

(1) Number of pages 158

(2) Date of repair 8-7

(3) Initials of the Referencer 2/1

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No.	1548-41	Press
		~~MIS.~~
Dated	8-6-	1871.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

No. 113. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 4th May 1871, No. 197:—

I HAVE the honour to submit the Revenue Account and Traffic Analysis of the South-West and North-West Lines of the Madras Railway for the half-year ended the 30th June 1870.

2. The Statements marginally noted, referred to in G. O., No. 363, dated 6th February 1871, are also appended.
Nos. 1, 2, 3, 7, and 17.

SOUTH-WEST LINE.

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 562,284, or in detail—

PASSENGER TRAINS.				GOODS TRAINS.			
Pure.		Mixed.		Pure.		Mixed.	
Number.	Mileage.	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
831	113,332	2,015	326,597	657	122,355	2,015	326,597

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

							Number of Trains.	Mileage.
Passenger Trains...	Pure	...	...	...	...	...	Up ... 413	55,683
							Down ... 418	57,649
	Mixed	...	...	...	...	...	Up ... 1,008	163,320
							Down ... 1,007	163,277
Goods Trains	Pure	...	...	...	...	...	Up ... 332	61,512
							Down ... 325	60,843
	Mixed	...	...	...	...	...	Up ... 1,008	163,320
							Down ... 1,007	163,277

4. The mileages of ballast trains during the half-year under review were as follow:—

Madras Division	...	...	...	...	...	2,743
Jollarpett. do.	...	...	...	...	...	6,524
Salem do.	...	...	...	...	...	335
Coimbatore do.	...	...	...	...	...	1,664

Total... 11,266

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

Proceedings of the Madras Government. Public Works Department.
8th June 1871.

6. The following Return shows the number of engines run, and the mileage thereof, for the half-year ending the 30th June 1870:—

		Number of Engines.	Number of Engines run.	Total Mileage.
Passenger ...	Mixed ...	124	85	723,764
Goods, etc. ...				

7. The engine mileage during each month was:—

Months.						PASSENGERS.	GOODS.	Piloting and Shunting.	Total.
						Mixed.			
January	...	...	...	...	...	100,710		20,974	121,684
February	...	...	...	...	...	89,491		20,320	109,811
March	...	...	...	...	...	102,825		22,907	125,732
April	...	...	...	...	...	96,117		22,431	118,548
May	...	...	...	...	...	95,678		24,293	119,971
June	...	...	...	...	...	93,773		22,979	116,752
Total...						578,594		133,904	712,498

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

South-West Line	...	Week days.	Sundays.
Bangalore branch	...	2,737	1,501
	...	507	338

9. The passenger fares and goods rates were:—

				PASSENGER FARES PER MILE.		Goods rates per ton per mile.
				Day.	Night.	
First Class	...	...	...	18 Pies.	22 Pies.	Special ... 8 Pies.
Second do.	...	...	...	5 "	12 "	First Class 12 "
Do. do. between Coimbatore and	...	...	...			Second do. 14 "
Beyppore	...	...	...			Third do. 18 "
Third Class	...	...	...	4 "	With a special charge of 5 Pies for servants of first class passengers.	Fourth do. 24 "
Cooly Class between Madras and Jollarpett.	...	...	...	3 "		Fifth do. 36 "
	...	...	...	2 "		

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

Articles.	From and to	In whose favour.	Rate.	Condition.
Asphalte ...	Madras to Trichinopoly ...	General...	Rs. 17-8-0	
Do	Do. to Coimbatore			

Proceedings of the Madras Government. Public Works Department.
8th June 1871.

