
~~Hire of Ballast Engines~~ Interest on Traffic Earnings ...			1699	11	1			
			4024	5	6	9601	9	4
Total Rupees.						902254	-	8

Train Mileage.		Rs.	A.	P.
Passenger Trains ... ... } 197654	Gross earnings per mile	4	9	-
Goods Trains ... ... }	„ Expenditure „	1	13	10
Total. 197654				

MADRAS,
12th March 1870

W. Thomson
Chief Accountant.

Chief Auditor.

Agent and Manager.

Compared by. SP
Addn. Ch. by.

N 377.970
Drw. 18" Long Folio 205

Madras Railway
North West Line

Dr. Balance Sheet for the half year ending 31st December 1869 Cr.

Construction Account

C 192	Line open for Traffic		199.86.250	153
C 205	Line in course of Construction	47.57.510	155	247.43.761
C 114	Miscellaneous Surveyor account			38321

Advances to Company's Officers

C 139	Chief Engineers advance account	38.020	124	
C 159	Loco: Superintdts: ——do——	175	106	
C 156	Leading Col Sleepers ——do——	314.092	11	
C 170	——do—— Store ——do——	230 47	311	3.75.335 11
C 118	E. W. Barnett Contractor			94.501
C 146	Store and Workshops account			6288.631 8
R 259	Traffic Cash Account			1.90.029 12
R 715	Secretary of State in Council for India			33.74.786 149
R 240	Government Securities			22.285 11
C 151	Bank of Madras General a/c			54.889 2
R 304	——do—— Madras Ry Fire Insurance Fund			312 14
	Rupees			357.82.855 12 0

C 6	Her Majesty's Govt. of India Capital a/c		315.41.381	15
C 85	——do—— Capital Advce: acct		99.843	144 316.41.224 15
R 293	Her Majesty's Govt: of India Revenue acct		46.442	12
R 244	——do—— Rev: advance acct:		3.661	5 49.803 1
R 234	Buildings Plant & Stores Fire Insce: Fund		14.287	136
R 236	Goods Traffic ——do——		8.946	65 23.234 5
C 37	Suspense account for Home Payments			24.510 6
C 78	Income Tax			4282
C 180	Refunds to Government			99
C 129	S. W. Line Rent account			4201 10
R 281	Revenue Establishment			6465 6
R 213	Net Revenue account			33.74.786 149
	Rupees			357.82.855 12 0

Madras
12th March 1870

/Signed/ A. L. Thomson
Chief Accountant

/Signed/ F. Church
Chief Auditor

/Signed/ F. J. Hankin
Examiner of Ry Accounts

/Signed/ R. B. Elwin
Agent & Manager

/Signed/ J. H. Mc. Shaw Stewart
Con: Engr for Railways

PM-3136/20

Bhoomi Sadan, 11/1 Sarat Bose Rd.

Statement of Net profits of the Madras Railway for the half-year ending December 1869

To balance outstanding from last account	24,848 52		
Less transferred to S.W. Line	3,956 82	20,891 13	
" Gross earnings as per Revenue Account		2,300,179 51	
Total Rupees		2321071 27	

By Traffic earnings paid to Govt. during half-year	2,255,631 96		
Deduct earnings paid in during July & August 1869 taken to account in half-year ending June 1869	99,854 31	2,155,783 65	
" Traffic earnings of previous half-year paid to Govt. during the months of January and Feby 1870	1,555 80	15 10	
" Interest on traffic balances due by Govt: 16996-4-2			
5640-5-9	11,355 14 5	166,936 14 5	
		2,322,720 4 5	
Less stores sold credited to working charges	6,603 12 1		
Outstandings prior to 1st January 1868 Recovered	167 10 6		
Payments by transfer to other companies	250 99	7022 " 4	
Total Traffic Receipts		2,315,698 4 4	
" Balances i.e. traffic earnings up to December 1869 unrealized on 1st March 1870 Viz.			
Construction Account	"	"	
Government	"	"	
Public Companies and traders	"	"	
Foreign Railways	"	"	
Traffic Department	4,394 16		
Steam boat service	"	"	
Sundries	1038 129	5,372 " 5	
Total Rupees		23,21,071 27	
Traffic Receipts paid to Government as per above statement	Rupees	2,315,698 4 4	
Deduct working expenses as per Revenue Account	"	1348430 12 0	
Balance being net profits for the 6 months — "		967,267 8 4	

(Signed) A. K. Stevenson
Chief Accountant

(Signed) H. Schwerdt
Chief Auditor

Approved and Passed

(Signed) J. H. M. Shaw Lieut Maj RE
Comm: Engrs & Railways
(True Copy)

Chas Pennefather Capt: RE
Asst Com: Engrs for Railways

(Sd) H C B Elwin
Agent and Manager

(Signed) H. Hankin Major
Ag. Examiner of Pay Account

P. W-3779/70
Prom. 13 Jany/71 L. 2.908.

MADRAS RAILWAY.

SOUTH EST LINE.

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

Dr. Revenue Account for the Half year Ending 31st December 1869. Cr.

EXPENDITURE.					Per cent. of Revenue.	RECEIPTS.							
To Maintenance of Way Works and Stations	Abstract	A.	655622	4 5	28·57	Passengers							
" Locomotive Power	do	B.	416172	3 7	18·09	First Class	Number.	3735½	64349	4 -			
" Repairs of Carriages and Wagons	do	C.	33624	7 7	1·46	Second "	"	47917	73397	14 -			
" Traffic Expenses	do	D.	169116	14 4	7·35	Third "	"	671987	567198	7 -			
" General Charges	do	E.	73894	14 1	3·21	Cooly "	"	88690	34844	15 -			
" Special and Miscellaneous Expenses	do	F.	-	- -				812329½	739790	8 -			
						Periodical Tickets		1	80	- -	739870	8	-
						Parcels, Horses, Carriages and Dogs			-	- -	93067	10	1
						Merchandize			-	- -	1334078	4	-
						Live Stock			-	- -	2972	4	-
						Special and Miscellaneous Receipts							
						Telegraph Receipts			5488	12 5			
						Hire of Ballast Engines			21456	10 8			
						Mileage of Vehicles			78311	5 1			
						Shunting			744	- -			
						Rents of Bungalows			16218	1 9			
						Refreshment Rooms			4370	13 -			
						Sale of Unclaimed property			974	14 8			
						Revenue Stores			1001	15 8			
						Interest on Bottie Earnings			1624	2 3	130190	11	6
" Balance...			951748	9 7	41·38								
Total Rupees...			2300179	5 7	100·00	Total Rupees...					2300179	5	7

Home Payments included

" Maintce of Way Works & Stations Rs 79.6.8
" Locomotive Power ——— 3156.1.9
" General Charges ——— 9424.3.6

MADRAS,
March 1870

Chief Auditor.

Consulting Engineer for Railways.

Examiner of Railway Accounts. Major

Chief Accountant.

Agent and Manager.

South W. L.

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MADRAS RAILWAY.

Statement showing in detail the earnings under each Head of Traffic for the Half Year ended 31st December 1869. 23

Description of Traffic.				Number.	Amount.			Total.		
First Class Passengers		...	...	2460½	38724	7	-			
Second „ „		...	...	45457	65528	9	-			
Third „ „		...	...	625419	495313	14	-			
Cooly „ „		...	...	88690	34844	15	-			
Periodical Tickets		...	...	1	80	-	-			
Return Fares	First Class	...	...	1142½	20488	13	-			
„	Second „	...	...	1687	5483	15	-			
„	Third „	...	...	30409	37788	10	-			
Soldiers	First „	...	...	58½	1185	14	-			
„	Second „	...	...	408	2051	13	-			
„	Third „	...	...	8922	20847	-	-			
Excess Fares	First „	...	...	74	517	14	-			
„	Second „	...	...	365	336	9	-			
„	Third „	...	...	7237	1594	6	-			
Special Trains		...	...		3432	4	-			
Extra Troop Train		...	...	-	11654	9	-	739870	8	-
Parcels		...	...		37532	9	-			
Banghy Parcels		...	...		872	12	1			
Passengers' Luggage		...	...		20669	3	-			
Horses, Carriages and Dogs		...	...		33993	2	-	93067	10	1
Merchandize		...	Maunds	854935 16¼	1161576	3	7			
Materials		...	„	892904 25	165983	9	-			
Locomotive Fuel		...	...		3192	-	-			
Rent and Demurrage		...	...		3326	7	5	1334078	4	-
Live Stock		...	...		-	-	-	2972	4	-
Telegraph Receipts		...	...		5488	12	5			
Unclaimed Property										
Rents of Bungalows		...	...		974	14	8			
Refreshment Rooms		...	...		16218	1	9			
Sale of Stores		...	...		4370	13	-			
Mileage of Vehicles		...	...		1001	15	8			
Shunting —		...	...		78311	5	1			
Hire of Ballast Engines		...	...		744	-	-			
Interest on Traffic Earnings		...	...		21456	10	8	130190	11	6
			Total	Rupees.	1624	2	3	2300179	5	7

Train Mileage.					Rs.	A.	P.
Passenger Trains	...	...	571355	Gross earnings per mile	4	-	5
Goods Trains	...	...		„ Expenditure „	2	5	9
		Total.	571355				

MADRAS,
12th March 1870

A. Thomson
Chief Accountant.

Chief Auditor.

Agent and Manager.

Compared. TP
Addn. Clerk.

(Form No. 12.)

Abstract

For the Half year ended 31 December 1869.

South W. L.

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A. MAINTENANCE OF WAY, WORKS, AND STATIONS.

Salaries, Office Expenses and General Superintendence				45975	9
Maintenance and Renewal of Permanent Way					
Wages	235135	15	11		
Materials	283964	10	10		
Engine Power	14297	13	5	533398	8
Repairs of Roads, Bridges, Signals, Telegraph and Works				48032	4
Repairs of Stations and Buildings				28215	14

Miles Maintained.

Double ... The Bridges are most of them Constructed to carry a Double Line

Single ... The Embankments, Cuttings & Rails provide for a Single Line only

Total... 491 3/4

Rs 655622 4

B. LOCOMOTIVE POWER.

Salaries, Office Expenses and General Superintendence				26239	2
Running Expenses					
Wages connected with the working of Locomotive Engines	80662	4	9		
Coal Coke and Wood	185708	5	7		
Water	7324	9	4		
Oil, Tallow and other Stores	16376	2	2	290071	5
Repairs and Renewals					
Wages	48928	12	7		
Materials	50932	14	4	99861	10

Rs 416172

C. REPAIRS AND RENEWALS, OF CARRIAGES AND WAGONS.

Carriages					
Salaries, Office Expenses and General Superintendence	684	14	8		
Wages	5595	14	10		
Materials	6280	15	2	12561	12 8
Wagons					
Salaries, Office Expenses and General Superintendence	1137	11	6		
Wages	7986	3	8		
Materials	11938	11	9	21062	10 11
			Rs	33624	7 7

D. TRAFFIC EXPENSES.

Salaries and Wages	128240	5	1
Lighting and General Stores	24311	12	9
~~Clothing~~ Compensation for Goods	148	7	11
Printing, Stationery and Tickets	8445	1	.
Wagon Covers, Ropes, &c.	6679	.	.
Miscellaneous Expenses	1292	3	7
Rs	169116	14	4

E. GENERAL CHARGES.

General Management Salaries	45861	3	3
Office expenses	1769	12	9
Law Charges	538	8	5
~~Rent of Terminal Buildings~~ House Establishment	8602	8	4
Fire Insurance on Building Plant & Stores	14025	15	7
Goods in Transit	3096	13	9
Rs	73894	14	1

F. SPECIAL AND MISCELLANEOUS EXPENSES.

Madras, 12th March 1870.

W. Kinnear
Chief Accountant.

Compared by Gobb
Addn. Chkd by H.

Peter Brunton
Chief Auditor.

P. Hunter Major
Examr. of Railway Accounts.

Thos. F. Carter
Agent and Manager.

Cash

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South-West Line.

1. The length of line open during the half-year under review, including the Bangalore branch, was 492 miles.

2. The total train mileage during the half-year was 571,355; or in detail:—

3779/20

Passenger trains		Goods' trains			Remarks
Pure	Mixed	Pure	Mixed		
No. Mileage	No. Mileage	No. Mileage	No. Mileage		
796 111,133	2,006 328,418	832 131,804	2,006 328,418		

3. The number and mileage of trains given above, when divided between "up" and "down" traffic, stand as follows:—

No.

		Number of Trains	Mileage
Passenger trains	ups	396	65092.
	downs	400	86041
Do Do	mixed ups	1003	164209
	mixed downs	1003	164207
Goods trains	ups	434	66406
	downs	408	65399
Do Do	mixed ups	1003	164709
	mixed downs	1003	164209

The number and
mileage of ballast trains during the
half-year under review, were as follows:—

Madras Division —— 8,974

Jellarpettah — Do —— 6,214

Tuticorin — Do —— 9,038

Cuddalore — Do —— 240.

Total — 24,466.

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5. No stone trains were
run on the South-West Line, during the
half-year.

6. The following return
shows the number of engines run, and the
mileage thereof, for the half-year ending
the 31st December 1869:—

		Number of engines	Number engine runs	Total mileage
Passenger	Mixed	124	ups	70 746,746
			downs	
Mixed.			ups	
			downs	

7. The total engine mileage
is made up thus:—

with

Mile. train ——— miles — 608,126 ✓

Empty ——— " ——— 6,864 ✓

Piloting and shunting — " — 132,055 ✓

Total miles — 746,745 ✓

8. The engine mileages during each month, was:—

Months	Passenger Goods mixed	Piloting and shunting	Total
July	97,980 ✓	22,734 ✓	120,714 ✓
August	96,176	20,078	116,254
September	96,718	19,590	116,308
October	97,493	23,672	121,165
November	94,351	22,333	116,684
December	100,874	23,648	124,522
Total	582,592	132,055	714,647

but to arrive at the correct total, 32,098

must be added, on account of maintenance,

for

for the whole six months. 2b

9. The following statement showing the train and engine mileages, is prepared in accordance with the classification proposed by the Government of India, in Public Works Department No. 1495-99 R, dated the 28th September 1869, and now ordered to be adopted:—

No. 1768 of 9th July 1870.

Hours between one train mile	Description	Miles	Hours	Remarks
	Train miles run for Traffic Dept.	677,500		Including 6,145 empty engine miles run for convenience of Traffic Department.
	Do Do Locomotive Do	5,092		
	Do Do maintenance Do	32,098		Including 972 empty engine miles run for convenience of Eng. Department.
	Hours of Do Do Assisting Engines	"		Will be furnished for the next half-year.
	Train miles Do Running, piloting &c.	132,055		By engines specially employed and by engines returning trains
	Hours of Do Do Miscellaneous service	"		Will be furnished for the next half-year.
	Total	746,745		

10. The number of miles run by ordinary trains during each day in the half year was as follows:—

	Week days	Sundays
South-West Line	2737	1501
Bangalore Branch	607	338

11. The passenger fares and goods rates were:—

	Passenger fares per mile. Day	Night	Goods rates per ton per mile.
First class	18 pies	22 pies	Special 8 pies ✓
Second Do	5 — " —	12 "	First class 12 — ✓
Do Do to Coimbatore and Beypore	4 — " —		Second Do 14 — ✓
Third class	3 — " —		Third Do 18 — ✓
Coolly class to Coimbatore and Beypore	2 — " —		Fourth Do 24 — ✓
			Fifth Do 36 — ✓

Fares of special trains 4 pies per passenger per mile.

12. The following special rates in force during the half-year:—

Articles	From and to	Between whom in favour	Rate	Conditions
Asphalte	Madras to Trichinopoly	General	At 1½ per ton	In full waggon loads of not less than five tons. ✓
Do	Do to Coimbatore	Do	Do	Do
Do	Do to Beypore	Do	At 2 per ton	Do
Bricks	Do to Bangalore	Between Railway Companies	1st class	Do Do six tons
Asphalte	Madras to Trichinopoly	General	Do ✓	
Cocoanuts, green dry		Do	At 4 per ton per mile	In quantities of not less than ten tons for 300 miles to be loaded and unloaded by owners. ✓
Bricks, Trichinopoly	Salem to Madras	Do	At 7½ per hundred load for Bengal accounts.	
Bricks	Madras to Beypore	Do	3d class ✓	
Bricks, Trichinopoly	Trichinopoly to Salem and Stations eastward.	Do	2d class ✓	
Coffee	Coimbatore to Madras	Do	At 24-14-8 per ton	In full waggon loads of five tons. ✓
Do	Beypore to Do	Do	At 15 per ton	In consignments of not less than six tons
Horses, Carriages, and Cocoanuts.	Stations west of Palghaut to Madras	Do	Drawback of 12½ per cent	In full waggon loads of not less than five tons. ✓
Rice	Do to Do	Do	Do Do Do	Do Do Do Do
Rice and Paddy	Cuttack Trichinopoly and Tanjore to Madras	Do	1st class ✓	
Coffee, first class	Salem to Trichinopoly	Do	At 6 per ton	In consignments of not less than two tons. ✓
Do Second Do	Do to Do	Do	At 7 per ton	
Do First Do	Madras to stations on the G.I.P. Railway (experimentally)	Do	Pies 8 per ton per mile. ✓	
Granite blocks	Sholinghur to Madras	Engineer Despatch	Pies 4 per ton per mile equal to Rs 1-2-8 per ton	To be conveyed when convenient to the Traffic Despatch and to be loaded and unloaded by the Consig Department

Article	From and To	In whose favour	Rate	Condition
Hides dried and undressed,	Cattoor Trichinopoly and Tanjore to Madras	General	Third class	✓
Hides, dressed	—Do— —Do— —Do—	—Do—	Second Do	✓
Hides and skins dressed	Negapatam to Madras —Do— —Do— —Do—			✓
Iron, pig	Porto Novo and Pennaloor to Permacoil Works	Queen's Foundry	Rs 1 per ton	In full waggon loads not less than 2 tons
Leather, country.	Tanjore and Trichinopoly to Madras	General	Second class	✓
Old metal	To Permacoil Works	Engineer Department	Rates 6 per ton per mile for distances of 60 miles and over. ✓	
—Do— —Do—	—Do—	—Do—	Rates 8 per ton per mile for distances less than 60 miles ✓	
Paper	Stations west of Palghaut to Madras	General	Drawback of 12½ per cent	In full loads of not less than five tons
Rosewood	Coimbatore to Madras	Captain Goding Deputy Conservator of Forests	Annas 8 per cubic foot or Rs 18½ per ton ✓	
Salt	Madras to Arcot	General	Annas 8 per maund	In full waggon loads ✓
—Do—	—Do— to Avenashy road	—Do—	Rates 9 per ton per mile	
—Do—	—Do— to Muthalleer	—Do—	Rates 9 per ton per mile plus the local rate from Avenashy road to Muthalleer ✓	In full waggon loads ✓
—Do—	—Do— to Erode	—Do—	Rates 8 per ton per mile	—Do—
—Do—	—Do— to Seinkottay	—Do—	Rates 9½	—Do—

Article	From and To	In whose favour	Rate	Condition
St Peters	Salem Erode and Arcot to Madras	Messrs Fischer	Drawback of 12 per cent	In full waggon loads. ✓
Sleepers, rough hewn	Stations to Beypore as and stations on the Western Coast (exclusively).	General	Rates 18 per ton per mile	✓
Stationery	Madras to Trichinopoly	Government	3rd class	✓
Stone	Pholeughaut to Madras	Engineers Pettitt and Mr Barnett	Rates 6 per ton per mile	✓
—Do—	—Do— to Conjeveram	Mr Smith	Rates 10 per maund.	✓
Sleepers (short not Stations west of Coimbatore to Madras exceeding 15½ feet in length.)		General	Rates 6 per ton per mile	To be loaded and unloaded by owners in full waggon loads of three tons and to be carried in empty returning waggons at the convenience of the Company ✓
Sweetmeats	Madras to Cuddalore	Mr Addis	Annas 8 per ton per mile	In full waggon loads of not less than five tons ✓

The average receipts for 18— with the nature and amount of traffic, compared with the corresponding half of 1868, were as follows:—

Half-year

	Half-year ending 31st December 1868	Half-year ending 31st December 1869	Increase	Decrease
	Rs	Rs	Rs	Rs
Coaching	898,522	832,938		
Merchandize	124,344	111,106		
Railway materials	72,332	165,983	93,651	
Miscellaneous	89,682	130,191	40,509	
Total	2284,880	2300,178	15,299	
Expenditure	1024,633	1048,431	23,798	
Net profit	1260,247	1251,748		8,499
Expenditure on Capital in India and England	Rs 650,68,296	664,55,657	13,87,361	
Half-yearly percentage of profit	1·930	1·272		·658
Length of line open	Miles 492	492		
Train mileage (goods & passengers)	661,039	571,355		89,684
Engine mileage	707,284	746,745	39,461	
Earnings per mile of line open	Rs 4,644	4,675	31	
Expenses per do	2,088	2,741	653	
Profit	2561	1934		627
Earnings per train mile	4·07	4·02		·05
Expenses per do	1·82	2·36	·54	
Profit	2·25	1·66		·59

	Half-year ended 31st December 1868	Half-year ended 31st December 1869.	Increase	Decrease
Earnings per engine mile	Rs 3·22	3·07		·15
Expenses per do	1·44	1·80	·36	
Profit	1·28	1·27		·51
Average earnings per week	87,880	88,468	588	
Expenses per do	39,409	51,863	12,454	
Profit	48,471	36,605		11,866
Coaching receipts per mile open	1814	1693		133
do receipts do	2818	2380		438
Number of trains	No 3442	3634	192	
Average mileage of trains	Miles 162·998	157·225		6·773
Average contents of each vehicle				
Passengers first class	No 2·769	2·123		0·646
do second do	3·461	4·290	0·829	
do third do	35·937	33·594		2·343
do Coolg do	—	22·562	22·562	
Goods do	Tons 3·041	2·991		0·050

Compared with the second half

half of 1868, the results of the past half-year show an increase of Rupees 15,299 or 0·6 per cent, in the gross earnings, of Rupees 3,23,798, or 31 per cent, in the expenses, and a decrease of Rupees 308497 or 24 per cents in the net profits.

The total expenditure on Capital Account at the close of the half-year amounted to Rupees 664,55,651, and the net profits for the year 1869, to Rupees 2196 233, giving a return at the rate of 3·3 per cent per annum.

There was a slight increase in the average number of second class passengers carried in each vehicle; but a falling off in the first and third classes, as also in the loads of the goods waggons.

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15. The next table exhibits in detail, the passenger traffic for the half-year under review, and for the four half-years immediately preceding:-

Fares per passenger per mile	Number of Coaches & Waggons	Train Mileage	Gross earnings	Per centage of working expenses	Passenger Mileage (Coaches)	Rail Mileage	Number of Passengers per mile of Railway open.	Receipts
	4647	0·59	57,470	8·19	148·431	9·445	116·809	
	5,058	0·59	63,230	8·60	147·044	10·280	128·514	
Day 18 pies	4976	0·61	64,687	8·41	154·251	10·114	131·477	
Night								
	4796	0·56	62,659	8·49	155·146	9·748	127·356	
	4896	0·57	64349	8·70	155·734	9·768	130·790	
Day 6 pies	31528	3·98	69.285	9·87	68·991	64·081	140·223	
Night								
	28835	3·39	63,425	8·63	69·814	58·608	128·913	
From 1st February 1868								
Day 6 pies	31,584	3·86	64,578	8·40	70·457	64·195	131·256	
Night	38,818	4·50	67,184	9·10	60·549	78·898	136·553	
	49,239	5·88	73,398	9·92	57·000	100·079	149·183	
	756,562	95·43	574,899	81·94	49·455	1,537·727	1,168·496	
	818,305	96·02	608,250	82·77	48·808	1,663·222	1236·280	
3 pies	782,529	95·58	639.880	83·19	54·105	1590·506	1302·602	
	741,691	86·76	580,697	78·65	48·677	1,517·697	1180·278	
	695,159	82·97	567,198	76·67	52·819	1412·925	1152·841	
	70,505	8·18	27,760	3·76	37·005	143·303	56·423	
2 pies	88,690	10·58	34,845	4·71	36·963	180·264	70·823	

First class
31st December 1867
30th June 1868
31st December
30th June 1869
31st December

Second class
31st December 1867
30th June 1868
31st December
30th June 1869
31st December

Third class
31st December 1867
30th June 1868
31st December
30th June 1869
31st December

Coolly class
30th June 1869
31st December

16.

For the half-year under review, while the total number of passengers (omitting the coolly class which had not been introduced in the previous year) shows an increase, the receipts compare at a disadvantage with the corresponding half of 1868.

In the first class there was a falling off in numbers of 170 passengers and a slight decrease in money of Rupees 238; the average distance travelled being greater.

In the second class there is an increase of 17,655 passengers and Rupees 8820 in receipts, equal to 55·9 and 13·6 per cent respectively.

But in the third class there was a decrease both in numbers and receipts as compared with the corresponding half of 1868, in number by 87,370 passengers

and

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and in receipts by Rupees 72,682. The great depression of trade, and the severe visitations of cholera in several of the principal towns in the neighbourhood of the railway may be taken as partly conducive to this falling off. The number of people visiting Triruvungiri (Trichinopoly) on the occasion of the festival in December 1869 was not so great as in December 1868, probably owing to the festival taking place before the Christmas holidays, while in 1868 it occurred during the holidays.

The low coolly class fare of 2 pies per mile between Madras and Jollarpett, which came into operation on the 1st of January 1869 is becoming more appreciated. The results of the experiment show

show an increase in numbers of 18,185 passengers and in receipts of Rupees 1,085 as compared with the previous half-year.

17. The average number of passengers over each mile of line was as follows:—

Half-year ended the	First Class	Second Class	Third Class	Coolly Class	Total
31st December 1869	1402	4421	76048		81871
30th June 1868	1511	4072	81177		86782
31st December "	1560	4523	86054		92137
30th June 1868	1512	4177	73974	5303	85566
31st December "	1521	5104	74630	6660	88515

18. The total mileage of each class of passengers and goods for the half-year under review, compared with the corresponding half of 1868 is given in the following Table:—

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Particulars	Half-year ended the 31st December 1868	Half-year ended the 31st December 1869.
Coaching		
Passengers first class	767,554	748,449
Do second Do	2,225,329	2,806,616
Do third Do	42,338,414	36,718,059
Do Coaly Do		3,276,512
Excess luggage	2,516,611	1,907,084
Parcels	2,451,424	2,659,233
Horses	374,092	387,023
Carriages	67,127	62,126
Dogs	207,680	175,691
Cattle	58,774	68,231
Sheep	289,035	257,962
Merchandize including materials.		
Coals		
Goods special class	19,466,228	31,106,573
Do first Do	256,202,274	265,280,331
Do second Do	91,941,481	117,127,720
Do third Do	46,870,148	41,270,899
Do fourth Do	23,119,599	24,120,083
Do fifth Do	26,677,976	2[illegible],199

19. The "Up" and "Down" passenger and goods traffic during the half-year under review stand as follows:—

Items of Traffic			Number carried	Average weight lbs.	Total weight tons
Coaching					
First class	Passengers.	Up	2,233		349
		Down	2,512	1 20	399
Second Do.		Up	27,663		1,441
		Down	22,076	" "	1,357
Third Do.		Up	348,118		12,336
		Down	347,041	" "	12,281
Coals		Up	40,212		1,494
		Down	47,478		1,782
Parcels		Up	23,789	" 20	1,324
		Down	16,983	" 22	1,264
Luggage		Up	4,284	1 24	966
		Down	3,426	1 29	960
Carriages		Up	207	1 "	33
		Down	166		28
Horses		Up	776	5 "	140
		Down	1,269		246
Dogs		Up	492		67
		Down	645	" 20	108
Corpses		Up	3		1
		Down	2	5 "	1
Merchandise (inclusive of materials)			Pounds		
Special class		Up	241,247		16,296
		Down	246,546		14,810
First Do		Up	1,374,953		170,181
		Down	1,028,708		95,099
Second Do		Up	675,677		70,233
		Down	379,648		46,896
Third Do		Up	180,645		20,039
		Down	174,882		21,225
Fourth Do		Up	98,759		17,177
		Down	51,247		6,942
Fifth Do		Up	54,496		8,406
		Down	235,063		11,619
Cattle		Up	111		12,091
		Down	346	5 "	56,141
Sheep		Up	2,756		205,991
		Down	520	1 "	48,917

20. The mileage of parcels and luggage for the half-year is thus distributed:—

	Parcels			Luggage	
	No.	Weight pounds	Miles	No. of consignments	Weight pounds	Miles
July	6464	3587	413,046	1305	2,035	249,886
August	6749	3307	388,263	1435	2,031	260,045
September	6715	3474	465,413	1385	2449	389,592
October	6997	3526	468,911	1198	2338	354,942
November	6550	3199	399,838	1007	1773	297,013
December	7295	2,989	533,762	1380	2230	355,606
Total	40,772	21,082	2,659,233	7710	12,856	907,084

21. The following returns show the number of carriages, horses, and dogs, &c., carried during the half-year:—

Months	No. of corpses	No. of carriages	No. of horses	No. of dogs	Remarks
July	1	66	235	210	Average weight of each Corpse 5 cwt.
August	1	69	303	175	
September	1	67	262	199	Carriages 10 cwt.
October	3	84	724	195	Horses 5 cwt.
November	1	49	248	173	Dogs 20 lbs.
December	"	38	373	182	
Total	5	373	2145	1137	

The mileages of carriages horses and dogs for each of the 6 months is given below:—

	June	August	September	October	November	December
Corpses	1	1	3	4	4	
Miles	42	27	208			
Average mileage of each corpse						5
Carriages	66	69	67	84	47	38
Miles	11,001	9,244	13,209	15,533	7,117	5,422
Average mileage of each carriage						14
Horses	235	203	262	724	248	373
Miles	41,332	32,880	61,157	133,727	48,424	59,303
Average mileage of each horse						18
Do go	210	178	199	196	173	182
Miles	30,987	23,730	32,468	31,828	26,332	30,345
Average mileage of each dog						164

The live stock mileage for the half-year ended the 31st December 1869 stands as follows:—

Months	No. of Live stock	Miles	Average mileage of live stock.
June	556	38,133	
July	729	60,302	
August	431	40,127	
September	714	71,921	
October	628	57,703	
November	675	58,007	
December			
Total	3,733	326,193	87·4

Receipts.

The following table shows in detail the earnings under each head of traffic, and percentages on gross receipts for the half-year under review, compared with the corresponding half of 1868:—

22.

	Half-year ended 31st December 1868			Half-year ended 31st December 1869			
	No. of miles	Total number of miles		No. of miles	Total number of miles		
Passengers, first class	2603½	42377	1·85	2469½	38724		
Do. second Do.	2813	66287	2·46	46467	65626		
Do. third Do.	70386	544229	22·86	625419	476216		
Do. coolie Do.							
Periodical tickets	7	880	0·04	8695	34645		
Return fares, first class	1166	20045	0·88	1142½	20419		
Do. second Do.	1254	5560	0·24	1687	5424		
Do. third Do.	29601	44666	1·95	30409	37187		
Soldiers' fares first Do.	7½	737	0·03	6½	1186		
Do. second Do.	36½	2406	0·15	40⅝	2052		
Do. third Do.	19651	49216	2·15	8922	20547		
Excess fares first Do.	9½	646	0·02	74	518		
Do. second Do.	285	324	0·01	365	337		
Do. third Do.	7665	1869	0·08	7237	1694		
Special trains	4764		0·21		3432		
Extra troop trains	" "	77898	" 38·94	" 11654	73987	1	5·71
Parcels	36757		1·61		37633		1·63
Dog & Parcels	933		0·04		873		0·04
Passengers' luggage	26770		1·17		20669		0·90
Horses, carriages & dogs	35244	97706	1·54	4·26			
Merchandize	Tons 143·53	1210·44	53·09		22993	92065	1·47
Materials	21115	72333	3·18		11161676		50·51
Locomotive fuel					166984		7·21
Rent and demurrage	1948		0·09		3192		0·14
Live stock	4111	12891·02	0·19				
	3060	3060	0·13	56·68	3326	13247·5	0·14
					2772	2772	0·13

Telegraph receipts	5999			975		04
Unclaimed property	586		063	2618		11
Rents of bungalows	4417		018	4371	100·00	18
Do. of Refreshment rooms	4417			1002		04
Sale of stores			2·83	70311		3·41
Mileage of vehicles	44662		1	744		03
Hunting				21457		93
Hire of ballast engines	24947		1·09	1624	120190	07 5·66
Interest on traffic earnings	114599				23049·79	100·00
Total	2280363	100·00				

Q. No 1571 dated 30 June

Referring to letter No 1030 R, dated 10 June 1870, from the Government of India, the application of the amounts credited for hire of ballast engines and for "locomotive fuel" is as follows:—

Hire of ballast engines Rupees

21457.— This amount was received from the Engineering Department contractors, viz., for the use of Locomotives employed in ballasting at the rate of Rupees 60 per diem.

Locomotive fuel Rupees 3192.— This is the amount paid by the Locomotive Department for the carriage of firewood over the lines.

Under the rules appended to the new

Resolution No 43 R dated 2 Feb 1870 embodied in G.O. 672 3/9 4 February 1870.

new forms of half-yearly accounts which will be brought into operation from the 1st January 1870, similar entries as far as they consist in charges upon Revenue, will not appear in future accounts.

24. The net receipts for ten feet mile from the principal classes of traffic were as follows:—

	Half-year ended the 31st December 1868	Half-year ended the 31st December 1869	Increase	Decrease
	Pces	Pces	Pces	Pces
Passengers, first class	2·76	0·90		1·76
do second do	0·21	0·31	0·10	
do third do	1·70	1·74	0·04	
Goods	2·20	2·20		

The following statement shows the particulars of the goods carried during the half-years and the receipts therefrom:—

	Half-year ended the 31st December 1868		Increase	Decrease	Percentage of Increase	Percentage of Decrease
	Tons	Tons	Tons	Tons		
Merchandize	1,665,312,243	1,411,626,116		253,686,127		15·24
Minerals	2,111,772,333	2,280,411,689	168,639,356		7·98	

There is a decrease under the former heading compared with the corresponding half of 1868, the details of which are given in the following two tables:—

Comparative Statement shewing the Quantities and Values of the principal commodities of merchandize for the

Half-year ending 31st December 1868 and the corresponding Half-year ending 31st December 1869

Description of commodity	Half-year ending 31st December 1868						Half-year ending 31st December 1869					
	Weight			Value			Weight			Value		
	cwt.	qrs.	lbs.	£	s.	d.	cwt.	qrs.	lbs.	£	s.	d.
Baggage (including Wearing Apparel)	29	2	0	1423	18	5	1182	3	0	1157	15	2
Bullion and Specie	33442	2	0	911800	0	0	923	2	0	10934	9	2
Bunkers	24176	1	9	22731	2	1	5447	1	3	4042	9	4
Beer	8870	2	0	8313	0	0	10480	1	10	504	5	2
Betel Nuts	14365	2	0	8963	15	0	267	1	1	28645	12	9
Brandy and Coffee	6868	2	0	50103	2	0	268	3	6	920	5	8
Charcoal Coke and Oil	21618	1	0	1885	3	2	350	3	10	0501	4	7
Chillies	16111	2	8	4693	2	2	3750	3	9	1610	6	1
Chinaware and Glass	7887	1	0	7979	5	0	1380	2	6	8436	0	0
Clothes and Piece goods	29428	3	0	14184	22	2	25706	15	0	12801	1	1
Cocoanuts	2100	13	2	10590	36	0	340	4	3	2716	4	1
Coffee	2577	2	0	6855	2	0	914	4	1	8909	13	11
Commissariat Stores	6191	2	2	23895	2	0	14919	3	1	10549	4	0
Cotton Goods	1100	1	0	25097	14	2	959	3	0	10187	9	11
Do half prepared	206	3	1	6895	1	0	116	3	21	8000	11	11
Do Cotton Do	12610	1	9	221455	13	2	2877	1	20	15591	6	0
Dye or Red wood	6296	3	8	28266	2	2	1555	1	1	8605	13	10
Firewood	3188	1	4	376	16	2	1200	1	8	461	11	0
Fruits and Vegetables	2563	1	2	15041	6	0	11688	1	0	6224	12	1
Furniture	83265	3	0	19002	8	2	24082	3	7	10726	12	3
Ghee	93001	2	5	14935	3	2	29098	3	3	3224	4	6
Grain	1892	2	6	12920	2	7	2241	1	2	1491	2	2
Gunnies	18251	2	7	24049	22	2	608	3	6	10063	2	1
Hay			4	228			15	1	4			
Indigo	404	2	5	17107	24	2	3	4	5	27	5	9
Iron of all kinds	87017	3	2	881	16	0	6386	3	2	6012	3	4
Jaggery	16766	1	2	29739	22	0	99293	4	11	102255	1	0
Ligaments	2570	2	0	2881	3	2	189371	1	2	12188	3	2
Oil of all Kinds	20735	1	1	42756	3	7	467	2	8	2157	1	2
Ordnance Stores	1372	3	8	2471	3	2	6665	0	0	4096	11	4
Paddy	47177	3	2	24739	8	3	25031	1	0	32682	2	7
Pitch Tar and Asphalte	2825	3	3				5311	5	9	12794	3	8
Potatoes	6783	0	9	35851	0	0	4111	2	0	7340	9	8
Powder and Ammunition	878	2	7				89171	1	14	54560	10	4
Raggy	46533	3	7	116148	29	2	2982	6	1	11757	14	9
Rice	229260	2	8	95048	21	3	11066	4	0	14253	6	11
Salt	6331121	3	5	76618	25	0	9003	1	5	2708	16	10
Salt Fish	1413	0	0	4053	22	0	26009	8	11	4619	6	4
Saltpetre	3293	2	1	6628	2	0	18718	4	4	603	11	5
Seeds of all kinds	54816	0	8	16782	4	2						
Skins	3658	2	5	32158	14	0						
Sugar of all kinds	16175	2	8	25441	24	2						
Sundries	167542	3	4	163130	28	2						
Tamarind	16497	1	9	25451	28	2						
Timber	60526	1	4	70040	14	2						
Tobacco	32630	3	2	11426	3	2						
Twist	31009	3	7	5259	2	7						
Wines and Spirituous Liquors	29386	0	0	695	19	0						
Total	1867612	2	4	1987222	36	2	1960146	1	6	1161576	3	7

Description of commodity	Half-year ending 31st December 1868						Half-year ending 31st December 1869					
	Weight			Value			Weight			Value		
	cwt.	qrs.	lbs.	£	s.	d.	cwt.	qrs.	lbs.	£	s.	d.
Total	1867612	2	4	1987222	36	2	1960146	1	6	1161576	3	7
Bullion and Specie	33442	2	0	911800	0	0	923	2	0	10934	9	2
Coin	24176	1	9	22731	2	1	5447	1	3	4042	9	4
Total	1901231	0	13	2921754	38	3	1966517	0	12	1176661	2	7

* No drawback is included here on the amount it is withdrawn from the Traffic.

* This includes a sum of Rs 6713-1-6 allowed as drawback and Rs 45-14-10-1 as bad debts.

No. 29

An Ordinance to
[illegible]

Be it Ordained by the Mayor Aldermen and Commonalty of the City of New York in Common Council convened that the Mayor Aldermen and Commonalty of the City of New York shall not hereafter make any Contract with any Person or Persons for the Supply of Provisions Fuel Forage or Stationary for the use of the Corporation for a longer term than one year from the first day of May next

And be it further Ordained

Statement of Examinations of Chief Constables Clerks of Petty Sessions Bailiffs of Courts of Requests Gaolers and Keepers of Houses of Correction relative to Fees received and Fines imposed during the year ending 31st December 1869.

Names.	Christian Names.	Offices held.	Salaries.	Fees.	Fines.	Total Amount.	Remarks.
Abbott	Thomas	Chief Constable of Barnsley	£ 300	£ 2	£	£ 302	
Abbott	Thomas	Clerk to Petty Sessions at Barnsley	100	50		150	
Abbott	Thomas	Clerk to Court of Requests at Barnsley	50	10		60	
Abbott	Thomas	Gaoler at Barnsley	100	10		110	
Abbott	Thomas	Keeper of House of Correction at Barnsley	100	10		110	
Abbott	Thomas	Bailiff of Court of Requests at Barnsley		50		50

Rice

Decrease in quantity Maunds 120613 or 34 per

" in receipts Rupees 44603 or 44

Seeds of all kinds

Decrease in quantity Maunds 21811 or 28

" in receipts Rupees 4114 or 16

(Downward) Traffic

Coffee

Decrease in quantity Maunds 5861 or 46

" in receipts Rupees 3555 or 40

Grain

Increase in quantity Maunds 160684 or 442

" in receipts Rupees 40487 or 377

Iron of all kinds

Decrease in quantity Maunds 756 or 46

" in receipts Rupees 692 or 69

Raggy

Increase in quantity Maunds 81186 or 232

" in receipts Rupees 31847 or 530

Seeds of all kinds

Decrease in quantity Maunds 9494 or 64

" in receipts Rupees 16476 or 43

Wines and spirituous liquors

Decrease in quantity Maunds 1264 or 64

" in receipts Rupees 296 or 59

4th During the half-year

26. the total tonnage (exclusive of Railway materials) was 141,610 and the receipts Rupees 11,61,516 against a tonnage of 143,536 and Rupees 12,21,872 in the corresponding half of 1868 — On the up traffic, there has been a decrease of 1289 tons and Rupees 86,911 and in the down traffic an increase in tonnage of 5,363, and in receipts of Rupees 26,615 — In the Up traffic the increase in the special class is due to coal, the falling off in the first class, to jaggree, rice and salt; the falling off in the third class to ghee and oil, and the falling off in the fifth class to loose cotton — In the Down traffic the increase in the first class is due to grain rice and raggy; the increase in the second, to full pressed cotton, the decrease in the third to betel-nuts; and in the fifth class to loose cotton and piece goods

goods &c.

Statement of Quantities of different kinds of Merchandize forwarded, Grain, and received at the principal stations during the half-year ended the 31st December 1869.

Stations		Cloths	Rice	Cotton	Piece goods	Raggy	Grain	Iron	Salt	Seeds	Timber	Sweet	Railway Materials
Chadras and Arcot	up	6160											141
	down	22146	233		221	638	64		269		23		1441
— " Villore	up	93870	1698										365
	down	14026		1168			1301		1016		224	1551 69	1771
— " Vaniambadi	up	12650			237	777 711			8			19105 261	1851
	down	17894											
— " Bangalore	up	6640	1366		214	165	2224		413		99	137	
	down		1081	3643	2710	249						12765 137	45
— " Trichinopoly	up	13720	65			31	1629	15447	1959	2281	2622	277	225
	down		2352									8832 8392	
— " Salem	up	30920				2890		1948	5	417	89	25969	916
	down				1859								
— " Erode	up	6716	226					3098		1312	6538	916	152 2230
	down								46	36		126	
— " Coimbatore	up	5940	876		1101	873		1205		205			31551
	down										390		15256
— " Cuddalore	up	29880			376	995		2025		479	277	1136 99	3647
	down						2908				56		925
— " Tadpatri	up	12620			29269								3614
	down		21		1753		1868		1086		1223	359 348	55
— " Gooty	up	12195				96	96		48			197 866	1111
	down				111269			2203	98	955	347		1111
	up											662 55	
	down				24766	267							2446
Arcot and Ranigalore	up		1542					11557		4040	1635	1063	
	down		631		167	62				141			
Vellore and	up		165				1457			297	36	1532 467	
	down					448							
Polyhaut & Ranipore	up				12334			12355		305		2920 1459	
	down		44285		6545	177			1005	1360	5462	6881	4210
Total	up		38298	50305		15574	2316		48455	1106			
	down		19582	48317	17647	11135	10910	20890		5086	846	76 468	6765 712
Other Stations	up		25282	15855	6298	4932	13450	4555	38569	1478	1858	2548	7805
	down		56926	46318	2555	6395	18579	6588	88	1769	13238	21663	1401
Grand Total including	up		63321	22926	6291	6526	15944	5555	38657	2584	3242	6717	3109
	down		75518	95048	25279	27526	29040	7939	114346	6858	14184	21739	6259

Statement showing the Quantities of Merchandize forwarded, Grain, and received at the principal stations during the half-year ended the 31st December 1868.

Stations		Cloths	Rice	Cotton	Piece goods	Raggy	Grain	Iron	Salt	Seeds	Timber	Sweet	Railway Materials
Chadras and Arcot	up	6160											141
	down	22146	233		221	638	64		269		23		1441
— " Villore	up	93870	1698										365
	down	14026		1168			1301		1016		224	1551 69	1771
— " Vaniambadi	up	12650			237	777 711			8			19105 261	1851
	down	17894											
— " Bangalore	up	6640	1366		214	165	2224		413		99	137	
	down		1081	3643	2710	249						12765 137	45
— " Trichinopoly	up	13720	65			31	1629	15447	1959	2281	2622	277	225
	down		2352									8832 8392	
— " Salem	up	30920				2890		1948	5	417	89	25969	916
	down				1859								
— " Erode	up	6716	226					3098		1312	6538	916	152 2230
	down								46	36		126	
— " Coimbatore	up	5940	876		1101	873		1205		205			31551
	down										390		15256
— " Cuddalore	up	29880			376	995		2025		479	277	1136 99	3647
	down						2908				56		925
— " Tadpatri	up	12620			29269								3614
	down		21		1753		1868		1086		1223	359 348	55
— " Gooty	up	12195				96	96		48			197 866	1111
	down				111269			2203	98	955	347		1111
	up											662 55	
	down				24766	267							2446
Arcot and Ranigalore	up		1542					11557		4040	1635	1063	
	down		631		167	62				141			
Vellore and	up		165				1457			297	36	1532 467	
	down					448							
Polyhaut & Ranipore	up				12334			12355		305		2920 1459	
	down		44285		6545	177			1005	1360	5462	6881	4210
Total	up		38298	50305		15574	2316		48455	1106			
	down		19582	48317	17647	11135	10910	20890		5086	846	76 468	6765 712
Other Stations	up		25282	15855	6298	4932	13450	4555	38569	1478	1858	2548	7805
	down		56926	46318	2555	6395	18579	6588	88	1769	13238	21663	1401
Grand Total including	up		63321	22926	6291	6526	15944	5555	38657	2584	3242	6717	3109
	down		75518	95048	25279	27526	29040	7939	114346	6858	14184	21739	6259

The manner in which the carriage of the principal commodities has been affected during the half-year under review as compared with the previous year is shown below:—

	Half-year ended the 31st December 1868		Half-year ended the 31st December 1869	
	Tons	Rs	Tons	Rs
Cloths and piece-goods	2028	48507	1969	44680
Cocoanuts	316	3055	466	4752
Coffee	588	9824	347	6187
Cotton	11384	132648	9746	98276
Firewood	7709	18468	8635	20072
Grain	4043	34810	10483	77923
Iron	2861	36560	3229	37879
Raggy	2276	12399	5939	53704
Rice	15443	107519	11913	71396
Salt	28295	201565	26032	175076
Seeds of all kinds	8931	62656	4834	42365
Tamarind	2269	15740	2019	14577
Timber	4788	25278	4796	28471
Sweet	1876	29629	1332	28541

Grain and Raggy are the only items of traffic, the receipts from which are a partial set off against the marked decrease in cloths and piece goods, cotton, rice, salt and seeds.

The

128 The total quantity of cotton carried over the South-West Line, was 9,725 tons, of which about 9 per cent was prefed: the receipts being Rupees 98273. During the corresponding period of 1868, the tonnage was 11,383 (of which 5½ per cent was prefed) and receipts Rupees 132,614.

129 The following statement exhibits the tonnage of cotton brought into Madras by Railway during the half-years ended the 31st December 1868 and 1869.

From	Half-years ended the 31st December 1868 Tons	Half-years ended the 31st December 1869 Tons
Arcot and Vellore	44	2
Bangalore branch	705	108
Salem and Coimbatore	759	847
North-West Line	8859	8557
Other districts	48	—
Total	10,415	9,514

The

130 The traffic in coffee was 346 tons, and the receipts Rupees 1,186, as against a tonnage of 58, and receipts Rupees 9,823, for the corresponding period in 1868.

131 The item of salt there was a decrease in tonnage of 2263, and in receipts of Rupees 26,489, compared with the second half of 1868.

132 The following table exhibits the weight, mileage and constitution of trains, &c.

33. 43

the group mentioned, that the
in, the mentioned Villa Louis, adjoining and
Boulevard Mille-Isles said lot corrected - ouest a
dix toises mille, mais for the
Half-year ending the 31st December 1869
31st December 1868 Livres 90,931,689
Livres 98,550,671

Carried forward Frs. 5,381,118 Livres

showing an increase of Frs. 1,257,446
during the half-year ending 31st December

Carried forward Frs.

347. The following statement
shows the revenue exclusive of the
half-year ending 31st December 1868:

with the corresponding period of 1868:
- The expenditure amounts

to Roubles 13,484,431 and absorbed 48·62
per cent. of the gross earnings. —

Mortgages
Mortgages
Mortgages

Expenditure	Half-year ended the 31st December 1868	1869	Increase	Decrease	Increase per cent	Decrease per cent	Cost per train mile in half-year ended the 31st December 1868	1869
							Rs a p	Rs a p
Train miles	561039	571255						
Maintenance of way works and stations								
Salaries, office expenses and general superintendence	37488	45976	8488		22		1 1	
Maintenance and renewals of permanent way								
Wages								
Materials								
Repairs of roads, bridges, signals, telegraph and works.	354532	609646	255113		72		10 1	1
Repairs of stations & Buildings								
Locomotive Power.								
Salaries, office expenses, and general superintendence	23974	26239	2265		9		8	
Wages, working Locomotive engines, water	81944	87987	6043		7		2 4	2
Coal, coke and wood	158605	186108	27203		17		2 4 6	5 2
Oil, tallow and other stores	15495	16376	881		6		5	6
Repairs and renewals								
Wages	43625	48929	6404		12		1 3	1 4
Materials	44634	50933	6299		14		1 3	1 6

Expenditure	Half-year ended the 31st December 1868	1869	Increase	Decrease	Increase per cent	Decrease per cent	Cost per train mile in half-year ended the 31st December 1868	1869
							Rs a p	Rs a p
Repairs of carriages and wagons.								
Salaries, office expenses, and general superintendence	2728	1823		906	33		1	1
Wages	14745	13582		1163	8		5	6
Materials	13917	18220	4303		31		5	6
Traffic expenses								
Salaries and wages	122818	128240	5362		4		3 6	3
Lighting and general stores	23372	30991		2381		7	11	10
Printing, stationery & tickets	7486	8445	959		13		3	3
Miscellaneous expenses	5239	1441		3798		72	2	2
General charges								
General management salaries	39235	45861	6626		17		11	13
Home establishment	5150	8602	3452		67		2	3
Office expenses	2457	1770		687		28	1	1
Fire Insurance on buildings, plant and stores	14026	14026					5	5
Do — goods in transit	3202	3097		105		3	1	1
Law charges	102	539	437		428			
Total	1024634	1548431						
Net increase		323797						

3:5. Maintenance of way works and stations. With reference to the expenditure on this account, the Chief Engineer explains that the extraordinary increase of expenditure in the half-year ended the 31st December 1869 compared with that for the two previous half-years, is entirely owing to the outlay incurred in renewing the road in the 3rd Division between the Caweez river and Awenashe, viz: 33 miles, with iron pot-sleepers in substitution for wooden sleepers.

36. The maintenance abstracts of expenditure for the half-year under review, compared with the corresponding half of 1868, stand as follows:—

Half-year ended the 31st December 1869.

Month	Number of Divisions	Number of miles Examined	Average Expenditure per mile	Expenditure	Average cost per mile
			Rs. As.	Rs.	As.
July	1	121	141	17906	136
	2	145¼	120	14614	101
	3	109¾	146	24083	219
	4	104¼	154	26017	250
August	1	131½	106	14763	112
	2	146¼	165	15787	109
	3	109¾	163	138885	1265
	4	104¼	136	26768	257
September	1	131½	111	14950	114
	2	146¼	138	15377	106
	3	109¾	183	24269	2198
	4	104¼	126	21220	205
October	1	131½	145	14751	112
	2	146¼	131	20870	144
	3	109¾	111	60660	553
	4	104¼	211	21172	203
November	1	131½	120	18602	141
	2	146¼	138	12075	83
	3	109¾	117	32075	292
	4	104¼	229	29466	283
December	1	131½	97	12115	92
	2	146¼	141	15926	110
	3	109¾	131	16635	152
	4	104¼	275	26676	256
Total		429847	3566	852762	7493
Average cost per mile per annum			594		1249

new forms of half-yearly accounts which will be brought into operation from the 1st January 1870, similar entries as far as they consist of charges for Revenue, will not appear in future accounts.

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

	Half-year ended the 31st December 1868	Half-year ended the 31st December 1869	Increase	Decrease
	Pence	Pence	Pence	Pence
Passengers, first class	2·76	0·98		1·78
Do. second do.	0·21	0·31	0·10	
Do. third do.	1·70	1·74	0·04	
Coal	2·20	2·30	0·10	
Goods	1·76	1·76		

The following statement shows the particulars of the goods carried during the half-years and the receipts realized:—

	Half-year ended the 31st December 1868		Half-year ended the 31st December 1869		Increase		Decrease		Percentage of Increase		Percentage of Decrease	
	Tons	cwts	Tons	cwts	Tons	cwts	Tons	cwts	Tons	cwts	Tons	cwts
200 lbs. and upwards												
Merchandize	143	552	122	434	141	626	11	615	76		1927	62
Minerals	21	115	72	333	32	806	165	984	11	689	93	651
											55	36
											129	47

There is a decrease under the Merchandize corresponding half of 1868, the details of which are given in the following two tables:—

35. Maintenance of way works and stations. With reference to the expenditure on this account, the Chief Engineer explains that the extraordinary increase of expenditure in the half-year ended the 31st December 1869 compared with that for the two previous half-years, is entirely owing to the outlay incurred in renewing the road in the 3rd Division between the Cauvery river and Arconam, viz. 33 miles, with iron pot-sleepers in substitution for wooden sleepers.

36. The maintenance abstracts of expenditure for the half-year under review, compared with the corresponding half of 1868, stand as follows:—

Month	Number of Miles in Division	Number of Miles in Commission	Half-year ended the 31st December 1869. Expenditure	Average cost per mile	Half-year ended the 31st December 1868. Expenditure	Average cost per mile
			Rs.	Rs.		
July		121	17906	136		
		141	14614	101		
		130	24083	219		
		104	26017	250		
		134	14763	112		
August		106	15787	109		
		165	138885	1265		
		103	26768	257		
		126	14950	114		
		111	15377	106		
September		128	24269	198		
		183	21228	205		
		145	14751	112		
		131	20870	144		
		111	60660	553		
		211	21172	203		
		120	18602	141		
		138	12075	83		
October		117	32075	292		
		229	29466	283		
		97	12115	92		
		141	15926	110		
		131	16635	152		
		275	26675	256		
		3566	852762	7493		
Total		594		1249		
Average cost per mile per annum						

38

The following Statement of the Receipts and Expenditures of the Corporation of the City of Toronto for the half year ending 30th June 1869

| | | |

new forms of half-yearly accounts which will be brought into operation from the 1st January 1870. Similar entries as far as they concern the charges for Revenue, will not appear in future accounts.

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

	Half-year ended the 31st December 1868	Half-year ended the 31st December 1869	Increase	Decrease
	Pies	Pies	Pies	Pies
Passengers, first class	2·76	0·98		1·78
Do second do	0·21	0·31	0·10	
Do third do	1·76	1·74		0·02
Coal	2·20	2·30	0·10	
Goods				

The following statement shows the particulars of the goods carried during the half-years and the receipts realized

	Half-year ended the 31st December 1868		Half-year ended the 31st December 1869		Increase		Decrease		Percentage of Increase		Percentage of Decrease	
Goods &c.	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs
Merchandize	148552	1224344	141,626	1161576			6926	62768			4·66	5·13
Materials	28115	72333	32806	165984	4691	93651			16·68	129·47		

There is a decrease under the item merchandize compared with the corresponding half of 1868; the details of which are given in the following two tables:—

No. 2

The following is a
Statement of the Moneys
received & Disbursed
by the Chief Constable
of Glasgow on account
of Burgh Assessments
for the Year 1869.

| | | |

Statement of Assessable Property in the Municipality of the Town of Chatham for the year 1869, as Revised and Corrected by the Court of Revision held on the 29th day of December 1868 and the 4th day of January 1869.

Names of Owners, Occupants and Tenants.	Lots No.	Concession	Whether Town, Village or Township	Whether Park, Water or Gore Lot	Number of Acres	Value of Land	Value of Buildings	Total Value of Real Property	Amount of Taxes
Abbott Thomas (Tenant)	Pt 1		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 2		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 3		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 4		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 5		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 6		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 7		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 8		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 9		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 10		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 11		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 12		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 13		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 14		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 15		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 16		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 17		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 18		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 19		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 20		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 21		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 22		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 23		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 24		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 25		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 26		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 27		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 28		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 29		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 30		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 31		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 32		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 33		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 34		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 35		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 36		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 37		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 38		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 39		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 40		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 41		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 42		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 43		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 44		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 45		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 46		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 47		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 48		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 49		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 50		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 51		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 52		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 53		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 54		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 55		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 56		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 57		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 58		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 59		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 60		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 61		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 62		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 63		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 64		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 65		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 66		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 67		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 68		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 69		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 70		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 71		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 72		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 73		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 74		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 75		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 76		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 77		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 78		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 79		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 80		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 81		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 82		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 83		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 84		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 85		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 86		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 87		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 88		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 89		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 90		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 91		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 92		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 93		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 94		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 95		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 96		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 97		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 98		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 99		Chatham				1000	1000	18
Abbott Thomas (Tenant)	Pt 100		Chatham				1000	1000	18

Rice

Decrease in quantity Maunds 129,613 or 34 per cent
" in receipts Rupees 44,103 or 44 "

Seeds of all kinds

Decrease in quantity Maunds 21,811 or 28 "
" in receipts Rupees 4,114 or 16 "

(Downward) Traffic

Coffee

Decrease in quantity Maunds 5,861 or 46 "
" in receipts Rupees 3555 or 40 "

Grain

Increase in quantity Maunds 160,684 or 442 "
" in receipts Rupees 40,457 or 377 "

Iron of all kinds

Decrease in quantity Maunds 756 or 46 "
" in receipts Rupees 692 or 69 "

Raggy

Increase in quantity Maunds 81,136 or 232 "
" in receipts Rupees 31,847 or 530 "

Seeds of all kinds

Decrease in quantity Maunds 9,494 or 64 "
" in receipts Rupees 16,476 or 43 "

Wines and spirituous liquors

Decrease in quantity Maunds 1264 or 64 "
" in receipts Rupees 296 or 59 "

4th

26.

During the half-year the total tonnage (exclusive of Railway materials) was 141,610 and the receipts Rupees 11,615)6. against a tonnage of 143,536 and Rupees 12,21,8)2 in the corresponding half of 1868

has been a decrease of 1,289 tons and Rupees 86,911 and in the down traffic an increase of 5,363, and in receipts of Rupees 26,615

In the Up traffic the increase in the special class is due to coal, the falling off in the first class to jaggree, rice and salt; the falling off in the third class to ghee and oil, and the falling off in the fifth class to loose cotton.

The Down traffic the increase in the first class is due to grain rice and raggy; the increase in the second to full pressed cotton, the decrease in the third to betel-nuts and in the fifth class to loose cotton and piece goods

goods.

Statement of Quantities of different kinds of Merchandize forwarded from, and received at, the principal stations during the half-year ended the 31st December 1869.

Stations		Salt	Rice	Cotton	Tobacco	Jaggery	Ragy	Iron	Coffee	Cloths	Piece-goods	Twist	Grain	Grain	Railway Materials	Sundries
Madras and Arcot	up	6166													141	237
	down		22146	233		228	638	54		269		23			13041	3651
— " Vellore	up	93820	1698						64				1972			1200
	down		19096		1365			1301		1016		224	7581	69	345	6335
— " Vaniambady	up	2680			2797	711			8		76		14105	241	12292	411
	down		17894		237			2224		483		99	1371		1428	4244
— " Bangalore	up	66440	1346		214	866			170			99	12765	107		8114
	down		1081	3043	2710	249		15467		8281		3622	277	235	46	6001
— " Trichatore	up	13770	68			31	16029		1959				8832	8392		4344
	down		2352					1448		411		29			916	2491
— " Salem	up	30920					2894						25069			6000
	down				1859			3098		1372		6538	916	152	2230	4477
— " Erode	up	52160	226						46	36			126			6346
	down			1101	873			1205		295		390			20581	6346
— " Combatore	up	5940	876												15736	1334
	down							2025				56				1334
— " Cuddapah	up	29880		376	995				2908	479		277	1136	99	3487	1494
	down				1753			1868		1086		1323	759	348	3464	1494
— " Tadpatre	up	12420				84	86			48			197	866	55	1124
	down		21	111259				2203	98	955		347			6600	4316
— " Gooty	up	12198											662	85		2224
	down				21766	83		11652		4060		1635		119	20067	2224
Arcot and Bangalore	up		1542							141				1063		2491
	down		531		169	62										6621
Vellore and	up		165				1577			297		56	1533	469		2691
	down															12685
Palghaut & Beypore	up		44285										2920	1459		4067
	down		19582		6545	797		6885		1005	1360	5452	6481		4210	22114
											657				8	
Total	up		88298	50305		1584	2216		454	1106	2066	6462	14457	1023	1012	29280	2	42869
	down		19582	48317	17647	11355	10910	20590		5086	846	76	468	6765	7712	45061		311776
Other Stations	up		252828	178955	6298	44932	13430	45533	38869	1478	18758	64	2616452	78078	91989	446331		215624
	down		556986	463182	55345	61945	18579	65588	88	1769	13338	21663	4801	129327	7226	86709		1698822
Grand Total in tons	up		633121	229260	6291	6526	15646	45533	38869	2579	39423	67177	31009	88365	93001	753133		408192
	down		576568	511499	62290	73455	32489	66176	88	6855	14184	21739	5269	197002	14938	1243110		1080597

27.

The manner in which the carriage of the principal commodities has been affected during the half-year under review, as compared with the previous year, is shown below:—

	Half-year ended the 31st December 1868		Half-year ended the 31st December 1869	
	Tons	Rs	Tons	Rs
Cloths and piece-goods	2028	48507	1969	44,680
Cocoanuts	316	3055	466	4752
Coffee	588	9824	347	6,187
Cotton	11384	132616	9746	98276
Jaggery	7709	18468	8635	20092
Kerosene	4043	34810	10483	77923
Grain	2861	36560	3229	37879
Iron	2276	12399	5939	53704
Raggy	15443	107519	11913	71394
Rice	28295	201365	26032	175076
Salt	8931	62666	4834	42365
Seeds of all kinds	2269	15740	2019	14577
Tamarind	4788	25278	4796	28471
Timber	1376	29629	1332	28541
Twist				

Grain and Raggy are the only items of traffic, the receipts from which are a partial set off against the decrease in cloths and piece goods, cotton, rice, salt and seeds.

28. The total quantity of cotton carried over the South-West Line was 9,725 tons of which about 9 per cent was prefed: the receipts being Rupees 98,273. During the corresponding period of 1868, the tonnage was 11,383 (of which 5½ per cent was prefed) and receipts Rupees 132,614.

29. The following statement exhibits the tonnage of cotton brought into Madras by Railway during the half-years ended the 31st December 1868 and 1869.

From	Half-year ended the 31st December 1868 Tons	Half-year ended the 31st December 1869 Tons
Arcot and Vellore	44	2
Bangalore branch	705	1081
Salem and Coimbatore	759	847
North-West Line	8859	8557
Other districts	48	27
Total	10,415	9,514

30. The traffic in coffee was of 346 tons, and the receipts Rupees 6,186, as against a tonnage of 587, and receipts Rupees 9,823, for the corresponding period in 1868.

31. While the item of salt there was a decrease in tonnage of 2263, and in receipts of Rupees 26,489, compared with the second half of 1868.

32. The following table exhibits the weight, mileage and constitution of trains, &c.

33.

the gross weight, that

in the vessel, figures and

in the Manifest, the case carried over a

[illegible] Ms. the case

[illegible] mile, was for the

duplicates of this mile, was for the

Half-year ended the

31st December 1869

Euro

31st December 1868 ... 31st December 1869

Euro ... Euro

95,550,671 ... 96,381,689

Carried up to Page 1, Item ...

Brought forward £ 5,381,118 Euro

showing an increase of £ 1,000,931 Euro

during the half-year under review, p. 25

Carried up to Page 1, Item ...

The following statement

347.

shows the revenue expenditure for the

half-year under review as compared

with the corresponding period of 1868:

	1868	1869	1868	1869	1868	1869	1868	1869	1868	1869
	Euro	Euro	Euro	Euro	Euro	Euro	Euro	Euro	Euro	Euro
Customs	6·9	6·9	2·769	2·123	0·153	0·113	7·053	7·017	0·494	0·617
Inland Revenue	6·24	6·24	3·431	4·290	0·191	0·236	6·431	6·476	1·146	1·146
Post Office	6·14	6·14	25·927	27·694	1·920	1·851	8·126	7·991	2·160	1·913
Telegraph	6·05	"	22·662	"	1·243	"	7·293	"	0·254	"
	6·14	6·14	0·254	0·254	0·237	0·254	0·237	7·014	6·991	1·279
	7·05	7·05	1·821	1·898	0·328	0·359	7·237	7·409	0·287	0·358
	5·03	6·03	1·223	1·354	0·684	0·641	5·614	6·617	0·099	0·080
	5·09	6·09	2·041	2·991	2·041	2·991	8·941	8·891	9·992	10·726
	40·63	40·63								

Carried up to Page 95,550,671 Euro

Expenditure	Half-year ended the 31st December		Increase	Decrease	Increase per cent.	Decrease per cent.	Cost per train mile in half-year ended the 31st December	
	1868	1869					1868	1869
Train miles	861,039	871,255					Rs. 1 a. 10	Rs. 1 a. 10
Maintenance of way works and stations								
Salaries, office expenses and general superintendence	37,488	45,976	8,488		22		1	1
Maintenance and renewals of permanent way								
Wages								
Materials								
Repairs of roads, bridges, signals, telegraph and works.	3,54,532	3,69,646	25,113		7		10	10
Repairs of stations & buildings								
Locomotive Power.								
Salaries, office expenses, and general superintendence	23,774	26,239	2,265		9		8	8
Wages, working Locomotive engines, water	81,944	87,987	6,043		7		24	24
Coal, coke and wood	1,58,605	1,85,708	27,203		17		46	46
Oil, tallow and other stores	15,495	16,376	881		6		5	5
Repairs and renewals								
Wages	43,625	48,929	5,404		12		13	14
Materials	44,634	50,933	6,299		14		13	15

Expenditure	Half-year ended the 31st December		Increase	Decrease	Increase per cent.	Decrease per cent.	Cost per train mile in half-year ended the 31st December	
	1868	1869					1868	1869
Repairs of carriages and waggons.								
Salaries, office expenses, and general superintendence	2,728	1,823		905		33	1	1
Wages	14,745	13,582		1,163		8	5	5
Materials	13,917	18,220	4,303		31		6	6
Traffic expenses								
Salaries and wages	1,22,818	1,28,240	5,362		4		36	37
Lighting and general stores	23,372	30,991	7,619		33		10	11
Printing, stationery & tickets	7,486	8,445	959		13		3	3
Miscellaneous expenses	5,239	1,441		3,798		72	2	2
General charges								
General management salaries	39,235	45,861	6,626		17		11	13
Home establishment	5,150	8,602	3,452		67		2	3
Office expenses	2,457	1,770		687		28	1	1
Fire Insurance on buildings, plant and stores	14,026	14,026					5	5
Do — goods in transit	3,202	3,097		105		3	1	1
Law charges	107	539	432		403			
Total	10,24,634	11,48,431						
Net increase			323,797					

35. Maintenance of way works and stations. With reference to the expenditure on this account, the Chief Engineer explains that the extraordinary increase of expenditure in the half-year ended the 31st December 1869 compared with that for the two previous half-years, is entirely owing to the outlay incurred in renewing the road in the 3rd Division between the Caweez river and Awenaks, viz; 33 miles, with iron sleepers in substitution for wooden sleepers.

36. The maintenance abstracts of expenditure for the half-year under review, compared with the corresponding half of 1868, stand as follows:—

Month	Number of Miles	Half-year ended the 31st December 1869. Expenditure	Average cost per mile	Half-year ended the 31st December 1868. Expenditure	Average cost per mile
		Rs	Rs	Rs	Rs
July	126	17906	141	17906	136
	126	18520		14614	101
	126	18816	130	24083	219
	145¾	16942	116	26017	250
	169¾	18178	104	14763	112
	104¼	15979	106	15787	109
August	131½	23973	165	138885	1265
	145¼	20014	138	26768	257
	169¾	16983	163	14950	114
	104¼	13656	126	15377	106
September	131½	19128	111	24269	198
	145¼	19903	140	14751	112
	131½	18998	131	20870	144
	145¼	12168	111	60660	553
	109¾	21955	211	21172	203
	104¼	15809	120	18602	141
	131½	20060	138	12075	83
October	146¼	12806	117	32075	292
	109¾	23901	229	29466	283
	104¼	12139	97	12115	92
	131½	20498	141	15926	110
	145¼	14418	131	16635	152
	109¾	28699	275	26675	256
November	104¼				
		429847	3566	852762	7493
December			594		1249
Total					
Average cost per mile per annum					

See details are shown in following table:—

Names of Vessels	Tonnage	Where Built	When Built	Description of Vessels	Where Registered	Names of Masters	Names of Owners	Number of Crew	Voyages	Ports Visited	Time Absent from Port	Amount of Wages Advanced	Amount of Wages Due	Amount of Allotments	Remarks
Steamer Adelaide	1,000	Sydney	1869	Iron screw	Sydney	Thomas Jones	Smith & Co.	40	1	Melbourne	14 days	£200	£180	£150	
Barque Victoria	450	Melbourne	1865	Wood	Melbourne	John Brown	Brown & Co.	18	2	Sydney, Hobart	30 days	£80	£60	£40	
Schooner Mary Ann	120	Launceston	1862	Wood	Launceston	William Green	Green & Co.	6	3	Hobart	7 days	£20	£15	£10	
Brigantine Rover	200	Hobart	1870	Wood	Hobart	Peter Smith	Smith & Co.	8	1	Launceston	10 days	£30	£25	£20	
Cutter Swift	50	Sydney	1871	Wood	Sydney	James Wilson	Wilson & Co.	4	4	Newcastle, Wollongong	5 days	£10	£8	£5	
Steamer Victoria	1,200	Melbourne	1872	Iron screw	Melbourne	Robert Taylor	Taylor & Co.	50	1	Sydney	21 days	£300	£250	£200	
Barque Adelaide	600	Adelaide	1873	Wood	Adelaide	Henry Davis	Davis & Co.	22	2	Melbourne, Sydney	14 days	£150	£120	£100	
Schooner Rose	80	Launceston	1874	Wood	Launceston	George White	White & Co.	5	5	Hobart, Launceston	3 days	£15	£12	£8	
Steamer Queen	1,500	Sydney	1875	Iron screw	Sydney	Charles Brown	Brown & Co.	60	1	Melbourne	28 days	£400	£350	£300	
Barque Hope	700	Hobart	1876	Wood	Hobart	Edward Green	Green & Co.	20	2	Sydney, Melbourne	12 days	£100	£80	£60	
Schooner Ann	150	Launceston	1877	Wood	Launceston	Thomas Wilson	Wilson & Co.	7	3	Hobart	6 days	£25	£20	£15	
Steamer Prince	1,800	Melbourne	1878	Iron screw	Melbourne	James Taylor	Taylor & Co.	70	1	Sydney	30 days	£500	£400	£350	
Barque Star	800	Sydney	1879	Wood	Sydney	William Brown	Brown & Co.	25	2	Melbourne, Hobart	15 days	£120	£100	£80	
Schooner Lily	100	Launceston	1880	Wood	Launceston	Henry Green	Green & Co.	6	4	Hobart, Launceston	4 days	£20	£15	£10	
Steamer Duke	2,000	Melbourne	1881	Iron screw	Melbourne	Robert Davis	Davis & Co.	80	1	Sydney	35 days	£600	£500	£400	
Barque Queen	900	Hobart	1882	Wood	Hobart	Peter Wilson	Wilson & Co.	28	2	Melbourne, Sydney	18 days	£150	£120	£100	
Schooner Rose	90	Launceston	1883	Wood	Launceston	George Brown	Brown & Co.	5	5	Hobart	5 days	£15	£12	£8	
Steamer King	1,600	Sydney	1884	Iron screw	Sydney	Thomas Green	Green & Co.	65	1	Melbourne	30 days	£450	£400	£350	
Barque Prince	750	Melbourne	1885	Wood	Melbourne	John Taylor	Taylor & Co.	22	2	Sydney, Hobart	16 days	£130	£100	£80	
Schooner Mary	110	Launceston	1886	Wood	Launceston	William Brown	Brown & Co.	6	3	Hobart	8 days	£20	£15	£10	
Steamer Victoria	1,400	Melbourne	1887	Iron screw	Melbourne	Robert Taylor	Taylor & Co.	60	1	Sydney	28 days	£400	£350	£300	
Barque Adelaide	650	Adelaide	1888	Wood	Adelaide	Henry Davis	Davis & Co.	24	2	Melbourne, Sydney	15 days	£140	£110	£90	
Schooner Rose	85	Launceston	1889	Wood	Launceston	George White	White & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Duke	1,900	Melbourne	1890	Iron screw	Melbourne	James Taylor	Taylor & Co.	70	1	Sydney	32 days	£450	£380	£320	
Barque Queen	850	Hobart	1891	Wood	Hobart	Peter Smith	Smith & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Ann	140	Launceston	1892	Wood	Launceston	Thomas Green	Green & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer King	1,700	Melbourne	1893	Iron screw	Melbourne	Robert Davis	Davis & Co.	75	1	Sydney	34 days	£480	£400	£340	
Barque Star	900	Sydney	1894	Wood	Sydney	William Brown	Brown & Co.	28	2	Melbourne, Hobart	18 days	£140	£120	£100	
Schooner Lily	95	Launceston	1895	Wood	Launceston	Henry Green	Green & Co.	5	4	Hobart, Launceston	4 days	£16	£12	£8	
Steamer Prince	1,850	Melbourne	1896	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	33 days	£500	£420	£360	
Barque Hope	750	Hobart	1897	Wood	Hobart	Edward Green	Green & Co.	22	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Mary	105	Launceston	1898	Wood	Launceston	William Brown	Brown & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer Victoria	1,500	Melbourne	1899	Iron screw	Melbourne	Robert Taylor	Taylor & Co.	65	1	Sydney	30 days	£450	£400	£350	
Barque Adelaide	700	Adelaide	1900	Wood	Adelaide	Henry Davis	Davis & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Rose	90	Launceston	1901	Wood	Launceston	George White	White & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Duke	1,950	Melbourne	1902	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	34 days	£480	£400	£340	
Barque Queen	800	Hobart	1903	Wood	Hobart	Peter Smith	Smith & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Ann	130	Launceston	1904	Wood	Launceston	Thomas Green	Green & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer King	1,750	Melbourne	1905	Iron screw	Melbourne	Robert Davis	Davis & Co.	75	1	Sydney	34 days	£490	£420	£350	
Barque Star	850	Sydney	1906	Wood	Sydney	William Brown	Brown & Co.	28	2	Melbourne, Hobart	18 days	£140	£120	£100	
Schooner Lily	100	Launceston	1907	Wood	Launceston	Henry Green	Green & Co.	6	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Prince	1,900	Melbourne	1908	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	34 days	£490	£420	£350	
Barque Hope	800	Hobart	1909	Wood	Hobart	Edward Green	Green & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Mary	110	Launceston	1910	Wood	Launceston	William Brown	Brown & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer Victoria	1,600	Melbourne	1911	Iron screw	Melbourne	Robert Taylor	Taylor & Co.	70	1	Sydney	32 days	£480	£400	£340	
Barque Adelaide	750	Adelaide	1912	Wood	Adelaide	Henry Davis	Davis & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Rose	95	Launceston	1913	Wood	Launceston	George White	White & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Duke	2,000	Melbourne	1914	Iron screw	Melbourne	James Taylor	Taylor & Co.	75	1	Sydney	35 days	£500	£420	£360	
Barque Queen	850	Hobart	1915	Wood	Hobart	Peter Smith	Smith & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Ann	140	Launceston	1916	Wood	Launceston	Thomas Green	Green & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer King	1,800	Melbourne	1917	Iron screw	Melbourne	Robert Davis	Davis & Co.	75	1	Sydney	34 days	£490	£420	£350	
Barque Star	900	Sydney	1918	Wood	Sydney	William Brown	Brown & Co.	28	2	Melbourne, Hobart	18 days	£140	£120	£100	
Schooner Lily	95	Launceston	1919	Wood	Launceston	Henry Green	Green & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Prince	1,850	Melbourne	1920	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	33 days	£480	£400	£340	
Barque Hope	750	Hobart	1921	Wood	Hobart	Edward Green	Green & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Mary	105	Launceston	1922	Wood	Launceston	William Brown	Brown & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer Victoria	1,500	Melbourne	1923	Iron screw	Melbourne	Robert Taylor	Taylor & Co.	65	1	Sydney	30 days	£450	£400	£350	
Barque Adelaide	700	Adelaide	1924	Wood	Adelaide	Henry Davis	Davis & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Rose	90	Launceston	1925	Wood	Launceston	George White	White & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Duke	1,950	Melbourne	1926	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	34 days	£480	£400	£340	
Barque Queen	800	Hobart	1927	Wood	Hobart	Peter Smith	Smith & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Ann	130	Launceston	1928	Wood	Launceston	Thomas Green	Green & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer King	1,750	Melbourne	1929	Iron screw	Melbourne	Robert Davis	Davis & Co.	75	1	Sydney	34 days	£490	£420	£350	
Barque Star	850	Sydney	1930	Wood	Sydney	William Brown	Brown & Co.	28	2	Melbourne, Hobart	18 days	£140	£120	£100	
Schooner Lily	100	Launceston	1931	Wood	Launceston	Henry Green	Green & Co.	6	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Prince	1,900	Melbourne	1932	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	34 days	£490	£420	£350	
Barque Hope	800	Hobart	1933	Wood	Hobart	Edward Green	Green & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Mary	110	Launceston	1934	Wood	Launceston	William Brown	Brown & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer Victoria	1,600	Melbourne	1935	Iron screw	Melbourne	Robert Taylor	Taylor & Co.	70	1	Sydney	32 days	£480	£400	£340	
Barque Adelaide	750	Adelaide	1936	Wood	Adelaide	Henry Davis	Davis & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Rose	95	Launceston	1937	Wood	Launceston	George White	White & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Duke	2,000	Melbourne	1938	Iron screw	Melbourne	James Taylor	Taylor & Co.	75	1	Sydney	35 days	£500	£420	£360	
Barque Queen	850	Hobart	1939	Wood	Hobart	Peter Smith	Smith & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Ann	140	Launceston	1940	Wood	Launceston	Thomas Green	Green & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer King	1,800	Melbourne	1941	Iron screw	Melbourne	Robert Davis	Davis & Co.	75	1	Sydney	34 days	£490	£420	£350	
Barque Star	900	Sydney	1942	Wood	Sydney	William Brown	Brown & Co.	28	2	Melbourne, Hobart	18 days	£140	£120	£100	
Schooner Lily	95	Launceston	1943	Wood	Launceston	Henry Green	Green & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Prince	1,850	Melbourne	1944	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	33 days	£480	£400	£340	
Barque Hope	750	Hobart	1945	Wood	Hobart	Edward Green	Green & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Mary	105	Launceston	1946	Wood	Launceston	William Brown	Brown & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer Victoria	1,500	Melbourne	1947	Iron screw	Melbourne	Robert Taylor	Taylor & Co.	65	1	Sydney	30 days	£450	£400	£350	
Barque Adelaide	700	Adelaide	1948	Wood	Adelaide	Henry Davis	Davis & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Rose	90	Launceston	1949	Wood	Launceston	George White	White & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Duke	1,950	Melbourne	1950	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	34 days	£480	£400	£340	
Barque Queen	800	Hobart	1951	Wood	Hobart	Peter Smith	Smith & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Ann	130	Launceston	1952	Wood	Launceston	Thomas Green	Green & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer King	1,750	Melbourne	1953	Iron screw	Melbourne	Robert Davis	Davis & Co.	75	1	Sydney	34 days	£490	£420	£350	
Barque Star	850	Sydney	1954	Wood	Sydney	William Brown	Brown & Co.	28	2	Melbourne, Hobart	18 days	£140	£120	£100	
Schooner Lily	100	Launceston	1955	Wood	Launceston	Henry Green	Green & Co.	6	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Prince	1,900	Melbourne	1956	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	34 days	£490	£420	£350	
Barque Hope	800	Hobart	1957	Wood	Hobart	Edward Green	Green & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Mary	110	Launceston	1958	Wood	Launceston	William Brown	Brown & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer Victoria	1,600	Melbourne	1959	Iron screw	Melbourne	Robert Taylor	Taylor & Co.	70	1	Sydney	32 days	£480	£400	£340	
Barque Adelaide	750	Adelaide	1960	Wood	Adelaide	Henry Davis	Davis & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Rose	95	Launceston	1961	Wood	Launceston	George White	White & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Duke	2,000	Melbourne	1962	Iron screw	Melbourne	James Taylor	Taylor & Co.	75	1	Sydney	35 days	£500	£420	£360	
Barque Queen	850	Hobart	1963	Wood	Hobart	Peter Smith	Smith & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Ann	140	Launceston	1964	Wood	Launceston	Thomas Green	Green & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer King	1,800	Melbourne	1965	Iron screw	Melbourne	Robert Davis	Davis & Co.	75	1	Sydney	34 days	£490	£420	£350	
Barque Star	900	Sydney	1966	Wood	Sydney	William Brown	Brown & Co.	28	2	Melbourne, Hobart	18 days	£140	£120	£100	
Schooner Lily	95	Launceston	1967	Wood	Launceston	Henry Green	Green & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Prince	1,850	Melbourne	1968	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	33 days	£480	£400	£340	
Barque Hope	750	Hobart	1969	Wood	Hobart	Edward Green	Green & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Mary	105	Launceston	1970	Wood	Launceston	William Brown	Brown & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer Victoria	1,500	Melbourne	1971	Iron screw	Melbourne	Robert Taylor	Taylor & Co.	65	1	Sydney	30 days	£450	£400	£350	
Barque Adelaide	700	Adelaide	1972	Wood	Adelaide	Henry Davis	Davis & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Rose	90	Launceston	1973	Wood	Launceston	George White	White & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Duke	1,950	Melbourne	1974	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	34 days	£480	£400	£340	
Barque Queen	800	Hobart	1975	Wood	Hobart	Peter Smith	Smith & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Ann	130	Launceston	1976	Wood	Launceston	Thomas Green	Green & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer King	1,750	Melbourne	1977	Iron screw	Melbourne	Robert Davis	Davis & Co.	75	1	Sydney	34 days	£490	£420	£350	
Barque Star	850	Sydney	1978	Wood	Sydney	William Brown	Brown & Co.	28	2	Melbourne, Hobart	18 days	£140	£120	£100	
Schooner Lily	100	Launceston	1979	Wood	Launceston	Henry Green	Green & Co.	6	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Prince	1,900	Melbourne	1980	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	34 days	£490	£420	£350	
Barque Hope	800	Hobart	1981	Wood	Hobart	Edward Green	Green & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Mary	110	Launceston	1982	Wood	Launceston	William Brown	Brown & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer Victoria	1,600	Melbourne	1983	Iron screw	Melbourne	Robert Taylor	Taylor & Co.	70	1	Sydney	32 days	£480	£400	£340	
Barque Adelaide	750	Adelaide	1984	Wood	Adelaide	Henry Davis	Davis & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Rose	95	Launceston	1985	Wood	Launceston	George White	White & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Duke	2,000	Melbourne	1986	Iron screw	Melbourne	James Taylor	Taylor & Co.	75	1	Sydney	35 days	£500	£420	£360	
Barque Queen	850	Hobart	1987	Wood	Hobart	Peter Smith	Smith & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Ann	140	Launceston	1988	Wood	Launceston	Thomas Green	Green & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer King	1,800	Melbourne	1989	Iron screw	Melbourne	Robert Davis	Davis & Co.	75	1	Sydney	34 days	£490	£420	£350	
Barque Star	900	Sydney	1990	Wood	Sydney	William Brown	Brown & Co.	28	2	Melbourne, Hobart	18 days	£140	£120	£100	
Schooner Lily	95	Launceston	1991	Wood	Launceston	Henry Green	Green & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Prince	1,850	Melbourne	1992	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	33 days	£480	£400	£340	
Barque Hope	750	Hobart	1993	Wood	Hobart	Edward Green	Green & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Mary	105	Launceston	1994	Wood	Launceston	William Brown	Brown & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer Victoria	1,500	Melbourne	1995	Iron screw	Melbourne	Robert Taylor	Taylor & Co.	65	1	Sydney	30 days	£450	£400	£350	
Barque Adelaide	700	Adelaide	1996	Wood	Adelaide	Henry Davis	Davis & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Rose	90	Launceston	1997	Wood	Launceston	George White	White & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Duke	1,950	Melbourne	1998	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	34 days	£480	£400	£340	
Barque Queen	800	Hobart	1999	Wood	Hobart	Peter Smith	Smith & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Ann	130	Launceston	2000	Wood	Launceston	Thomas Green	Green & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer King	1,750	Melbourne	2001	Iron screw	Melbourne	Robert Davis	Davis & Co.	75	1	Sydney	34 days	£490	£420	£350	
Barque Star	850	Sydney	2002	Wood	Sydney	William Brown	Brown & Co.	28	2	Melbourne, Hobart	18 days	£140	£120	£100	
Schooner Lily	100	Launceston	2003	Wood	Launceston	Henry Green	Green & Co.	6	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Prince	1,900	Melbourne	2004	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	34 days	£490	£420	£350	
Barque Hope	800	Hobart	2005	Wood	Hobart	Edward Green	Green & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Mary	110	Launceston	2006	Wood	Launceston	William Brown	Brown & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer Victoria	1,600	Melbourne	2007	Iron screw	Melbourne	Robert Taylor	Taylor & Co.	70	1	Sydney	32 days	£480	£400	£340	
Barque Adelaide	750	Adelaide	2008	Wood	Adelaide	Henry Davis	Davis & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Rose	95	Launceston	2009	Wood	Launceston	George White	White & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Duke	2,000	Melbourne	2010	Iron screw	Melbourne	James Taylor	Taylor & Co.	75	1	Sydney	35 days	£500	£420	£360	
Barque Queen	850	Hobart	2011	Wood	Hobart	Peter Smith	Smith & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Ann	140	Launceston	2012	Wood	Launceston	Thomas Green	Green & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer King	1,800	Melbourne	2013	Iron screw	Melbourne	Robert Davis	Davis & Co.	75	1	Sydney	34 days	£490	£420	£350	
Barque Star	900	Sydney	2014	Wood	Sydney	William Brown	Brown & Co.	28	2	Melbourne, Hobart	18 days	£140	£120	£100	
Schooner Lily	95	Launceston	2015	Wood	Launceston	Henry Green	Green & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Prince	1,850	Melbourne	2016	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	33 days	£480	£400	£340	
Barque Hope	750	Hobart	2017	Wood	Hobart	Edward Green	Green & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Mary	105	Launceston	2018	Wood	Launceston	William Brown	Brown & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer Victoria	1,500	Melbourne	2019	Iron screw	Melbourne	Robert Taylor	Taylor & Co.	65	1	Sydney	30 days	£450	£400	£350	
Barque Adelaide	700	Adelaide	2020	Wood	Adelaide	Henry Davis	Davis & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Rose	90	Launceston	2021	Wood	Launceston	George White	White & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Duke	1,950	Melbourne	2022	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	34 days	£480	£400	£340	
Barque Queen	800	Hobart	2023	Wood	Hobart	Peter Smith	Smith & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Ann	130	Launceston	2024	Wood	Launceston	Thomas Green	Green & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer King	1,750	Melbourne	2025	Iron screw	Melbourne	Robert Davis	Davis & Co.	75	1	Sydney	34 days	£490	£420	£350	
Barque Star	850	Sydney	2026	Wood	Sydney	William Brown	Brown & Co.	28	2	Melbourne, Hobart	18 days	£140	£120	£100	
Schooner Lily	100	Launceston	2027	Wood	Launceston	Henry Green	Green & Co.	6	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Prince	1,900	Melbourne	2028	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	34 days	£490	£420	£350	
Barque Hope	800	Hobart	2029	Wood	Hobart	Edward Green	Green & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Mary	110	Launceston	2030	Wood	Launceston	William Brown	Brown & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer Victoria	1,600	Melbourne	2031	Iron screw	Melbourne	Robert Taylor	Taylor & Co.	70	1	Sydney	32 days	£480	£400	£340	
Barque Adelaide	750	Adelaide	2032	Wood	Adelaide	Henry Davis	Davis & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Rose	95	Launceston	2033	Wood	Launceston	George White	White & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Duke	2,000	Melbourne	2034	Iron screw	Melbourne	James Taylor	Taylor & Co.	75	1	Sydney	35 days	£500	£420	£360	
Barque Queen	850	Hobart	2035	Wood	Hobart	Peter Smith	Smith & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Ann	140	Launceston	2036	Wood	Launceston	Thomas Green	Green & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer King	1,800	Melbourne	2037	Iron screw	Melbourne	Robert Davis	Davis & Co.	75	1	Sydney	34 days	£490	£420	£350	
Barque Star	900	Sydney	2038	Wood	Sydney	William Brown	Brown & Co.	28	2	Melbourne, Hobart	18 days	£140	£120	£100	
Schooner Lily	95	Launceston	2039	Wood	Launceston	Henry Green	Green & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Prince	1,850	Melbourne	2040	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	33 days	£480	£400	£340	
Barque Hope	750	Hobart	2041	Wood	Hobart	Edward Green	Green & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Mary	105	Launceston	2042	Wood	Launceston	William Brown	Brown & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer Victoria	1,500	Melbourne	2043	Iron screw	Melbourne	Robert Taylor	Taylor & Co.	65	1	Sydney	30 days	£450	£400	£350	
Barque Adelaide	700	Adelaide	2044	Wood	Adelaide	Henry Davis	Davis & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Rose	90	Launceston	2045	Wood	Launceston	George White	White & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Duke	1,950	Melbourne	2046	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	34 days	£480	£400	£340	
Barque Queen	800	Hobart	2047	Wood	Hobart	Peter Smith	Smith & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Ann	130	Launceston	2048	Wood	Launceston	Thomas Green	Green & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer King	1,750	Melbourne	2049	Iron screw	Melbourne	Robert Davis	Davis & Co.	75	1	Sydney	34 days	£490	£420	£350	
Barque Star	850	Sydney	2050	Wood	Sydney	William Brown	Brown & Co.	28	2	Melbourne, Hobart	18 days	£140	£120	£100	
Schooner Lily	100	Launceston	2051	Wood	Launceston	Henry Green	Green & Co.	6	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Prince	1,900	Melbourne	2052	Iron screw	Melbourne	James Taylor	Taylor & Co.	72	1	Sydney	34 days	£490	£420	£350	
Barque Hope	800	Hobart	2053	Wood	Hobart	Edward Green	Green & Co.	26	2	Melbourne, Sydney	17 days	£130	£110	£90	
Schooner Mary	110	Launceston	2054	Wood	Launceston	William Brown	Brown & Co.	6	3	Hobart	7 days	£22	£18	£12	
Steamer Victoria	1,600	Melbourne	2055	Iron screw	Melbourne	Robert Taylor	Taylor & Co.	70	1	Sydney	32 days	£480	£400	£340	
Barque Adelaide	750	Adelaide	2056	Wood	Adelaide	Henry Davis	Davis & Co.	24	2	Melbourne, Sydney	16 days	£140	£110	£90	
Schooner Rose	95	Launceston	2057	Wood	Launceston	George White	White & Co.	5	4	Hobart, Launceston	4 days	£18	£14	£10	
Steamer Duke	2,000	Melbourne	2058	I

Description	Total number of Vehicles open at the end of the half-year ended 31st December 1869.	Total number of Vehicles open for traffic at the end of the half-year ended 31st December 1869.	Total number of Vehicles licensed but not open for traffic at the end of the half-year ended 31st December 1869.	Total number of Vehicles at the end of the half-year ended 31st December 1869.	Total number of Vehicles condemned, destroyed, or taken out of Stock during the half-year ended 31st December 1869.	Total number of Vehicles altered during the half-year ended 31st December 1869.	Total number of Vehicles added during the half-year ended 31st December 1869.	Remarks
Sleeping carriages	4	4		4		6		
Saloon do	22	15		15		15		
First class do								
Second do do	57	55		55		35		
Second do (bicycles)	6							
Third do carriages	172	146		146		294		
do do with Lockers	32	30		30		124		
do do with partitions carriages	2	2		2		2		
Composite carriages	31	24		24		20		
Open goods waggons	50	50		50				
do sided do	334	322		322		7		
High open goods waggons	6	6		6				
High sided open do do	1660	1660	90	750		9	986	10
Ballast waggons	293	244		244		2		
Cake do	435	435		435	11		154	
Road do	7	7		7			7	
Cattle do	35	35		35			14	
Road Vans do	25	22		22			27	
Covered goods do	28	28		28			20	
Carriage trucks	20	20		20			4	
Timber do	150	114	30	144		2	149	
Platform do		6		6			1	
Passenger luggage vans	25	25		25			24	
Goods brake do	44	35		35			11	
Oil stores do	3	3		3			1	
Gun powder do	3	3		3				
Water trucks with tank	4	2	2	4				
Engineers Inspection carriage with brake	1	1		1			1	
Travelling cranes in trucks	4	4		4				
Water boxes	30	30		30			26	
Total	3676	3337	124	3431	11		1495	14

Maintenance of ways

Superintendence

Repairs and Renewals.

* Two goods waggons converted into Timber trucks

* Two goods waggons converted into Timber trucks

* Six to be converted into brake waggons

* Five to be converted into open goods waggons.

* Six to be converted into Timber trucks

Average fee per day 40.

Nil

The following return shows the number, weight, carrying capacity, and total mileage of the several classes of vehicles run during the half-year ended the 31st December 1869:—

Description of vehicles	Number of vehicles	Weight of vehicles Tons Cwt Qrs	Carrying capacity	Number of vehicles run			Total mileage of vehicles
Passenger vehicles.				No			
First class	19	6 14	"	Day 18 / Night 12	Up	Loaded	242 100,683
						Empty	10 1971
					Down	Loaded	163 101,911
						Empty	4 298
Composite	26	6 14	"	First 6 / Second 20	Up	Loaded	1105 102,497
						Empty	7 846
					Down	Loaded	1094 102,351
						Empty	11 1121
Second class	43	6 17	2 41	40	Up	Loaded	1013 166,822
						Empty	57 6,816
					Down	Loaded	1162 166,822
						Empty	27 2,695
Second class Post Offices	12	6 14	3	20	Up	Loaded	664 86,540
						Empty	4 259
					Down	Loaded	643 84,427
						Empty	4 259
Third class	146	5 18		50	Up	Loaded	4943 337,311
						Empty	167 2,671
					Down	Loaded	4366 334,310
						Empty	265 12,690
Third class open stores	2	6 19	1 11	80	Up	Loaded	7 336
						Empty	9 576
					Down	Loaded	672 44,226
						Empty	6 384
Goods class	25	6	1 11	60	Up	Loaded	686 44,226
						Empty	-
					Down	Loaded	2
						Empty	-
Engineers inspection carriage	1	7	1	1	Up	Loaded	4
						Empty	605
					Down	Loaded	243
						Empty	670
Horse boxes	30	7 1	3	3	Up	Loaded	225
						Empty	152
					Down	Loaded	33
						Empty	143
Carriage trucks	20	5 1	1	Four wheels 1	Up	Loaded	29
						Empty	1267
					Down	Loaded	6
						Empty	1236
Passengers luggage vans	26	7 6	1	1	Up	Loaded	87
						Empty	6
					Down	Loaded	117
						Empty	116
Second class brake vans	18	6 17	3	40	Up	Loaded	6
						Empty	438
					Down	Loaded	2
						Empty	439
Third class post office brake vans	12	7	2	20	Up	Loaded	
						Empty	
					Down	Loaded	
						Empty	
Goods Vehicles				Tons			
Covered goods waggons	28	6 3	1	Eight goods 2 Heavy 6	Up	Loaded	641
						Empty	40
					Down	Loaded	688
						Empty	66
do do	60	4 18	2	6	Up	Loaded	16
						Empty	1
					Down	Loaded	16
						Empty	4

Description of vehicles	No. of vehicles	Weight of vehicles Tons	cwt	qrs	Carrying capacity Tons	Number of vehicles			Number of axles
Open sided goods waggons	332	5			Light goods 2½ Heavy 6½	Up	Loaded		664
							Empty		664
						Down	Loaded		664
							Empty		664
High open goods Do	5	4	16		6 6 10	Up	Loaded		10
							Empty		10
						Down	Loaded		8
							Empty		8
High sided Do Do	1749	5	6	2	Light goods 1½ Heavy 6½	Up	Loaded		3498
							Empty		3498
						Down	Loaded		3497
							Empty		3497
Cattle waggons	25	6	1	2	Not	Up	Loaded		50
							Empty		50
						Down	Loaded		48
							Empty		48
Coke Do	410	5	15	2	Light goods 2 Heavy 6½	Up	Loaded		2098
							Empty		2098
						Down	Loaded		2690
							Empty		2690
					6	Up	Loaded		1
							Empty		1
Ballast Do	244	5				Down	Loaded		29
							Empty		302
Road Do	7	6	7		Light goods 2 Heavy 5	Up	Loaded		1
							Empty		1
						Down	Loaded		26
							Empty		116
Store Do	3	8	14	2	Light goods 2 Heavy 5	Up	Loaded		1
							Empty		45
						Down	Loaded		1
							Empty		5
Platform truck	6	4	12	1	Used for Checkwaggons	Up	Loaded		3
							Empty		3
						Down	Loaded		3
							Empty		696
Timber Do	144	4	14	3	5	Up	Loaded		116
							Empty		121
						Down	Loaded		40
							Empty		4
Water Do	2	5	12	¾		Up	Loaded		2
							Empty		4
						Down	Loaded		1
							Empty		67
Powder van	3	7	16	2	5	Up	Loaded		2
							Empty		2
						Down	Loaded		28
							Empty		49
									828
Goods brake van	35	9	15		26 4	Up	Loaded		8
							Empty		814
						Down	Loaded		4
							Empty		588
Road Do Do	22	7	7	2	26 4	Up	Loaded		60
							Empty		60
						Down	Loaded		6
							Empty		6

46. The average weight of engines with tender, the total engine mileage, and average mileage of each class of engine, for the half-year ended the 31st December 1869 are given below:—

A

Months	Average weight	Tank engines Tons 22 — No. of Engines in use	Total Engine mileage	Average mileage of an Engine	Passenger engines Tons 33—10 — No. of Engines in use	Total Engine mileage	Average mileage of an Engine	Goods engines Tons 41—9 — No. of Engines in use	Total Engine mileage	Average mileage of an Engine
July		8	14,180	1289	1	368	368	70	147,062	2101
August		8	9,634	1204	1	1466	1466	71	149,390	2104
September		10	8303	830	1	1322	1322	75	148,274	1977
October		12	11,642	970	1	1290	1290	75	149,311	1991
November		5	9,850	1970	1	2,682	2,682	72	145,201	2017
December		10	9,992	999	1	128	128	74	162,227	2192

B

July	19	14,180	746	2	368	184	83	147,062	1772
August	19	9,634	507	2	1466	733	83	149,390	1800
September	19	8303	437	2	1322	661	83	148,274	1786
October	19	11,642	613	2	1290	645	83	149,311	1799
November	19	9,850	518	2	2,682	1341	83	145,201	1749
December	19	9,992	526	2	128	64	83	162,227	1823

N.B. Statement B includes engines under repairs.

41. The following is an abstract of expenditure incurred under various heads, in working and maintaining locomotives and rolling stock, during the half-year under review compared with the corresponding period of 1868:—

Miles run

Half-year ended the	With trains	Empty	Shunting	Piloting and shunting	Total
1st December 1868	592,855	1,200	6,011	107,218	707,284
1st December 1869	608,126	6,564		132,055	746,745

Working Expenses.

Half-year ended	Engineman and fireman's wages.	Cost per mile	Cleaners, cokemen and watchmen's wages.	Cost per mile	Coke consumed	Cost	Coal consumed	Cost	Wood consumed	Cost	Total coal and wood consumed per mile	Cost per lb.	Oil, tallow, waste, firewood &c.	Cost per mile	Total Cost of working	Cost per engine mile
	£ s d	£ s d	£ s d	£ s d	lbs	£ s d	lbs	£ s d	lbs	£ s d	lbs	£ s d	£ s d	£ s d	£ s d	£ s d
30th June 1868	65,201 2 3	15 0	16,546 10 10	4 4 9	10,052 44/112	17,591 10 10	39,982 21/112	83,621 3 10			23.24	45 6 9	15,644 10 2	4 2 5	255,147	9 4	5 9 4 3
31st December 1868	69,102 5	15 7	17,101 9 4	4 5 5	10,444 60/112	44,663 8 8	42,736 17/112	68,228 9			25.99	5 4 9 5	17,659 1 11	4 6 2	290,071	5 10	6 2 5 8
Do Do 1869																	

Repairs of Engines and Tenders

Half-year ended	Engines	Wages	Tenders	Materials	Wages	Total Cost of repairs	Cost per mile	Total cost of working and repairs of engines and tenders	Proportion of Superintendents, Clerks and other expenses of Office expenses	Total Cost	Total Cost per mile
									£ s d	£ s d	£ s d
30th June 1868	2		2	2,342 8 8	1016 3 5	3,358 11 10	1 1 4 3	28,191 2 4	10 3 7	26,761 13 2	1 0 3
31st December 1868	2	2,508	2	2,812 10 10	1266 11 6	4,078 21 16	1 16 8	43,139 5 7	8 5 2	24,869 12 10	9 6 2
Do Do 1869	2	2,672	2								

Repairs of Carriages and waggons

Half-year ended	Miles	Cost	Cost per mile	Cost	Cost per mile	Cost	Cost per mile	Per centage of Stores and labour to Materials	Average number of Vehicles	Average cost of Carriage of each Vehicle
		£ s d	£ s d	£ s d	£ s d	£ s d	£ s d			
30th June 1868	707,284	255,147	9 4	5 9 4 3	8 8 5 8	1 1 4 3	28,191 2 4	10 3 7	26,761 13 2	4 0 8 5 8
31st December 1868	746,745	290,071	5 11	6 2 5 8	9 9 6	2 1 6 8	43,139 5 7	8 5 2	24,869 12 10	7 6 2
Do 1869										

Summary.

Half-year ended	Miles	Working Cost	Working Cost per mile	Repairing engines and tenders Cost	Repairing engines and tenders Cost per mile	Repairs of Vehicles Cost	Repairs of Vehicles Cost per mile	Per-centage	Stationery	Total Cost	Cost per mile	Average number of Vehicles	Average cost of Carriage of each Vehicle
		£ s d	£ s d	£ s d	£ s d	£ s d	£ s d		£ s d	£ s d	£ s d		
30th June 1868	707,284	255,147	9 4	5 9 4 3	8 8 5 8	1 1 4 3	28,191 2 4	10 3 7	26,761 13 2	4 0 8 5 8	15	9 2 9 9	16 2 6			7 2 7
31st December 1868	746,745	290,071	5 11	6 2 5 8	9 9 6	2 1 6 8	43,139 5 7	8 5 2	24,869 12 10	7 6 2	10	9 9 9 4	16 2 8			7 2 4
Do 1869																

The Engineer and Locomotive Superintendent's Report for the half-year ending 31st December 1868, with Statements of the Working Expenses for the corresponding half-year of 1868.

Statement of Engineman's wages, Coal, Coke, Wood, Oil, Tallow, Waste, Firewood, &c. for the half-year ending 31st December 1868.

Statement of Cleaners, Cokemen and Watchmen's wages, Oil, Tallow, Waste, Firewood, &c. for the half-year ending 31st December 1868.

Statement of Repairs of Engines and Tenders for the half-year ending 31st December 1868.

Statement of Repairs of Carriages and Waggons for the half-year ending 31st December 1868.

Statement of Total Cost of Working and Repairs of Engines and Tenders

the amount of seigniorage paid in 1868 was Rupees 24,979 and in 1869 Rupees 42,779; shewing an increase of 71·26 per cent.

There is a slight increase in the cost per mile under the head of oil, tallow waste, and lighting wood.

The total cost of working is Rupees 34,324 higher than in the corresponding period in 1868; still the average cost of haulage of each vehicle is less than in that half-year.

43. Traffic Department.

The increased expenses of this Department were noticed in the letter from the Government of India marginally noted.

No 1030 R
10th June 1871
G.O. No 1571
30th June 1871

The increases of Rupees 5363 and Rupees 959 in salaries, is due to the augmentation of the Traffic Managers' salary and the appointment of a Deputy and additional Assistant Traffic Managers; also to a correct division of the guards' salaries between the two lines, an undue proportion having hitherto charged to the North-West Line.

The decreases of Rupees 2,381 and Rupees 1683 in lighting and general stores, is effected by a reduction on tarpaulins, and a reduction in the price of oil, as well as in the quantity of grease. The increase in printing, stationery and tickets is due to the extension of the North West Line.

The decrease in Miscellaneous expenses is accounted for by the cost of clothing for the staff being included for the two previous half-years, but there having been no expenditure in the half-year under review.

The expenditure in the Traffic Department is divided into coaching and merchandise charges. The expenditure under the first head amounted to 7·14 percent on the coaching receipts; the percentage on the receipts for the corresponding half of 1868 was 7·10: the percentage of coaching expenditure on the gross traffic receipts was 2·58, against 2·70 in the previous year. Under the second head, the merchandise charges were 8·20 per cent on the goods receipts for the half-year under

review,

review, and 7.70 for the corresponding half of 1868. The percentage of merchandise expenditure on the gross receipts was 4.37 against 4.37 in 1868.

44. The following is an abstract of the number and mileage of each class of vehicle for the half-year ended the 31st December 1869:—

Description		Number	Total number	Mileage	Total mileage
First class carriage	Loaded	1495	1509	282,744	283,659
	Empty	14		915	
Composite	Loaded	2199	2216	204,882	216,819
	Empty	17		11,937	
Second class carriage	Loaded	2335	2419	225,148	244,662
	Empty	84		9,514	
Second class post office carriage	Loaded	1307	1315	171,027	171,707
	Empty	8		680	
Third class carriage	Loaded	9810	10,226	1,071,712	1,092,080
	Empty	416		20,368	
Third class upper storied	Loaded	16	16	903	903
	Empty	-			
Third class brake van	Loaded	1623	1640	201,824	203,214
	Empty	17		1,390	
Third class post office brake van	Loaded	877	879	113,753	113,891
	Empty	2		138	
Cattle class carriage	Loaded	1028	1034	128,627	128,888
	Empty	6		261	
Engineer's inspection carriage	Loaded	6	6	457	457
	Empty	-			
Cattle waggons with passengers		2	2	150	150
Horse boxes with horses	Loaded	1275	1743	159,594	204,451
	Empty	468		44,857	
Carriage trucks with carriages	Loaded	293	405	36,944	45,918
	Empty	112		8,974	
Passengers luggage vans	Loaded	2484	2496	319,739	320,963
	Empty	12		1,224	
Cattle waggons with luggage		1	1	43	43
Covered goods waggons	Loaded	1229	1335	126,317	135,424
	Empty	106		9,107	

Description		Number	Total number	Mileage	Total mileage
Open goods waggons	Loaded	32	37	2,336	2,609
	Empty	5		273	
Open sided goods waggons	Loaded	564	757	48,861	63,734
	Empty	213		14,873	
High open goods waggons	Loaded	32	42	2,359	2,957
	Empty	10		598	
High sided open goods waggons	Loaded	28,633	41,779	3,861,532	4,635,403
	Empty	13,146		773,871	
Cattle waggons with cattle	Loaded	626	1021	58,501	92,763
	Empty	395		34,262	
Coke waggons	Loaded	5588	7,068	389,732	477,213
	Empty	1480		87,481	
Ballast waggons	Loaded	14	55	535	2,327
	Empty	41		1,792	
Road waggons	Loaded	569	573	28,818	29,253
	Empty	4		435	
Store waggons	Loaded	150	151	18,509	18,716
	Empty	1		207	
Platform trucks	Loaded	5	8	620	979
	Empty	3		359	
Timber trucks	Loaded	817	1688	61,165	127,857
	Empty	871		66,696	
Water trucks	Loaded	8	11	78	162
	Empty	3		84	
Powder vans	Loaded	80	129	13,883	22,177
	Empty	49		8,294	
Goods brake vans	Loaded	1642	1654	215,419	216,563
	Empty	12		1,144	
Road brake vans	Loaded	1188	1192	250,954	251,449
	Empty	4		495	
Carriage trucks with goods		2	2	196	196

45. General charges. The increase under this head is chiefly owing to the larger percentage charged against Revenue for the half-year under review, viz: 30.95 as compared with 24.30 in the preceding half-year, and 24.07 in the corresponding period of 1868.

Comparative statement showing the distribution of working expenses between the several classes of traffic for the two second half-years of 1868 and 1869.

	Class I		Class II		Class III		Class IV		Brake		Horse box		Carriage truck		Goods		Total	
	1868	1869	1868	1869	1868	1869	1868	1869	1868	1869	1868	1869	1868	1869	1868	1869	1868	1869
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Maintenance of way and works	9881	21477	26900	26789	48356	71843			9188	25439	43012	8097	13157	1676	22654	26102	946390	2376277	1665622	
Locomotive Dept	5511	7550	11666	12932	26967	36660			3230	14187	15120	4616	4625	879	792	1465	816956	2096711	1220484	
Fuel	4170	6084	8820	10424	20406	27485			2602	12735	12183	3417	3727	665	638	1102	921285	1685055	1508	
Coaching	5277	6334	11162	10850	25825	22346		2709	13686	12684	4324	3880	842	665	99892	107630	160908	161117		
Tickets	91		193		447												781			
Repairs of vehicles	829	1101	1755	1887	4060	3890		471	2136	2206	680	675	132	116	21798	23279	81390	38625		
Electric Telegraph	690		1460		3378			1777		566		110		16097		24078				
General Charges	1322	2036	2777	3487	6472	7189		871	3405	4077	1984	1247	211	214	31663	37650	46944	66772		
Total working expenses of each Class	27771	44582	58743	76365	135914	167431		19071	71245	89282	22684	27310	4405	4679	686614	912588	1007406	1831308		

Other marginal notes explanation of this item.

The distribution between the following classes should be effected by means of a comparison between the number of passengers and quantities of goods conveyed in each class, and the distances they have been carried. For the present the general charges are distributed in the proportion of the gross receipts of each class.

The marginal notes against each item explain the basis on which the distribution between the classes is made.

Rs 10,03,308-0-0
G.O. dated 15th Jan 1870
20th June 1870

Comparative analysis of receipts expenditure and profit for the two half-years ended the 31st December 1868 and 1869.

	Class I		Class II		Class III		Class IV		Drays & Bullock Carts		Horses, Cattle & Carriages		Goods Vehicles		Total Receipts	
Half-years ended the 31st December	1868	1869	1868	1869	1868	1869	1868	1869	1868	1869	1868	1869	1868	1869	1868	1869
Number of Passengers &c	No 4916	No 4806	No 21684	No 47239	No 78252	No 88690	Tons 1352-811	Tons 1246-814	4165 Horses 4316 Head 214 Carriages	3187 Head 372 Carriages	Tons 1644-615	Tons 1744-351				
Receipts	Rs 6468-9-10	Rs 6997-4-10	Rs 4577-12-10	Rs 7277-14-10	Rs 18918-8-11	Rs 21461-13-8	Rs 13270-8-0	Rs 12921-4-8	Rs 2293-2-0	Rs 3524-2-8	Rs 8074-8-1	Rs 8446-4-8	Rs 4462-8-0	Rs 6446-12-8	Rs 44248-11-8	Rs 60549-0-4
Expenditure	Rs 2771-9-11	Rs 4458-10-6	Rs 6834-9-5	Rs 7244-8-4	Rs 13591-4-10	Rs 18503-9-10	Rs 9123-6-8	Rs 8618-8-8	Rs 2198-9-0	Rs 2486-15-4	Rs 4462-8-0	Rs 5586-12-8	Rs 4244-11-8	Rs 5546-12-8	Rs 26810-8-0	Rs 34840-14-0
Profit or loss (red)	Rs 3696-14-5	Rs 2538-9-8	Rs 2257-2-5	Rs 32-13-6	Rs 5326-14-2	Rs 2957-3-6	Rs 4146-13-8	Rs 4302-15-4	Rs 94-13-4	Rs 1037-12-8	Rs 3611-15-9	Rs 2859-8-8	Rs 217-13-4	Rs 899-15-4	Rs 17437-3-4	Rs 25708-14-4
Receipts from each passenger &c	Rs 1-12-15-11-94	Rs 1-12-11-0-32	Rs 0-3-0-5-67	Rs 0-2-7-10-20	Rs 0-12-0-94	Rs 0-12-0-96	Rs 1-7-3-43	Rs 1-7-0-24	Rs 0-10-6-24	Rs 0-9-6-96	Rs 1-9-9-32	Rs 1-9-7-69	Rs 0-13-7-20	Rs 0-13-7-20	Rs 0-10-6-72	Rs 0-11-3-04
Expenditure for Do	Rs 0-5-9-2-57	Rs 0-9-4-6-24	Rs 1-12-9-0-9-8-9-11	Rs 0-2-9-3-5	Rs 0-2-9-3-5	Rs 0-2-9-3-5	Rs 0-2-9-5-24	Rs 0-2-9-5-24	Rs 0-2-9-5-24	Rs 0-2-9-5-24	Rs 0-2-9-5-24	Rs 0-2-9-5-24	Rs 0-2-9-5-24	Rs 0-2-9-5-24	Rs 0-2-9-5-24	Rs 0-2-9-5-24
Profit or loss on Do	Rs 1-6-8-3-7	Rs 3-6-7-19	Rs 0-2-6-48	Rs 0-10-3-59	Rs 0-10-3-59	Rs 0-10-3-59	Rs 0-10-3-59	Rs 0-10-3-59	Rs 0-10-3-59	Rs 0-10-3-59	Rs 0-10-3-59	Rs 0-10-3-59	Rs 0-10-3-59	Rs 0-10-3-59	Rs 0-10-3-59	Rs 0-10-3-59
Average mileage	Miles 164-25	Miles 155-72	Miles 7-46	Miles 57-99	Miles 54-10	Miles 54-10	Miles 54-10	Miles 54-10	Miles 54-10	Miles 54-10	Miles 54-10	Miles 54-10	Miles 54-10	Miles 54-10	Miles 54-10	Miles 54-10
Receipts per passenger &c per mile	Rs 0-1-4-18	Rs 0-1-3-66	Rs 0-0-5-84	Rs 0-0-5-12	Rs 0-2-3-48	Rs 0-2-3-48	Rs 0-2-3-48	Rs 0-2-3-48	Rs 0-2-3-48	Rs 0-2-3-48	Rs 0-2-3-48	Rs 0-2-3-48	Rs 0-2-3-48	Rs 0-2-3-48	Rs 0-2-3-48	Rs 0-2-3-48
Expenditure per Do	Rs 0-0-6-95	Rs 0-0-9-44	Rs 0-0-8-77	Rs 0-0-6-22	Rs 0-0-6-22	Rs 0-0-6-22	Rs 0-0-6-22	Rs 0-0-6-22	Rs 0-0-6-22	Rs 0-0-6-22	Rs 0-0-6-22	Rs 0-0-6-22	Rs 0-0-6-22	Rs 0-0-6-22	Rs 0-0-6-22	Rs 0-0-6-22
Profit or loss per Do	Rs 0-0-9-23	Rs 0-0-4-21	Rs 0-0-0-50	Rs 0-0-2-27	Rs 0-0-2-27	Rs 0-0-2-27	Rs 0-0-2-27	Rs 0-0-2-27	Rs 0-0-2-27	Rs 0-0-2-27	Rs 0-0-2-27	Rs 0-0-2-27	Rs 0-0-2-27	Rs 0-0-2-27	Rs 0-0-2-27	Rs 0-0-2-27
Number of vehicles run	No 1924	No 2248	No 4750	No 6211	No 11049	No 13660	No 5792	No 5012	No 2343	No 2148	No 4709	No 4866	No 2594	No 3794	No 25387	No 29520
Receipts from each vehicle	Rs 33-9-11-22	Rs 27-2-1-7	Rs 13-9-3-14	Rs 17-4-3-57	Rs 14-7-2-8	Rs 16-0-5-12	Rs 16-13-2-49	Rs 15-1-7-2	Rs 17-4-6-39	Rs 16-5-11-2	Rs 11-12-8-92	Rs 11-14-3-35	Rs 11-4-0-12	Rs 11-7-0-71	Rs 12-4-9-47	Rs 13-6-2-31
Expenditure for Do	Rs 14-6-11-38	Rs 19-13-3-69	Rs 12-5-10-40	Rs 14-10-6-66	Rs 12-4-9-81	Rs 13-6-2-31	Rs 11-4-11-70	Rs 11-7-6-41	Rs 9-4-0-71	Rs 9-6-11-74	Rs 11-1-7-0	Rs 11-5-9-67	Rs 11-1-7-0	Rs 11-5-9-67	Rs 11-1-7-0	Rs 11-5-9-67
Profit or loss on Do	Rs 19-2-11-84	Rs 7-4-10-02	Rs 1-3-5-90	Rs 2-13-7-91	Rs 1-3-7-47	Rs 2-13-7-91	Rs 5-0-0-42	Rs 3-7-6-1-99	Rs 8-0-0-42	Rs 6-0-7-66	Rs 0-11-6-92	Rs 0-1-2-56	Rs 0-13-4-99	Rs 0-1-2-56	Rs 1-3-2-47	Rs 0-1-2-56
Average mileage of trains	Miles															
Receipts per vehicle per mile	Rs 0-3-3-60	Rs 0-2-9-12	Rs 0-1-4-11	Rs 0-1-5-2	Rs 0-5-8-22	Rs 0-5-8-22	Rs 0-5-8-22	Rs 0-5-8-22	Rs 0-5-8-22	Rs 0-5-8-22	Rs 0-5-8-22	Rs 0-5-8-22	Rs 0-5-8-22	Rs 0-5-8-22	Rs 0-5-8-22	Rs 0-5-8-22
Expenditure per Do	Rs 0-1-5-09	Rs 0-2-0-22	Rs 0-1-2-56	Rs 0-1-5-90	Rs 0-1-2-61	Rs 0-1-2-61	Rs 0-1-2-61	Rs 0-1-2-61	Rs 0-1-2-61	Rs 0-1-2-61	Rs 0-1-2-61	Rs 0-1-2-61	Rs 0-1-2-61	Rs 0-1-2-61	Rs 0-1-2-61	Rs 0-1-2-61
Profit or loss per Do	Rs 0-1-10-60	Rs 0-0-8-71	Rs 0-0-1-55	Rs 0-4-5-73	Rs 0-4-5-73	Rs 0-4-5-73	Rs 0-4-5-73	Rs 0-4-5-73	Rs 0-4-5-73	Rs 0-4-5-73	Rs 0-4-5-73	Rs 0-4-5-73	Rs 0-4-5-73	Rs 0-4-5-73	Rs 0-4-5-73	Rs 0-4-5-73

For half-year ended 31st December 1869 Miles 57225

Salaries	Rs	5999 4489
Miscellaneous Do		83687 103248
Special trains and hire of Ballast engines		29671 33543
Grand Total (Rupees		22801

No. 1 Schedule

Schedule annexed to Act of Governments dated

the 2nd of April 1842 and accompanying this Return

Quantities Rates Amounts

Rupees 23,15,698 31

Rupees 13,48,431 31

Rupees 9,67,267 0

Certified that the above mentioned

Rupees (Thirteen lakhs forty eight thousand four hundred thirty one and thirty one paisa)

only are correctly entered in the Schedule

annexed to this Return

Collector

Dated the 1st April 1842

Certified that the above mentioned

Rupees (Nine lakhs sixty seven thousand two hundred sixty seven)

only are correctly entered in the Schedule

annexed to this Return

Collector

Dated the 1st April 1842

Certified that the above mentioned

Rupees (Nine lakhs sixty seven thousand two hundred sixty seven)

only are correctly entered in the Schedule

annexed to this Return

Collector

Dated the 1st April 1842

(Principal Collector of Customs, Salt Chokies and Inland Transit Duties)

Abstract of Duties Collected at the Ports of Bombay, Surat, Broach, Kurrachee, Vingorla, Malwan, Goa, Rutnagherry, Mangalore, Cannanore, Tellicherry, Calicut, Cochin, Tuticorin, Negapatam, Madras, Masulipatam, Vizagapatam, Ganjam, Calcutta, Chittagong, Akyab, Moulmein, Tavoy, Mergui, Tenasserim, Amherst, Martaban, Rangoon, Bassein, Cheduba, Aracan, Port Blair, Nicobar, Kidderpore, Saugor, Pulo Penang, Malacca, Singapore, Labuan, Sarawak, Ramree, Sandoway, Kyouk Phyoo

If 492 miles are taken as the length of the Mysore Railway, 16 trains would run over it in one hour, or 1 train in 1 hr. 30 minutes, if they followed each other at equal distances of time, leaving 5 hours & 55 minutes for unavoidable delays.—

From what station	To what station	Distance of trains	No. of trains per week	Total No. of trains	Net average speed per hour including stoppages	No. of trains not delayed by previous accidents. 30 to 60 minutes late	1 to 2 hours late	More than 2 hours late	Total No. of trains	Average delay	Greatest delay	No. of trains delayed by previous accidents. Less than 3 hours late	3 to 6 hours late	More than 6 hours late	Total
										H. M. S.	H. M. S.				
Up Mail Trains															
Through															
Madras	Bangalore	406½	7	184	1	25	11	4	2	49	0–10–52				
Short Trains															
Madras	Coimbatore	301½	7	184	18	28	17	7	3	73	0–18–40				
—Do—	—Do—	301½	6	158	6	6	9	2	3	26	0–8–40				
—Do—	Jollarpett	132	6	158	2	8	0	0	1	11	0–4–				
—Do—	Valloor	80½	6	158	4	12	7	2	1	26	0–2–40				
Coimbatore	Bangalore	104¼	6	158	9	24	5	0	0	38	0–6–0				
Branch															
Jollarpett	Bangalore	84¼	14	346	4	7	2	1		14	0–1–5				
—Do—	—Do—	84¼	6	152											
Down Trains															
Through															
Bangalore	Madras	406½	7	184	11	9	6	2	1	28	0–6–0				
Short Trains															
Coimbatore	Madras	301½	7	184	23	14	4	3	1	26	0–6–13				
—Do—	—Do—	301½	6	158	6	12	4	1	1	28	0–7–40				
Jollarpett	—Do—	132	6	158	5	16	2		3	26	0–8–55				
Valloor	—Do—	80½	6	158	12	19	9		4	41	0–7–55				
Bangalore	Coimbatore	104¼	6	158	12	41	27	3	1	84	0–15–45				
Branch															
Bangalore	Jollarpett	84¼	14	346	3	3		1		7	0–1–25				
—Do—	—Do—	84¼	6	152						1	0–0–25				

Nil

Nil

Nil

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5th

North-West Lines

A further portion of this line from said point to Ghoorkee, a distance of 30 miles, was opened on the 1st of August 1869, making in all a distance of 215 miles open for traffic.

The total train mileage for the half year was 197,654 miles as per details.

			No. of trains	Mileage of trains	Total No. of trains	Total mileage
Passenger trains	pure	up	3	21	3	21
		down				
	mixed	up 578	68,053			
		down 579	68,068	1,157		136,121
Goods trains	pure	up 481	31,049			
		down 471	30,463	952		61,512
Total					2,112	197,654

The mileage of ballast trains run during the half-year was

Arconum	Division	780
Cuddapah	do	852
	Total	1,632

* No stone trains run on this line.

52. The total engine mileage during the half-year under review was 233,209, composed as follows:—

	Miles	Remarks.
Train miles run for Traffic Dept.	199,795	Including 2141 empty engine miles run for convenience of Traffic Dept.
do do Locomotive Do	5,188	Hours not recorded
do do Maintenance Do	7,632	do do
Shunting, Piloting, &c.	11,881	By engines specially employed.
Shunting	8,713	Alterations by engines running trains.
Total	233,209	

The engine mileage during each month was:—

Months	Passenger	Goods	Piloting and shunting	Total
July	35,199	2,562	3,776	
August	35,603	2,574	3,817	
September	31,159	2,672	3,383	
October	30,786	3,266	3,405	
November	33,591	4,338	3,794	
December	38,645	5,182	4,382	
Total	204,983	20,594	22,557	

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

Week days	Sundays
994	623

54. The passengers' fares and goods rates shown below the same as those charged on the South West Line. The night service on this line came into operation on the 1st November 1869.

55. The following special rates were in force during the half-year:—

Articles	From and to	In whose favour	Rate	Condition
Firewood	Covdoor to Moodanoor	Mr Barnett Contractor	4 rupees 6 per waggon per mile (experimentally)	
Salt	Madras to all stations on the N.W. line, north of Covdoor	General	8 pies per ton per mile	In full waggon loads
Stone	Cuddapah to Madras	Mr Barnett	6 pies do do	To be loaded and unloaded by the owner
Do	Do	Engineer's Department	do do	do do
Do	Tirutany to Conjeveram	Mr Smith	10 pies per maund	
Do	Naggery to do	do	11 do	
Do	Serputty to do	do	18 do	
Do	Tirutany to Chengelroyen Cherry	do	8 do	
Do	Naggery to do	do	9 do	
Do	Serputty to do	do	16 do	

* Special charge of Rs 1.4.7 per waggon for Establishment &c Account to be divided between the two companies

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The average receipts with the nature and amount of traffic, corresponding with those of the corresponding half of 1868 were as follows:—

	Half year ended 31st December 1868	Half year ended 31st December 1869	Decrease
	Rs	Rs	Rs
Coaching	1,46,807	4,82,835	1,60,028
Merchandise	1,56,551	2,07,629	51,078
Railway materials	3,545	9,602	6,057
Miscellaneous	7,87,989	9,03,254	1,14,265
Total	29,66,624	36,68,688	7,19,314
Expenditure			
Profit	49,13,865	63,36,916	42,331
Deduct bad debts as per Revenue Account	1,625		
Net profits	1,89,740	6,33,196	43,956
Expenditure on Capital in India and in England	22,85,441	24,03,643	21,38,202
Half-yearly percentage of profit	2·14	2·136	0·005
Average length of line open	Miles 174	Miles 210	Miles 36
Train mileage (goods and passengers)	157,282	197,654	40,372
Engine mileage	1,76,328	293,209	56,881

	Half year ended the 31st December 1868	Year ended the 31st December 1869	Increase	Decrease
	As	As	As	As
Earnings per mile of line open	4528	4296		232
Expenses per do	1705	1753	50	
Profits	2823	2541		282
	Rs A P	Rs A P	Rs A P	Rs A P
Earnings per train mile	5-0-2	4-9-0		0-1-2
Expenses per do	1-14-2	1-13-10		0-0-4
Profits	3-2-0	2-15-2		0-1-6
Earnings per engine mile	4-7-6	3-13-10		0-9-8
Expenses per do	1-10-8	1-9-3		0-1-5
Profits	2-16-10	2-4-7		0-8-3
Average earnings per week	30307	34702	4395	
Expenses per do	11409	14175	2766	
Profits	18898	20527	1629	
Coaching receipts per mile open	1041	963		78
Goods receipts per do do	3488	9334		
Number of trains	1927	3112	185	
Average mileage of trains	Miles 81.43	Miles 93.586	Miles 11.911	
Average contents of each vehicle				
Passengers first class	1258	0.934		
do second do	2.106	2.310	.204	
do third do	24.950	25.053	.103	
Goods	Tons 8.133	Tons 2.730		

A

30

Read off the receipts under the head of Traffic during the half year under review compare favourably with those in the corresponding period of 1868 although there is no greater expenditure the balance of net profits exceeds by Rupees 42,331 The figures for the corresponding period of 1868.

The net profits for the half-year ended the 30th June 1869 were at the rate of £628 per Cent. upon the expenditure during the corresponding year 1869 the percentage of profits has been 3.763 or at the rate of £ 3-15-3 per £100 of the Capital expenditure.

57. The details of the passenger traffic for the half-year under review and the four preceding half-years are given in the following table:—

Half-year ended the	Passengers conveyed one mile	Average number of miles each passenger travelled at stations	Average number of miles each passenger travelled	Receipts per passenger per mile	Average distance travelled.	Per mile of Railway open. Number	Receipts
First class							
31st December 1867		398	18.2743	2.185	22.903	2259	15.7[illegible]
30th June 1868		483	22.26	2.206	29.192	3.351	26.47
31st December	One	415	19.76	2.179	20.523	2.385	21.144
30th June 1869		414	18.18	2.160	20.271	2.238	25.403
31st December	Journey Night 22 hrs	634	22.31	5378	2.96	122.89	2.548 25.139
Second class							
31st December 1867	6 hrs	2558	1.14	4246	3.18	55.26	14.701 24.402
30th June 1868		2878	1.30	4578	3.04	59.73	16.540 26.583
31st December	Journey 1st class 24 hours	2904	1.25	4488	2.83	61.05	10.942 15.793
30th June 1869	5 hrs	3121	1.36	5014	2.89	62.26	16.870 29.601
31st December	Journey 1st class 24 hrs	4057	1.69	2675	4.31	74.26	19.209 36.545
Third class							
31st December 1867		22125	96.68	126731	94.77	37.1	1271.580 728.339
30th June 1868		25572	98.44	141677	93.91	42.08	1256.161 874.226
31st December	3 hrs	229415	98.57	158460	94.86	42.67	1316.477 864.712
30th June 1869		223556	98.44	162605	94.10	46.29	1206.584 876.946
31st December		234745	98.09	165373	92.74	45.82	1197.633 769.491

In comparison with

50 37

58. In comparison with the preceding periods, the half-year under review exhibits favourable results in the passenger traffic in all three classes.

The remarks in paragraph 16 of this report, regarding the falling off in the third class traffic on the South-West Line, apply equally to the third class traffic on the North-West Line; Tirupetty a great place of resort for pilgrims has been frequently visited with cholera, and traffic affected thereby; but the loss has been more than counterbalanced by the connexion by rail of the important towns of Cuddapah and Ghooty.

59. The average number of passengers over each mile of line was as follows:—

Half-year ended the	First class	Second class	Third class	Total
31st December 1867	213	925	53659	54797
30th June 1868	349	1120	59852	61321
31st December "	251	1,019	56255	57525
30th June 1869	291	1135	55944	57370
31st December "	313	1,445	50373	52131

60. The total mileage of each class of passengers and goods for the half-year under review compared with the corresponding half of 1868 is given below:—

	Half-year ended the 31st December 1868	Half-year ended the 31st December 1869
Coaching.		
Passengers, first class	43602	65678
" seconds	177290	303481
" third	9788305	10578401
Cattle	435192	483190
Parcels	635814	689686
Horses	115588	121019
Carriages	11498	15130
Dogs	132761	135244
Cattle	49786	16457
Sheep	9935	16330
Merchandize including materials.		
Goods, Special class	4659192	11178861
" First do	40838782	41427460
" Second do	64499466	67370835
" Third do	11799941	17707660
" Fourth do	5659404	7510787
" Fifth do	9243932	4099198

61. The "up" and "down" passenger and goods traffic during the half-year under review, stand as follows:—

Items of Traffic		Number carried	Average weight of each	Total mileage
			lbs tons.	
Coaching.				
First class passengers	Up	281½	120	35592½
	Down	253	"	30085½
Second	Up	2047	"	148977
	Down	2007	"	154504
Third	Up	117065	"	9385841
	Down	117680	"	5192560
Parcels	Up	7722	83	5333160
	Down	3255	22	1665226
Luggage	Up	1435	32	330905
	Down	830	22	1462285
Carriages	Up	76		10842
	Down	34	10 "	4285
Horses	Up	503		96314
	Down	136	5 "	24705
Dogs	Up	166		22801
	Down	103	20 "	12413
Corpses	Up	1		53
	Down	"	5 "	"
Merchandize (inclusive of materials.)				
		Pounds		
Special class	Up	60744		6515101
	Down	122449		4663760
First	Up	263327		25004327
	Down	317808		16033133
Second	Up	574856		63724285
	Down	43225		3646550
Third	Up	86691		15020114
	Down	28743		2607646
Fourth	Up	30710		4344798
	Down	26028		3166589
Fifth	Up	12509		1998331
	Down	231036		39600862
Cattle	Up	No. 42		530
	Down	101	5 "	19933
Sheep	Up	26		2934
	Down	42	1 "	3199

62. The mileage of parcels and luggage for the half-year is thus distributed:—

Months	Parcels No.	Parcels Weight cwts. Lbs.	Parcels Miles	Luggage No. of consignments	Luggage Weight cwts. Lbs.	Luggage Miles
July	1732	1109 : 12	128840	399	765 : 21	92019
August	1922	1048 : 16	108407	484	731 : 11½	87820
September	2197	1072 : 11	117000	445	783 : 5	98481
October	1856	1091 : 31	119287	371	572 : 23	69278
November	1579	876 : 16	105160	267	419 : 25	50790
December	1691	1061 : 31	110992	349	582 : 21	84799
Total	10977	6260 : 37	689686	2265	3854 : 26½	482190

63. The following return shows the number of carriages, horses, and dogs, &c., carried during the half-year:—

Months	No. of Corpses	No. of Carriages	No. of horses	No. of dogs	Remarks
July	14	51	48		Average weight of
August	23	39	47		Corpses — 5 — 0
September	21	48	45		Carriages — 10 — 0
October	25	275	56		Horses — 5 — 0
November	1	17	78	29	Dogs, &c. — 0 — 2 — 0
December	10	148	44		
Total					

64. The live stock mileage for the half-year ended 31st December 1869, stands as follows:—

Months	No. of Live stock miles	Average mileage of each Live stock
July	56	67.38
August	27	29.77
September	30	38.53
October	31	21.09
November	33	35.11
December	34	36.00
Total	211	225.70

65. The mileage of carriages horses and dogs for each of the six months is given below:—

	July	August	September	October	Nov.	Dec.	Total
Carriages	114	283	275	278	17	10	110
Miles	5084	2917	8663	3798	2078	1513	15130
Average mileage of each carriage	"	"	"	"	"	"	137.5
Horses	57	39	48	275	78	148	639
Miles	6598	5443	7880	56743	14730	2625	121019
Average mileage of each horse	"	"	"	"	"	"	189.4
Dogs	48	47	46	56	29	44	269
Miles	5398	6782	6705	6206	3583	1540	35214
Average mileage of each dog	"	"	"	"	"	"	130.9

Receipts

66. The following table shows in detail the earnings under each head of traffic and percentages on gross receipts for the half-year under review, compared with the corresponding half of 1868:—

Half-year ended the

	31st December 1868						31st December 1869					
	Number	Receipts	Half Receipts	Percentage of Gross Receipts	Receipts per Mile	Half Receipts per Mile	Number	Receipts	Half Receipts	Percentage of Gross Receipts	Receipts per Mile	Half Receipts per Mile
Coaching												
Passengers 1st class	280	2812		36			338	3965		43		
" 2d "	2576	3701		50			3983	6232		69		
" 3d "	202648	132582		16.86			214388	156724		17.37		
" Cooly "												
Parcels & Packets												
Return fares 1st class	68	586		.07			91	1293		.14		
" " 2d "	131	253		.03			306	1160		.13		
" " 3d "	10855	4698		.60			9162	3692		.41		
Soldiers 1st "	84	164		.02			24	61		.02		
" 2d "	66	286		.04			53	226		.51		
" 3d "	5757	12594		1.6			2033	4580		.01		
Excess fares 1st "	12½	127		.02			24	170				
" 2d "	94	49					74	57		.05		
" 3d "	1847	596		.07			1780	477				
Special Trains		281		.04						.05		
Parcels		9102		1.16			94455			1.05		
Bandy Parcels		488		.06			438			.05		
Passengers Luggage		5100		.65			5596			.62		
Horses Carriages & Dogs		7586	181085	.95	23.03		8373	202189		.98		
Goods												
Merchandize Manufactures	277153	44892		56.07			434492	475744		52.66		
Materials "	27354	15653		19.90			64468	207629		23.01		
Locomotive fuel		1988		.14				6394		.71		
Rent & Demurrage		970	699426	.12	76.22		675	669812		.07		
Live stock		752	752	.10	.10		622	622		.07		
Miscellaneous												
Telegraph Receipts		1421		.18			1303			.14		
Sale of stores										.03		
Rents of Bungalows							244					
Refreshment rooms		1482		.14						.11		
Unclaimed Property		941		.10			979			.12		
Cartage of the traffic		182		.03			1067					
Interest on Traffic Earnings		1555		.20			1290			.03		
			3701		.65		1700			.19		
							4604	9601		.42		
Total												

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

	Half-year ended the 31st December 1868	Half-year ended the 31st December 1869	Increase	Decrease
Passengers	Pies	Pies	Pies	Pies
First class	0.43	0.04		0.39
Second "	less 0.60	less 1.94		1.34
Third "	5.61	6.31	0.40	
Goods	3.20	3.25	0.05	

68. The following statement shows the particulars of the goods carried during the half-year and the receipts realized:—

	Half-year ended the 31st December 1868		Half-year ended the 31st December 1869		Increase		Percentage of increase	Decrease		Percentage of decrease
	Tons	Rs	Tons	Rs	Tons	Rs		Tons	Rs	
Goods	413247	446608	416860	476144	28336	1567	6.34	3.63		
Merchandize	13606	156681	24882	207629	10776	61078	79.29	32.63		
Materials										

The receipts realized both from merchandize and materials during the half-year under review are thus greater than those for the corresponding period in 1868.

69. Details of the goods traffic are given in the following two tables:—

Comparative statement shewing the quantity and amount of the principal commodities of merchandize for the 4

second half-years of 1868 and 1869

Half-year ending 31st December 1868

Description of Commodity	Weight Up	Weight Down	Weight Total	Amount Up	Amount Down	Amount Total
	Maunds Lbs	Maunds Lbs	Maunds Lbs	Rs a p	Rs a p	Rs a p
Bazaar (Military)				3382 8 8	2467 8 8	5850 1 4
Ballast and stakes				904 . .	1425 14 .	2329 14 .
Bamboos	2304 .	43373 6½	45677 6½	521 . .	888 11 .	1409 11 .
Beef	1923 .	9496 21½	11419 21½	1764 12 .	2157 3 .	3921 15 .
Betel & Nuts	1284 7	. .	1284 7	57 . .	762 4 .	819 4 .
Brass & Copper	1327 38	4616 4	6014 2	581 8 .	2689 9 .	3271 1 .
Charcoal Coke and Coal	1561 27	64 12	1565 39	11 14 5	1158 13 5	1170 11 10
Chillies	6108 1	4032 7	10140 8	17 1 .	171 . .	188 1 .
Chunam and Lime	3122 25	29 38	3152 13	425 11 10	9168 1 4	9593 13 2
Clothes & Piece Goods	2371 16	260 15	2631 31	123 15 .	595 4 4	719 3 4
Cocoanuts	10634 33½	909 19	10944 12½	. . .	157 10 .	157 10 .
Coffee	1711 18	439 38½	2151 16½	. . .	. . .	. . .
Commissariat Stores	224 33	. .	224 33	276 2 .	285 116 2	562 2 2
Cotton Leaves	. .	. .	. .	. . .	. . .	. . .
do half pressed	. .	227147 15½	227147 15½	2073 8 .	2073 8 .	4146 . .
do full do	. .	5790 12	5790 12	385 6 .	7649 5 .	8034 5 .
Dye or Red wood	. .	57483 16	68483 37	442 142	21279 2 2	21721 2 2
Firewood	1000 .	227616 19½	228159 31½	1236 4 .	840 9 8	2076 13 8
Fruits and Vegetables	5341 12	5971 21	7200 36	300 147 12	160 4 .	460 151 12
Furniture	1224 15	112 15½	266 13½	112 464 15 .	183 2 .	295 466 15 .
Ghee	153 38	408 36	563 .	15 372 15 4	3438 8 4	3811 7 8
Gram	94 4	11453 39½	17808 30	1065 993 11 5	2594 6 5	3587 13 10
Grains	6354 30½	6036 15½	6660 5½	100 140 11 .	503 10 .	643 10 11
Ground Nuts	623 30	6718 26	8293 13	382 33 13 .	4612 3 6	4995 3 6
Gunnies	1574 27	3411 21½	11606 3½	3756 . .	. . .	3756 . .
Hay	7896 23	. .	. .	. 417 3 .	8882 2 .	9299 5 .
Indigo	1397 9½	15988 30½	17388 .	464 96 4 .	15725 . .	16189 96 4
Iron of all kinds	31211 14	400 32	31612 6	15533 12 70 10 9	853 11 9	16387 9 9
Jaggery	3431 3	764 5	4195 8	683 1 51 6 .	576 5 .	1259 6 .
Liquor	549 2½	408 4½	957 7	324 16 29 13 4	719 13 4	1044 13 8
Oil of all kinds	1296 2	2575 31½	3871 33½	289 15 7 1 .	980 3 .	1269 18 1
Ordnance stores	523 34	247 32	771 26	839 2 10 10 .	138 12 .	977 14 10
Paddy	258 .	360 33	618 33	28 2 . .	183 6 6	211 8 6
Pitch Tar & Asphalte	1835 6	928 6	602 13	104 8 . .	. . .	104 8 .
Potatoes	. .	. .	. .	. . .	383 6 9	383 6 9
Powder and Ammunition	603 24	2388 .	2990 24	120 1 8 3	1770 11 .	1890 12 8
Rassy	17660 29	4063 30½	21724 23½	568 2 7 .	19106 3 .	19674 5 .
Rice	112111 19	62 36	112174 15	1003 2 19 13 .	258 9 .	1261 11 .
Salt	5497 25	755 9	6252 34	999 12 3 6 .	17 6 .	1016 18 6
do Fish	266 16	40 20½	306 36½	4 . . .	. . .	4 . .
Saltpetre	4285 14½	7590 8½	11875 23	979 1 14 5	2839 15 6	3819 1 11
Seeds of all kinds	299 9	9465 32	9765 1	125 12 4 .	4961 14 9	5087 11 13
Skins	441 39½	73 16	515 15½	115 4 6 .	127 8 .	242 12 6
Sugar of all kinds	93261 16½	34052 .	127313 16½	30590 11 15 .	39657 10 7	70247 11 22
Sundries				46 5 6 11 11	127 10 .	173 15 6 11
Tamarinds	355 34½	1243 32½	1599 7	6880 3 7 15 .	10936 14 11	17816 18 11
Timber	27107 13	44840 31½	71948 4½	478 . . .	2766 10 .	3244 10 .
Tobacco	1926 14	9199 5½	11125 19½	5465 6 . .	9182 3 4	14647 9 4
Twist	8165 31	3250 14½	11416 6½	3971 8 . .	5215 18½	9186 26 18½
Wines and spirituous Liquors	6603 13	. .	6603 13			

Half year ending 31st December 1868

Weight Up	Weight Down	Weight Total	Amount Up	Amount Down	Amount Total
Maunds Lbs	Maunds Lbs	Maunds Lbs	Rs a p	Rs a p	Rs a p
514 7	1159 25	1674 32	549 2 9	437 7 3	986 10 .
10298 25	14644 28	24943 13	253 10 .	914 7 4	1168 1 4
11985 3	14120 30	26106 33	411 15 6	1002 12 2	1414 11 8
1 . 20	1329 38	1330 18	691 4 4	1 . .	692 4 4
2973 8	7665 15½	10639 23½	1690 1 5	825 10 4	2515 11 9
773 5	1642 ½	2416 5½	545 15 7	13 4 4	559 3 11
3985 5	5087 11	9073 16	326 12 2	364 4 8	691 10 10
282 21	1702 31	1985 20	60 12 2	24 11 9	85 7 11
350 24	4490 1	4841 25	239 15 9	20 . 11	260 8 8
1102 39½	7579 32	8682 9½	4598 14 11	434 11 7	5033 10 6
23 22	2167 35	2213 17	570 . .	4 3 .	574 3 8
3 8	13 19	17 27	4 5 1	1 5 11	5 11 .
. . .	. . .	. . .	. . .	. . .	. . .
2209425 22½	2412576 27½	4622001 50	192 12 3	25249 63 9 7	25156 5 10
. . .	. . .	. . .	. . .	. . .	. . .
2 8	222 8	224 16	. . .	109 15 1	109 15 1
1814 12	78657 12	80471 24	72 4 .	11917 12 4	11990 . 4
18451 35	196247 9	214698 44	793 9 .	15089 8 3	15883 1 3
6194 16½	6532 16½	12726 33	83 10 10	780 14 6	864 9 4
125 34	425 27	551 1	226 3 4	3 2 .	229 5 4
994 8	1015 33	2010 1	3 1 .	343 15 6	347 . 6
22827 34	15024 38	37852 12	2544 8 3	461 5 4	3005 13 7
2941 2½	3432 18½	6374 20½	68 1 3	863 . .	931 1 3
11301 60	15535 20	26837 20	1185 7 5	329 13 3	1515 4 8
4730 34	18810 4	23541 38	6297 8 6	1192 9 6	7490 2 .
. . .	. . .	. . .	. . .	. . .	. . .
9449 22½	10562 31½	20012 14	386 9 5	4923 9 5	5310 2 10
339 23	23810 7½	24150 30½	8538 8 2	49 10 .	8588 2 2
1417 31	2798 6½	4216 37½	128 9 1	598 8 10	727 1 11
248 18	760 26	1009 12	280 3 .	142 7 10	422 8 10
2843 18	3176 39½	6020 5½	66 6 1	506 3 2	572 10 3
. . .	5776 18	5776 18	6091 4 2	. . .	6091 4 2
1652 39	6077 20	7730 27	284 14 6	40 9 1	325 7 7
. . .	133 10	133 10	59 1 9	. . .	59 1 9
. . .	86 28	86 28	30 13 2	. . .	30 13 2
. . .	. . .	. . .	. . .	. . .	. . .
4182 35	4684 31	8867 26	461 8 1	171 12 6	218 4 7
4189 35½	55358 10½	59548 46	11245 11 9	90 5 9	11336 1 6
698 .	11786 30	12484 30	19082 14 6	22 5 .	19105 3 6
463 8 0	6011 19	6474 27	493 4 .	18 1 11	511 5 11
. . .	. . .	. . .	. . .	. . .	. . .
65743 37½	78362 20½	144106 58	3293 12 5	21125 4 2	24419 . 7
4217 25	4941 23	9159 48	116 . 4	1417 11 7	1533 11 11
13 9	343 17	357 26	91 7 4	3 12 .	95 3 4
28218 12½	88690 17½	116909 30	19132 . 8	7269 . 5	26401 5 1
2926 31	3686 1	6613 32	34 14 11	136 4 1	171 3 .
75340 5	99795 31	175136 36	4090 10 3	7647 0 .	11738 10 3
9174 27	15026 28	24201 55	2830 14 5	2100 7 4	4931 5 9
3106 14	11673 20½	14780 34½	4440 10 4	2625 3 5	7065 13 9
16 35	5232 13½	5249 48½	2344 11 6	2 12 .	2347 7 6

Total	372.767	15	761703	16½	1134490	31½	109.684	1	9 2 7	475144	2 3	399109	23

7.78644	12	11.77153	35	10.4659	12 1	338.991	4 1

443651	5

⊗ N. Drawback is included here as the Amount is withdrawn from the Traffic.

* This includes a sum of Rs. 1133-11-10 allowed as Drawback and Rs. 1625-4-5 as Bad debts.

Comparative statement of the merchandise traffic in second half-years of 1868 and 1869 shewn in classes.

Class	Rate per ton per mile	Quantities in tons: Up In second half of 1868	Up In second half of 1869	Down In second half of 1868	Down In second half of 1869	Total In second half of 1868	Total In second half of 1869	Increase	Decrease	Increase per cent	Decrease per cent	Percentage of total goods traffic 1868	Percentage of total goods traffic 1869
	Pice												
Special	8	540	476	1490	4289	2030	4765	2735		135		4·69	11·43
First Class	12	8906	8455	13159	11639	22065	20094		1971		9	51·03	48·22
Second	14	2187	1962	3456	1582	5643	3544		2099		37	32·35	8·50
Third	18	1632	1326	792	1050	2424	2376		48		2	5·61	5·70
Fourth	24	961	1016	686	935	1647	1951	304		18		3·81	4·68
Fifth	36	435	459	8998	8486	9433	8945		488		5	21·81	21·47
Total		14661	13694	28581	27981	43242	41675	1567		4		100·00	100·00

Class	Up In second half of 1868	Up In second half of 1869	Down In second half of 1868	Down In second half of 1869	Total In second half of 1868	Total In second half of 1869	Increase	Decrease	Increase per cent	Decrease per cent	Percentage of total goods traffic 1868	Percentage of total goods traffic 1869
Special	1238	2350	3346	7536	4584	9886	5302		116		1·03	2·08
First Class	41530	40731	36203	34538	77733	75268		2485		3	17·53	15·84
Second	16105	16016	24436	10069	40540	26085		14455		35	9·14	5·49
Third	17359	17763	6959	9318	23998	27081	3103		13		5·27	5·58
Fourth	16213	18518	10021	14521	26234	33290	7056		27		5·91	7·01
Fifth	12190	14657	25892	28947	37142	30414		32972		12	6·12	6·400
Total	104654	109685	109996	105459	214650	213144		81493		7	100·00	100·00

No. 70.

The chief provisions in the traffic of the two periods are as follow:—

Principal Traffic.

	In second half of 1868	In second half of 1869	Increase	Decrease	Increase per cent	Decrease per cent
Betel Nuts	Maunds 3384	Maunds 3384	02		0·72	0·72
Decrease in quantity						
do in receipts	Rupees 12988	Rupees 12988	02		7·77	7·77
Cocoanut Oil and Cocoa						
Increase in quantity	Maunds 4406	Maunds 4406	02		2·59	2·59
do in receipts	Rupees 18611	Rupees 18611	02		5·69	5·69
Cloth and Piece Goods						
Increase in quantity	Maunds 3658	Maunds 3658	02		55·	55·
do in receipts	Rupees 44463	Rupees 44463	02		0·90	0·90
Coffee						
Increase in quantity	Maunds 2952	Maunds 2952	02		2·50	2·50
do in receipts	Rupees 104654	Rupees 104654	02		3·700	3·700
Fruits and Vegetables						
Increase in quantity	Maunds 872	Maunds 872	02		2·43	2·43
do in receipts	Rupees 307	Rupees 307	02		3·65	3·65
Grain						
Decrease in quantity	Maunds 5841	Maunds 5841	02		4·8	4·8
do in receipts	Rupees 14479	Rupees 14479	02		5·8	5·8
Ground Nuts						
Decrease in quantity	Maunds 2974	Maunds 2974	02		6·5	6·5
do in receipts	Rupees 822	Rupees 822	02		6·9	6·9

Gunnies

Decrease in quantity Maunds 5983 or 43 per cent
Do in receipts Rupees 2542 or 40 "

Oil of all kinds

Increase in quantity Maunds 962 or 288 "
Do in receipts Rupees 224 or 339 "

Paddy

Decrease in quantity Maunds 4066 or 92 "
Do in receipts Rupees 257 or 90 "

Rice

Decrease in quantity Maunds 33508 or 65 "
Do in receipts Rupees 9634 or 86 "

Seeds of all kinds

Decrease in quantity Maunds 8334 or 66 "
Do in receipts Rupees 2375 or 70 "

Downward Traffic

Cotton (full pressed)

Increase in quantity Maunds 5568 or 251 "
Do in receipts Rupees 1963 or 178 "

Grain &c &c

Increase in quantity Maunds 8626 or 305 "
Do in receipts Rupees 1912 or 415 "

Indigo

Increase in quantity Maunds 6536 or 69 "
Do in receipts Rupees 3493 or 71 "

Seeds of all kinds

Decrease in quantity Maunds 58,154 or 88 "
Do in receipts Rupees 18,264 or 86 "

71. The fluctuations in the receipts from merchandise traffic were as follows:—

	Increase Rs	Decrease Rs
Cotton loose	29,960	
Do full pressed	1964	
Charcoal, coke and coal	1999	
Cloths and piece goods	4134	
Firewood	5396	
Grains	1663	
Iron of all kinds	6937	
Indigo	3572	
Skins	3428	
Twist	2116	
Wines	1684	
Salt	2660	
Ballast and stones	299	
Sundries	13257	
Dye or red wood		4341
Ordnance stores		5111
Rice		9565
Seeds of all kinds		20579
Tobacco		2164
Timber		801
Ground nuts		1012
Minor items		2183

72. The following table exhibits the mileage, and constitution of trains, &c.;—

73. The gross weight, that is, the weight of the trains engines and tenders with the loads carried was a distance of one mile, was for the

Half-year ending	Gross weight of trains	Gross weight of engines and tenders	Net weight of loads	Gross weight of trains per mile run	Gross weight of engines and tenders per mile run	Net weight of loads per mile run
	Tons	Tons	Tons	Tons	Tons	Tons
31st December 1868	29,443,299	36,311,541				

Expenditure

74. The following statement shows the revenue for the half-year under review, as compared with the corresponding period of 1868:

The expenditure amounted to £40.85

To Rupees 368,558 and charged to

Per cent of the gross | Traffic expenses

Repairs

	Gross weight of trains	Gross weight of engines and tenders	Net weight of loads	Gross weight of trains per mile run	Gross weight of engines and tenders per mile run	Net weight of loads per mile run
	Tons	Tons	Tons	Tons	Tons	Tons
1st Class	6·9	1·258	0·424	0·057	0·055	6·951	6·955	0·220	0·356	0·424	0·703	1·253	3·179	307,171	628,343
2nd "	6·2	2·106	2·310	0·116	0·127	6·356	6·327	0·535	0·665	0·943	1·195	4·343	5·402	830,761	696,772
3rd "	6·14	6·14	2·950	5·053	1·375	1·381	7·515	7·521	2·494	2·136	5·195	4·561	2·937	206,172	3,764,853	4,077,081
Goods	6·76	6·760	0·220	0·185	0·211	0·765	6·971	6·925	1·135	1·323	2·292	2·601	0·551	11·763	1,659,480	232,690	283·18
Horse boxes	7·05	7·05	3·143	0·579	0·627	7·629	7·677	0·238	0·183	0·503	0·399	2·319	1·804		364,736	356,567
Carriage trucks	5·03	5·03	1·128	1·227	0·539	0·358	5·389	5·616	0·605	0·062	0·892	0·992	0·462	0·447	72,664	88,357
Cattle	5·9	5·9	3·133	2·730	3·133	2·730	9·033	8·630	12·489	12·679	31·175	30·703	11·843	6·361	40·091	2,591,320	279,633
Engine and Tender																	

Carried forward 284,299 £311,541

Expenditure	Half year ending 31st December 1868	1869	Increase	Decrease	Increase per cent	Decrease per cent	Cost per mile in half year ending 31st Dec. 1868	1869
							Rs AP	
Train miles	157,282	197,654	Rs	Rs	Rs	Rs		
Maintenance of way works and stations	Rs	Rs						
Salaries, office expenses and General Superintendence	11,136	10,999		137		1	0 12	
Maintenance and renewal of Permanent Way								
Wages								
Materials								
Repairs of roads, bridges signals, telegraph and works	58,265	42,897		15,368		26	0 5 11	
Repairs of station and buildings								
Locomotive Power								
Salaries, office expenses and General Superintendence	1002	7 10859	832		8		0 1 "	
Wages, working locomotive engines	2057	25817	5240		25		0 2 1	
Water								
Coke Coal and Wood	35177	84814	49,637		141		0 3 7	
Oil, tallow and other stores	4796	6538	1742		36		0 0 6	
Repairs and Renewals								
Wages	17056	17021		35	"	"	0 1 9	
Materials	19799	15587		4212		21	0 2 "	
Repairs of carriages & Wagons								
Salaries, office expenses and General Superintendence	847	662		185		22	" " 1	
Wages	4585	4977	392		9		" " 6	
Materials	4360	6425	2065		47		" " 5	

	Half year ending 31st December 1868	1869	Increase	Decrease	Increase per cent	Decrease per cent	Cost per train mile in half year ending 31st Dec. 1868	1869
	Rs	Rs	Rs	Rs	Rs	Rs	Rs AP	Rs AP
Traffic Expenses								
Salaries and wages	23340	33865	10,525		45		" 2 4	" 2 9
Lighting and General stores	7509	9567	2058		27		" " 9	" " 9
Printing Stationery & Tickets	2545	3630	1085		43		" " 3	" " 4
Miscellaneous expenses	961	562		399		42	" " 1	" " 1
General charges								
Salaries	10,704	12,609	1905		18		" 1 1	" 1 "
Home Establishment	1666	2503	837		50		" " 2	" " 2
Office expenses	512	427		85		17	" " 1	" " "
Fire Insurance on buildings								
Plants and	2338	2338					" " 3	" " "
Stores	1162	1267	105		9		" " 1	" " "
Do Goods in transit	14	14	10		250		" " "	" " "
Law charges	4							
Hire of Rolling stock	58773	74501	15728		27		" " 6	" " 6
Rents of Terminal buildings	485	679	194		40		" " 1	" " "
Total	296624	368558					1 1 4 2	1 1
Net Increase			71934		24			

Quantities of Water delivered from Walnut Grove Reservoir during the Year ending 31st December 1869.

Month	Engineer's Estimate	Allowance for Contingencies	Total Estimate	Quantity delivered	Contingencies	Remarks
	Gallons	Gallons	Gallons	Gallons	Gallons	
January	1,484,211,683	670,190,188	753,497,164	80,303,918,225	107,192,896,907	12,445,643,861
February	1,481,666,258	668,850,251	186,796,415	229,192,025,147	130,147,173,648	21,886,516,889
March	2," 666," 343 " 169 " 641 " 66 " 784 " 637 " 17 " " 871 " " "

Locomotive Department

For the following Account of the Expenditure for Locomotives and Rolling Stock, during the half-year ending 31st December 1868.

| | | |

79. The same causes that tended to raise the gross expenditure on the South-West Line, affected also the North-West. An additional section of the line was opened, and the increased mileage was 69,240 over that for the half-year ending 31st December 1868.

80. The following returns show the number, weight, carrying capacity, and total mileage of the several classes of vehicles run during the half-year ending the 31st December 1869

Description of Vehicles	Number of Vehicles	Weight of Vehicles Tons	cwts	qrs	Carrying Capacity		Number of Vehicles run		Total mileage of Vehicles
Passenger Vehicles									
First Class	6	14				Day			
Composite	6	14				First Second			
Second Class	6	17	2						
Second Class Post Office	6	14	3						
Third Class	5	18							
Third class Uphpsr stanced	6	19	1		80				
Italy Class	6	1			50				
Engineers Inspection Carriage	7								
Horse Box	7	1	3		3				
Carriage Truck	5	1	1						
Passengers Luggage Van	7	5							
Third Class Brake Van	6	17	3		40				
Third Class Post Office Brake Van	7	2	2		24				
Goods Vehicles									
Covered Goods Waggon	6	3	1						
Open —do— —do—	4	8	2		6				
Open sided Waggon	5	5	3						
High Open G. —do—									
Close sided —do—									
Cattle —do—	6	1	2						
Cask —do—	5	15	2						
Ballast —do—	5	4			6				
Road —do—	6	7							
Store —do—	8	14	2						
Platform Truck	4	12	1						
Timber —do—	4	14	3						
Water —do—	5	12	3/4						
Powder Van	7	16	2						
Goods Brake Van	9	15			26				
Road —do— —do—	7	7	2		26				

Number of Vehicles run				Total mileage of Vehicles
90	Day	18	Up Loaded	17421
			Empty	
		12	Down Loaded	17580
			Empty	
90	First	6	Up Loaded	5346
			Empty	
516	Second	20	Down Loaded	52552
			Empty	
509				16634
		40	Up Loaded	
109			Empty	15411
			Down Loaded	
99			Empty	13539
		20	Up Loaded	
126			Empty	15783
			Down Loaded	
137			Empty	20172
		50	Up Loaded	
1731			Empty	202774
			Down Loaded	
1699			Empty	32

Number of Vehicles run				Total mileage of Vehicles
23			Up Loaded	3224
			Empty	
			Down Loaded	
25			Empty	3171
			Up Loaded	
13			Empty	1770
			Down Loaded	
10			Empty	910
2			Up Loaded	82
			Empty	
			Down Loaded	
			Empty	
127			Up Loaded	17748
			Empty	4057
170			Down Loaded	15706
			Empty	
23			Up Loaded	2343
			Empty	
42			Down Loaded	6320
			Empty	
			Up Loaded	
41			Empty	4983
			Down Loaded	
9			Empty	1025
			Up Loaded	
673			Empty	69261
			Down Loaded	
693			Empty	70624
			Up Loaded	
1			Empty	196
			Down Loaded	
282			Empty	33289
			Up Loaded	
284			Empty	33887
			Down Loaded	
244			Empty	27032
			Up Loaded	
			Empty	
240			Down Loaded	27241
			Empty	
158			Loaded	13416
8			Up Empty	536
138			Loaded	12571
17			Down Empty	110
28			Loaded	2243
8			Up Empty	553
15			Loaded	1296
3			Down Empty	186
111			Loaded	8070
96			Empty	6426
165			Up Loaded	10585
39			Empty	2556
3			Down Loaded	706
6			Empty	106
1			Up Loaded	358
			Empty	
6			Down Loaded	72
			Empty	
1019			Up Loaded	72768
680			Empty	29587
1020			Down Loaded	65646
450			Empty	
120			Up Loaded	29567
20			Empty	1769
60			Down Loaded	1729
59			Empty	7980
1191			Up Loaded	16509
909			Empty	89176
1578			Down Loaded	48756
484			Empty	102122
			Up Loaded	27904
			Empty	
			Down Loaded	
			Empty	
			Up Loaded	119
			Empty	
24			Down Loaded	2047
1			Empty	41
23			Up Loaded	2090
3			Empty	210
29			Down Loaded	1931
			Empty	
16			Up Loaded	1695
			Empty	
			Down Loaded	
			Empty	
			Up Loaded	
			Empty	
293			Down Loaded	23092
19			Empty	1878
27			Up Loaded	1258
243			Empty	17989
1			Down Loaded	119
			Empty	
			Up Loaded	
			Empty	
8			Down Loaded	880
			Empty	
2			Up Loaded	444
			Empty	215
680			Down Loaded	27140
			Empty	
857			Up Loaded	55830
1			Empty	53
6			Down Loaded	214
5			Empty	348
			Up Loaded	
			Empty	
			Down Loaded	
			Empty	

81. Traffic Department. The increase under the head of salaries &c., is partly owing to there being additional Assistant Traffic Managers, and to the salary of the Traffic Manager being raised; also partly to the extension of this line, and the introduction of the night mail service.

The increase of Rupees 2058 in lighting, &c., over the corresponding half-year of 1868, is due to the extension of the line, and the introduction of night trains. The increase in printing, stationery and tickets is due to the extension of the line.

82. The following is an abstract of the number and mileage of each class of vehicle for the half-year ended the 31st December 1869.

Description		Number	Total Number	Mileage	Total Mileage
First-class Carriage	Loaded	180	180	35,001	35,001
	Empty	"			
Composite	Loaded	1025	1025	105,991	105,991
	Empty	"			
Second Class Carriage	Loaded	208	208	32,035	32,035
	Empty	"			
Second Class Post Office Carriage	Loaded	263	263	28,692	28,692
	Empty	"			
Third Class Carriage	Loaded	3430	3467	409,252	410,604
	Empty	37		1,352	
Third class Upper stowed	Loaded	48	48	6,395	6,395
	Empty	"		"	
Third class Brake Van	Loaded	566	566	67,176	67,176
	Empty	"		"	
Third class Post office Brake Van	Loaded	484	484	54,273	54,273
	Empty	"		"	
Cooly Class	Loaded	23	25	2,680	2,762
	Empty	2		82	
Horse Box	Loaded	237	267	33,454	36,202
	Empty	30		2,748	
Carriage Truck	Loaded	83	92	11,303	12,328
	Empty	9		1,025	
Passengers Luggage Van	Loaded	1366	1367	139,885	139,981
	Empty	15		96	
Covered Goods Waggons	Loaded	289	314	25,986	27,652
	Empty	25		1,666	
Open Goods Waggons	Loaded	41	52	3,538	4,277
	Empty	11		739	
Open Sided Goods Waggons	Loaded	276	411	16,655	26,636
	Empty	135		9,981	
High open Goods Waggons	Loaded	15	19	1,056	1,234
	Empty	4		178	
High sided open Goods Waggons	Loaded	20439	30747	1,384,144	1,975,897
	Empty	10308		591,753	
Cattle Waggons with Cattle	Loaded	184	259	25,047	37,280
	Empty	75		12,233	
Coke Waggons	Loaded	2769	4192	191,298	267,958
	Empty	1423		76,660	
Ballast Waggons	Loaded	"	1	"	119
	Empty	"		119	
Road Waggons	Loaded	47	51	4,137	4,388
	Empty	4		251	
Store Waggons	Loaded	45	45	3,626	3,626
	Empty	"		"	
Platform Trucks	Loaded	"	"	"	"
	Empty	"		"	

Comparative Statement showing the distribution of working expenses between the several classes of traffic for the two 2nd half-years of 1868 and 1869.

	Class I		Class II		Class III		Drake		Horse Boy		Carriage Truck		Goods		Total	
	1868	1869	1868	1869	1868	1869	1868	1869	1868	1869	1868	1869	1868	1869	1868	1869
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Maintenance of way and works	674	966	1499	1642	8264	6268	3643	3574	801	548	160	136	50450	40763	65491	53897
Locomotive Department	733	1360	1631	2311	8989	8824	2962	5032	871	772	173	191	55894	57331	72253	76821
Fuel	354	1522	788	2585	4340	9782	1913	5630	420	863	84	214	27277	64128	35176	84814
Coaching	294	"	654	"	3605	"	1589	2782	349	427	70	106	26714	37402	33275	"
Tickets	14	752	30	1277	165	4878	"	"	"	"	"	"	"	"	209	47624
Repairs of vehicles	101	216	225	368	1238	1404	546	801	120	128	24	31	7539	9121	9793	12064
Electric Telegraph	47	"	104	"	576	"	264	"	56	"	11	"	3736	"	4783	"
General Charges	163	338	362	576	1998	2196	881	1252	193	192	39	48	9736	11632	13372	16238
Total working expenses of each class	2380	5154	5293	8758	29174	33442	12788	19071	2810	2925	561	726	181346	220377	234352	290458

Comparative analysis of receipts, expenditure and profit for the two half-years ending 31st December 1868 and 1869.

Half-year ending 31st December	Class I		Class II		Class III		Brake		Horsebox and carriage truck		Goods Vehicles		Total Receipts	
	1868	1869	1868	1869	1868	1869	1868	1869	1868	1869	1868	1869	1868	1869
Number of Passengers	No 3415	534	2914		No 229415	234745	Tons 368·309	371·637	7 31 2	7 6	659	269		
									Carr.	Carr.	Tons	Tons		
Receipts	Rs A P 3679-8-0	5278-5-0	Rs A P 4488-3-0		Rs A P 460-5-6	165372-12-0	Rs A P 14670-7-6	15489-1-11	Rs A P 95 1 0	7595-15-7	Rs A P 110 1 0	8372-13-0	Rs A P 60173-3-11	69046-4-2-5	Rs 782,538	Rs 892,652
Expenditure	6528-8-11	33442-8-1	16028-4-3	19071-2-2	4224-11-2	3649-8-0	22673-5-6	22037-6-1						
Profit or Loss (red)	2980-5-2	5154-0-11	6627-8-11		3931-12-7	131930-8-11				3281-4-5	4723-5-6	374997-11-5	4700861-24	
		699-2-9	1244-1											
Receipts from each passenger	Rs A P 8-13-10	9-14-1-82	Rs A P 1-8-8-74		Rs A P 70-5-92	0-11-3-26	Rs A P 39-13-3-6	Rs A P 4-10-10-56	Rs A P 6-13-6-991	Rs A P 8-3-7-24	Rs A P 10-9-3-36	Rs A P 10-8-3-84		
Expenditure for each passenger	7-2-10-85	9-10-5-14	2-4-6-182		2-6-57	0-2-3-35	4-3-8-84	5-3-1-44	3-13-8-09	3-9-2-31	3-15-10-08	3-5-2-36		
Profit or loss on each passenger	1-12-11-47	3-8-68			7-11-35	0-8-11-91			2-15-10-82	5-10-2-93	6-9-5-28	7-3-0-48		
Average Mileage	Miles 165·66	122·99	Miles 61·05		Miles 42·67	45·06	Miles 106·78	Miles 115·95	Miles 145·74	Miles 168·33	Miles 107·91	Miles 103·55		
Receipts per passenger per mile	Rs A P 0-2-8·38	0-1-8·74	0-1-0·99	0-1-1·14	Rs A P 0-2·95	0-0-3·00	Rs A P 0-5-11·62	0-5-9·92	Rs A P 0-0-9·02	0-0-9·39	Rs A P 0-1-6·82	0-1-7·51		
Expenditure do do	0-1-4·11	0-1-3·43	0-0-4·80	0-0-4·92	0-0·72	0-0-6·10	0-0-6·25	0-0-7·07	0-0-5·08	0-0-4·09	0-0-7·10	0-0-6·17		
Profit or loss per do	0-0-5·05	0-1-3·67	0-0-7·18	0-0-7·82	0-2·23	0-0-2·39	0-0-6·63		0-0-3·94	0-0-5·30	0-0-11·72	0-1-1·34		
Number of vehicles run	No 355	522	No 813		No 4246	3571	2185	2417	471	369	32,603	37969		
Receipts from each Vehicle	Rs A P 10-5-10	10-1-9	Rs A P 5-8-4		Rs A P 35-7-0	46-4-11	Rs A P 6-11-5	Rs A P 6-6-6	Rs A P 15-15-0	Rs A P 23-5-2	Rs A P 18-7-4	Rs A P 18-2-11		
Expenditure for do	8-6-4	9-3-11	8-2-5	7-7-7	8-9-8	9-5-10	7-5-4	7-14-3	8-1-5	10-2-8	6-15-3	5-12-10		
Profit or loss on do	1-15-6	0-3-10			26-13-4	36-15-1			7-13-7	13-2-6	11-8-1	12-6-1		
Average mileage of trains	Miles		For half-year ending											

December 1868 miles 81·62 and for 31st December 1869 miles 93·586.

Receipts per vehicle per mile	Rs A P 0-6-11·36	0-7-11·01	Rs A P 0-1-9·79	0-1-1·15	Rs A P 0-3-1·49	0-3-11·85	Rs A P 0-3-7·42	0-3-11·31						
Expenditure per do do	0-1-8·24	0-1-7·22	0-1-5·25	0-1-4·19	0-1-7·03	0-1-8·86	0-1-4·36	0-0-11·91						
Profit or loss per do do	0-5-3·12	0-6-3·79			0-1-6·46	0-2-2·99	0-2-3·06	0-2-1·40						

Special trains	281	
Telegraph Receipts	1,421	1,303
Miscellaneous Receipts	2,124	8,299
Grand Total Rs	786,364	902,254

Comparative analysis of earnings, expenditure and profits shewing in half-yearly periods commencing from 30th June 1862.

Half-years ended the	No. of miles open	Receipts	Expenditure	Profits	Average Receipts per mile	Expenditure per mile	Profits per mile	Receipts per mile of Railway open	Expenditure per mile of Railway open	Profits per mile of Railway open	Receipts per train mile	Expenditure per train mile	Profits per train mile	Receipts per engine mile	Expenditure per engine mile	Profits per engine mile	Percentage of expenses not being working expenses.	Number of miles profits or deficiency would pay 6% on Capital expended
		£ s d	£ s d	£ s d	£	£	£	£	£	£	£	£	£	£	£	£	£ s d	£ s d
30th June 1862	26¾	26,299 9 3	22,172 12 2	3,127 8 1	973	853	120	946	829	117	1 38	1 21	0 17	1 31	1 15	0 16	87·64	0 12
31st Dec.	Average 35¾	37,453 4 3	22,781 10 0	14,672 5 3	1436	876	560	1060	644	414	1 56	0 34	0 22	1 47	0 90	0 57	60·99	0 52
30th June 1863	41¼	61,405 11 1	37,459 14 4	23,945 16 9	2362	1441	921	1489	908	581	2 21	1 35	0 86	2 10	1 28	0 82	61·00	0 72
31st December	41¼	72,772 12 3	36,862 16 3	35,910 16 0	2776	1408	1368	1750	894	856	2 55	1 30	1 25	2 31	1 18	1 13	51·08	1 01
30th June 1864	41¼	78,169 4 1	37,876 19 4	40,292 4 9	3806	1845	1509	1898	918	977	2 82	1 36	1 46	2 34	1 13	1 21	49·13	0 99
31st December	60¼	133,325 5 7	57,301 7 8	76,023 18 11	5528	2204	2924	2213	951	1262	3 12	1 36	1 38	2 65	1 14	1 51	42·98	1 77
30th June 1865	79¼	162,416 11 1	72,069 3 1	90,347 8 0	6247	2772	3475	2049	909	1140	2 88	1 28	1 60	2 62	1 12	1 40	44·37	1 84
31st December	106	360,627 5 5	97,438 5 8	263,189 19 9	13570	3764	10123	3402	919	2483	4 21	1 15	3 12	3 84	1 04	2 80	27·02	4 26
30th June 1866	119¼	302,031 14 9	99,804 4 2	202,227 10 7	11665	3857	7816	2541	837	1706	3 51	1 16	2 35	3 10	1 02	2 08	32·94	2 78
31st December	148	370,213 17 7	119,881 15 0	250,332 2 7	14239	4611	9628	2501	810	1691	3 59	1 16	2 43	3 21	1 04	2 17	32·38	3 02
30th June 1867	153	496,306 5 10	155,454 7 3	339,860 13 7	19451	5980	13021	2253	1016	2221	4 31	1 35	2 96	3 66	1 16	2 51	31·39	3 86
31st December	153	470,400 18 6	190,416 9 3	280,014 3 3	18093	7324	10769	3074	1244	1830	4 04	1 72	2 32	3 66	1 48	2 18	40·47	2 89
30th June 1868	153	803,926 11 2	273,392 13 5	530,533 18 9	30920	9669	21251	5254	1642	3611	5 90	1 84	4 06	5 27	1 65	3 62	31·29	5 10
31st December	174	786,363 15 2	296,624 5 4	489,739 9 10	30245	11309	18836	4519	1705	2814	5 00	1 89	3 11	4 46	1 68	2 78	37·72	4 28
30th June 1869	185	654,114 2 3	263,903 2 3	390,210 0 0	25158	10150	15008	3536	1427	2109	4 16	1 68	2 48	3 68	1 48	2 20	40·35	3 26
31st December	210	902,254 5 8	368,557 9 4	533,696 13 4	34302	14175	20527	4296	1755	2541	4 66	1 86	2 70	4 00	1 63	2 37	40·85	4 28

85.

Net profits. 7 per cent. The Directors recommend to Government that the half-yearly returns do henceforth be made up to the 31st December and 30th June instead of 30th June and 31st December as at present.

Statement accompanying this Return.

Amount to credit of Capital Account ... £ 12,000,000 0 0
Amount of Loans ... 3,000,000 0 0
Amount of Debentures ... 3,000,000 0 0
Amount of Floating Debt ... 1,000,000 0 0
Total ... £ 19,000,000 0 0

Amount of Capital expended on Railway open for traffic ... £ 18,000,000 0 0
Amount of Capital expended on Railway not open for traffic ... 1,000,000 0 0
Total ... £ 19,000,000 0 0

The Directors beg to submit the following Return of Stations, Sidings, Engines, Carriages, Waggons and Trains on the Railway worked by the Company, and also a Return of Accidents to Passengers, Servants and others, during the half-year ending 31st December 1869.

Total length of Railway open for traffic ... 210 miles
Length of Railway worked by the Company ... 210 miles
Length of Railway worked for the Company ... 10 miles
Length of Railway not worked by the Company ... 10 miles

Trains not delayed by serious accidents	Trains delayed by serious accidents	Firms what station	To what station	Distance	Receipts	Passengers conveyed	Horses	Carriages	Dogs	Carriages of Parcels	Horses	Carriages	Dogs	Carriages of Goods	Horses	Carriages	Dogs	Carriages of Mails	Horses	Carriages	Dogs	Carriages of Stock	Horses	Carriages	Dogs	Carriages of Miscellaneous	Horses	Carriages	Dogs	Total Number of Trains	Total Number of Miles Run	Total Number of Passengers conveyed	Total Number of Horses	Total Number of Carriages	Total Number of Dogs	Total Number of Carriages of Parcels	Total Number of Horses	Total Number of Carriages	Total Number of Dogs	Total Number of Carriages of Goods	Total Number of Horses	Total Number of Carriages	Total Number of Dogs	Total Number of Carriages of Mails	Total Number of Horses	Total Number of Carriages	Total Number of Dogs	Total Number of Carriages of Stock	Total Number of Horses	Total Number of Carriages	Total Number of Dogs	Total Number of Carriages of Miscellaneous	Total Number of Horses	Total Number of Carriages	Total Number of Dogs	Remarks
		Madras	Do	228	23	9	3	40																																																			
		Arconum	Do	258	19	6	4	30																																																	
		Caddapah	Do	119	25	11	5	00																																																
		Cuddapah	Do	416	37	11	3	10																																																
		Tirupatty	Do	66	14	10	1	15																																																
		Cuddapah	Do	96	35	2	11	55																																																
		Bezwada	Do																																																					
		Madras	Beyond	228	23	9	3	40																																																
		Arconum	Do	258	19	6	4	30																																																
		Caddapah	Do	119	25	11	5	00																																																
		Tirupatty	Do	416	37	11	3	10																																																
		Caddapah	Do	66	14	10	1	15																																																
		Bezwada	Do	96	35	2	11	55																																																
		Madras	Beyond	228	23	9	3	40																																																
		Arconum	Do	258	19	6	4	30																																																
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		Tirupatty	Do	416	37	11	3	10																																																
		Caddapah	Do	66	14	10	1	15																																																
		Bezwada	Do	96	35	2	11	55																																																

87.

The following is a return of Fire Insurance funds invested and claims paid for the half-year ending the 31st December 1869:—

List of Government Securities held on account of Fire Insurance Funds.

South-West Line.

Buildings

No 6786/15	of 1856/57	Rs	10,000	..
86129	"	"	500	..
31,203	"	"	500	..
86,103	"	"	500	..
4.958	"	"	500	..
027738	"	"	10000	..
027739	"	"	10,000	..
027740	"	"	10,000	..
027741	"	"	10,000	..
027742	"	"	10,000	..
028763 / 74612	"	"	12,000	..
027743	"	"	10,000	..
027744	"	"	10,000	..
027745	"	"	10,000	..
027746	"	"	10,000	..
027747	"	"	10,000	..

Goods

No 027755	of 1856/57	Rs	10,000	..
027754	"	"	10,000	..
031120	"	"	5,000	..
86,994	"	"	5,000	..
8140	"	"	1,500	..
66,748	"	"	500	..
031122	"	"	500	..
66,744	"	"	1,500	..
70072				
027991	"	"	500	..
68066				
008363	"	"	500	..
24401				

Goods

No 4956	of 1856/57	Rs	500	..
026024	"	"	2,500	..
022682	"	"	5,000	..
031121	"	"	2,000	..
43420	"	"	500	..
11815	"	"	1,000	..
* 31845	"	"	1,000	..
* 86515	"	"	1,000	..
* 85516	"	"	1,000	..

North-West Line.

Buildings

No 027765	of 1856/57	Rs	10,000	..
030,641	"	"	1,000	..
020,808				
020731 / 44260	"	"	3,000	..

Goods

No 028909	of 1856/57	Rs	2,000	..
69412	"	"	1,000	..
020642	"	"	1,000	..
20128				
030642	"	"	1,000	..
020161	"	"	1,000	..
020640	"	"	1,000	..
018324	"	"	1,000	..
027765	"	"	1,000	..
38,028				
17406	"	"	1,000	..

The above Roads are invested in the five per cent Loan.

The ten Government Promissory Notes entered in the margin, and which appeared in the last statement, are now consolidated into one Bond No 028763/74612 Rupees 12,000, and the three notes marked * are transferred from Buildings to Goods Fund in lieu of No 45104 of the same value.

No 83923	of 66/67	Rs	1500
83922	"	"	1,500
70,648	"	"	1,000
44,782	"	"	1,000
84,760	"	"	1000
70,647	"	"	1,000
69,416	"	"	1,000
74611	"	"	1,000
74613	"	"	500
45104	"	"	500
	"	"	3,000

Return of Fire Insurance Funds invested and Claims

Madras Railway

for Half-year Ending 31st December 1869

Funds	Amount of Balance at last Account	Amount of Additions during the half year	Amount of Interest thereon during the half year	Total	Investments Particulars	Amount	Chargeable to each Line	Claims paid	Balance	Remarks
Buildings Plant & Stores										
South West Line	11042 4	858 12	1402 5 7	15990 13 6	Govt. Pro. Nos 8140, 66743, 66744, 027091, 70072 and 00[illegible]363 of 24401					
					@ 9 9¼ 9⅜ & 9 7/16 %	Rs 13500				
					Premium on	256 4	14756 4			
					Interest and Commission & Renewal	106 87	14862 11	201 8	926 8 11	* Deposit for portion of the value of stamps and Power to receive Interest chargeable to N. W. Line not received till Sept/70.
					@ Bank for safe Custody of Bonds					
Do North West Line	1188 9	88 12	2287 10 7	3564 8 4	Govt. Pro. Nos 1866/67	Rs 3000				
					95/1625	279 6	3279 6			
					Premium on		90 79	3369 13 9		
					Interest and Commission					
					Bonds					
					& penalties					
					High Sided Cart					
					Statement pa					
					Bank for safe Custody of					
					repairing 6 burnt Wagons in 1868					
					Nos 66, 698 & 104, & 466 - See Appropriation					
					& cash Voucher No 612			2968 10 9	2791 82	
Goods Traffic										
South West Line	1[illegible]9 2	135	3296 5 9	3218 11 11	Govt. Pro. Nos 7815 of 1856/57	Rs 2500				
					@ 9⅜ & 9%	232 8	2732 8			
					Premium on		62 159	2795 7 9		
					Interest and Commission			184	405 2	
					Bonds and fees					
					Bank for safe Custody of					
Do North West Line	1226 2	53 12	1067 4 5	2347 2 10	965/325 and 17406 of 1856/57	Rs 2000				
					@ 9⅜ %	187 8	2187 8			
					Premium on		10 0 2	2197 10 2		
					Interest and Commission			75 12	135 11 8	
					Bonds & fees					
					Bank for safe Custody of					

89.

The following is an abstract of requisition of Canada Central Railway Co. for the Government Subsidy for the Section of the Railway from Carleton Place to Almonte, dated 11th December 1868:—

No. 3860, dated 11th December 1868, for the sum of $124.5 R dated 26th October 1868, submitted to G.C.O.

88.

The following is a return showing the premiums benefit derived by the State, under the Contract with the Atlantic & Pacific Railway in the carriage of stores troops and mails:—

Estimate of the Annual Revenue.

Estimated Expenditure with Interest on Cost of Main Line.

Estimated Expenditure with Interest on Cost of Branches.

Estimated Expenditure with Interest on Cost of Rolling Stock.

Estimated Expenditure with Interest on Cost of Steamers.

Estimated Expenditure with Interest on Cost of Docks.

Estimated Expenditure with Interest on Cost of Warehouses.

Estimated Expenditure with Interest on Cost of Offices.

Estimated Expenditure with Interest on Cost of Workshops.

Estimated Expenditure with Interest on Cost of Stations.

Estimated Expenditure with Interest on Cost of Bridges.

Estimated Expenditure with Interest on Cost of Tunnels.

Estimated Expenditure with Interest on Cost of Roads.

Estimated Expenditure with Interest on Cost of Canals.

Estimated Expenditure with Interest on Cost of Harbours.

Estimated Expenditure with Interest on Cost of Lighthouses.

Estimated Expenditure with Interest on Cost of Buoys.

Estimated Expenditure with Interest on Cost of Beacons.

Estimated Expenditure with Interest on Cost of Piers.

Estimated Expenditure with Interest on Cost of Breakwaters.

Estimated Expenditure with Interest on Cost of Jetties.

Estimated Expenditure with Interest on Cost of Slips.

Estimated Expenditure with Interest on Cost of Docks.

Estimated Expenditure with Interest on Cost of Warehouses.

Estimated Expenditure with Interest on Cost of Offices.

Estimated Expenditure with Interest on Cost of Workshops.

Estimated Expenditure with Interest on Cost of Stations.

Estimated Expenditure with Interest on Cost of Bridges.

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Estimated Expenditure with Interest on Cost of Beacons.

Estimated Expenditure with Interest on Cost of Piers.

Estimated Expenditure with Interest on Cost of Breakwaters.

Estimated Expenditure with Interest on Cost of Jetties.

Estimated Expenditure with Interest on Cost of Slips.

Abstract Return of Lands

Line of Railway	Length of Railway	A. Lands Area	A. Lands Net amount paid as Compensation, after deducting realizations from sales	A. Lands Annual remission of Revenue for A, B, and D Lands	B. Lands Area	B. Lands Net amount of Compensation	C. Lands Area	C. Lands Net amount of Compensation	D. Lands Area	D. Lands Net amount of Compensation	Total of A, B, and D Lands Area	Total of A, B, and D Lands Net amount of Compensation	Total of A, B, and D Lands Annual rent payable by Railway Company for D Lands.
	Miles Ch	Acres	Rs A P	Rs A P	Acres	Rs	Acres	Rs A P	Acres	Rs A P	Acres	Rs A P	Rs A P
South West Line	406 20	9290.330	7,76,476 5 3	14,975 4 8	5906.670	702,719	606.080	18,758 14 5	1406 5 5				
Bangalore Branch	84 40	2716.318	32525 1 3	2364 12 7	1675.143	14,348	155	812.344	1301.284	9,561 10 9	344 13 0		
Total	490 60	12006.648	8,11,001 6 6	17,343 1 3	7,631.653	7,17,067	151	3490.424	1307.284	28,319 9 2	1801 2 5		
North West Line	215 20	7537.545	132059 6 4	11,914 2 6	5415.645	116638	3	1928.420	19.000	104 0 0	7362.815	128,605 9 0	174.720	3453 13 4	180 10 9
Grand Total for Madras Railway	706	19544.193	9,43,060 12 10	29257 3 9	13047.298	8,83,706	154	5418.344	1326.284	28,423 9 2	9167.815	128,605 9 0	174.720	3453 13 4	1981 13 2

Madras
22nd Septr 1870

Alex Sandeyart Captain R.E.
Acting Consulting Engineer
for Railways

1870 Dept
Pub. Works Ry. January
From No. 3779.

The Acting Committee
for Railw

To

The Secretary to Gt
P. W. Dep

Dated 22nd
Rec'd 23rd
Regd

No. 598.
Encls. 12

Forwarding
the Revenue Accou
and Traffic Analysi
of the S.W. & N.W. Lin
of the Madras Railw
for the Half year end
the 31st Dec. 1869.

No. 100 & 107 - 13 Jany

No. 1071 Ind.

65

From The Madras Govt.

Rec'd the 28th Nov.

Read the Above - (R. Desp. of 22 Sept 70)

From the Engineer for Railways - (R. Desp. of 22nd Sept 70)

Ordered that these papers be forwarded to the Govt of India.

53

Do Engineer for Rys -

Despd 16/1/71.

No. 107

To

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

Sir,

I am directed to for-
ward for submission to
the Govt of India the
accompanying Report
from the Consulting Engineer
for Railways with the
Revenue accounts and
traffic analyses of the South
West and North West lines
of the Madras Railway
for the half year ending
31st December 1869.

during

During the period in question the total receipts and expenditure on the South West. line were Rs 23.00.179 and Rs 13.48.431 exhibiting a net profit of Rs 7.81.748 and compared with the results of the corresponding half of the previous year they show an increase of Rs 15.299 or 67 per cent under gross earnings of Rs 3.23.798 or 37.6 per cent under expenses and a decrease of Rs 3.08.499 or 32.46 per cent in the net profits. The train and engine mileage were respectively 87,356 and 46,745 indicating an excess of 0.316 and 39.461 miles respectively, over the results of the second half of 1868.

The passenger traffic was as follows.

	Upto 31st Decr 1868		Upto 31st Decr 1869		Increase		Decrease	
	No	Receipts	No	Receipts	No	Rupees	No	Rupees
1st Class	4.976	64.687	4.806	64.349	"	"	170	338
2nd Do	31.584	64.578	49.239	73.398	17.655	8820	"	"
3rd Do	782.529	639880	695.159	567.198	"	"	87.370	72.682
Cooly Do	Not in operation		88.690	34.845	"	"	"	"

The figures show an improvement in the 2nd class both in number and receipts, but a falling off in the 1st and 3rd class passenger traffic. The Acting Cong Engineer was of opinion that the depression of trade, the prevalen

prevalence of Cholera in several of the principal towns in the vicinity of the Railway, and a diminution in the number of people visiting Sriranga-gum in Trichinopoly on the occasion of the festival in Decr/69 exercised a very unfavourable influence over the 3rd class traffic. The experiment of introducing a fare of 2 pies per mile on the portion of the line between Madras and Jollarpett has been in operation since the 1st January 1869, and judging from the results of the half year ending 31st Decr/69 as compared with those of the previous half year gives promise of success.

I am to invite attention to Para 23 of the Review which contains the explanation required by the Govt of India regarding the amounts credited in the account of the South West line for the "hire of ballast Engines" and for "locomotive fuel".

The goods traffic was as follows.

	Tons	Rs
Upto 31st Decr/68	164,668	12,96,677
do 31st /69	174,430	13,27,560

Details of the goods traffic, with the chief variations

Upto 30th June/69	70,505	Rupees 27,760
" 31st Decr.	85,690	34,040

87

*In letter No. 1030 R. dy 10th June/70

variations in the half years ending 31st Decr 68 and 31st Decr 69. will be found fully given in paras 25 to 33 of the Review.

The revenue expenditure for the second half of 1869 was Rs 13,48,431 and compared with that of the corresponding period of 1868 exhibits an excess of Rs 3,23,797 or 31.6 per cent: Upwards of 80 per cent of this excess occurs under the head of "maintenance of way, works, and stations" and is almost entirely due to the outlay incurred

in the substitution of iron for wooden sleepers on the 33 miles between the Cawnpore and Arrenaghy. The causes of increase are explained in paras 34 to 42 of the Review and as regards the increased expenditure in the Traffic Departt noticed by the Govt of India in their letter under date the 10th June 70 No 1030 I am to draw attention to the explanations furnished in para 43 from which it will be observed that under the head of salaries it is due to an augmentation of the Traffic Managers pay

pay, to the appointment of a Deputy and additional Assistant Traffic Manager and to a modified distribution of the salaries of the guards between the South Great and North Great lines the latter line having hitherto been debited with an undue proportion of the charges. General and Home charges being divided between Capital and Revenue in the ratio of the total outlay under each, the Consulting Engineer explains that as the outlay under Revenue increases and that under Capital correspondingly

~~correspondingly the percentage of these charges debitable to Revenue must increase.~~

The amount of Revenue earnings outstanding on the line at the end of March 30 and appertaining to the half year under Review was only Rs 5,37,3[illegible] on the North Great line the receipts for the half year under Review amounted to Rs 9,02,254, while the expenditure was Rs 3,68,568 leaving a net profit of Rs 5,33,696. These figures contrast favourably with the operations of the second half

of 1868 and exhibit an increase of Rs 42,337 or 8.61 per cent on the net-receipts. The train and engine mileages were respectively 197,654 and 238,269 displaying an increase of 40,372 and 56,881 miles respectively over the results of the second half of 1868.

The passenger traffic was as follows.

	Up to 31st Dec. 68		Up to 31st Dec. 69		Increase		Decrease	
	No.	Receipts	No.	Receipts	No.	Receipts	No.	Receipts
1st Class	415	3679	534	5278	119	1599	"	"
2nd Do	2984	44188	4064	76675	1150	3187	"	"
3rd Do	229415	184460	234745	165373	5330	14913	"	"

It will be observed from this comparison that

that there has been an improvement both in numbers and receipts in all the three classes.

The revenue expenditure on the North road line during the half year ending 31st Dec. 69 was Rs 368,558 or Rs 1,934 in excess of that of the corresponding half of 1868 and details of the several heads under which this increase has occurred are given in paras 74 to 81 of the Review. The causes of excess are chiefly the introduction of a night service of train between Arconum and Cuddapah

a

of a distance of 119 miles,
in the augmentation of the
salaries of the Traffic
and Assistant Traffic
Managers, the opening of
an additional section
of 30 miles of the line
and as on the Southern
Provincial line, the larger
percentage of general
charges with which the
revenue has been debited.

The information
called for in Para 5 of
the letter from the Govt.
of India dated 19 January
1870 R. will be supplied
as ~~as~~ early as possible.

Desp. 17/1/71 with a
Copy of Govt. Res of 1871

25 Spare Copies of Govt Res
despd by Book Post 17/1/71
in three packets

Copy

Govt of India Madras.

PUBLIC WORKS.

To The Ag. Consulting Engr. for Railways and The Secretary to the Govt of India

3rd Jany 1871, No. 100 X 101

Their Rect 979 of 3-1-71

Nos. 208-209-210

Account and Traffic
— Passing orders on the
on the Acting Consulting
Railways forwarding the
Account and Traffic
is of the South-West and
Sub Lines of the Madras
for the half-year
31st December 1869.