Articles.	From and to	In whose favour.	Rate.	Condition.
Asphalte ...	Madras to Bangalore ...	Messrs. Oakes & Co.	First Class...	In full waggon loads of not less than 6 tons.
Beans, (country) cholum, cumboo, dholl-gram, gram, jaggery, molasses in casks or dubbers, and myrabolanes in bags.	Distances of 200 miles, and less than 300 miles.	General...	Pies 8 per ton per mile.	In consignments of not less than 8 tons.
Brass sheets ...	Madras to Trichinopoly ...	Do. ...	First Class.	In quantities of not less than 10 tons for 300 miles, to be loaded and unloaded by owners.
Cocoanuts, green and dry.	.....	Do. ...	Pies 4 per ton per mile.	
Cigars, Trichinopoly.	Salem to Madras ...	Do. ...	Rs. 7-8-0 per bandy-load of 12 Bengal maunds.	
Cigars ...	Madras to Beyppore ...	Do. ...	Third Class.	In full waggon loads of 5 tons.
Cigars, Trichinopoly.	Trichinopoly to Salem and stations eastward.	Do. ...	Second do.	
Coffee ...	Coimbatore to Madras ...	Do. ...	Rs. 24-14-8 per ton.	
Do. ...	Beyppore to Madras ...	Do. ...	Rs. 15 per ton.	In consignments of not less than 6 tons
Copperas, Coir-ropes, and Cocoanuts.	Stations west of Palghaut to Madras.	Do. ...	Drawback of 12½ per cent.	In full waggon loads of not less than 5 tons.
Dates ...	Do. do. do. ...	Do. ...	Do. do.	Without restriction as to quantity.
Dye-roots ...	Caroor, Trichinopoly, and Tanjore to Madras.	Do. ...	First Class.	
Goods enumerated in 1st and 2nd classes of the goods classification.	Salem to Trichinopoly ...	Do. ...	Pies 8 per ton per mile.	
Goods, first class ...	Do. do. do. ...	Do. ...	Rs. 6 per ton.	In consignments of not less than 2 tons.
Do., second do. ...	Do. do. do. ...	Do. ...	Rs. 7 per ,,	
Do., first do. ...	Madras to stations on the G. S. of I. Railway, (experimentally.)	Do. ...	Pies 8 per ton per mile.	
Granite blocks ...	Sholinghur to Madras ...	Engineers' Department.	Pies 4 per ton per mile, equal to Rs. 1-2-8 per ton.	To be conveyed when convenient to the Traffic Department, and to be loaded and unloaded by the Engineer's Department.
Hides, dried and undressed.	Caroor, Trichinopoly, and Tanjore to Madras.	General...	First Class.	In full waggon loads of not less than 6 tons.
Hides, dressed ...	Do. do. do. ...	Do. ...	Second do.	
Hides and Skins, dressed.	Negapatam to Madras ...	Do. ...	Do. do.	
Iron, pig ...	Royapoorum to Perambore Works.	Queen's Foundry.	Re. 1 per ton.	In full waggon loads of not less than 6 tons.
Leather, country ..	Tanjore and Trichinopoly to Madras.	General...	Second Class.	In full waggon loads of not less than 6 tons.
Oil-cake ...	For distances of 100 miles and upwards.	Do. ...	To be rated special class.	
Oil-cakes, paddy, ...	Distances of 300 miles and upwards.	Do. ...	Pies 7 per ton per mile.	

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

Articles.	From and to	In whose favour.	Rate.	Condition.
Old metal ...	To Perambore Works ...	Engineer's Department.	Pies 6 per ton per mile for distances of 50 miles and over.	.....
Do. ...	Do. do. ...	Do. ...	Pies 8 per ton per mile for distances less than 50 miles.	.....
Pepper ...	Stations west of Palghaut to Madras.	General ...	Drawback of 12½ per cent.	In full waggon loads of not less than 5 tons.
Piece-goods ...	Madras to Negapatam (experimentally.)	Messrs. Smith, Veerapermall & Co.	Rupees 26-6-0 per ton.	
Raggy, gram, cholam, and cumboo.	Bangalore and the stations on the branch to any station on the Madras Railway.	General ...	Pies 10 per ton per mile.	Without restriction as to quantity.
Rice and Paddy ...	Great Southern of India Railway to stations on the Madras Railway, at a distance of not less than 30 miles from Erode Junction.	Do. ...	Pies 8 per ton per mile.	In full waggon loads of not less than 6 tons.
Rose-wood ...	Coimbatore to Madras ...	Captain Gosling, Deputy Conservator of Forests.	Annas 8 per cubic foot, or Rupees 15½ per ton.	.....
Salt... ..	Madras to Coimbatore ...	General ...	Annas 8 per maund.	
Do. ...	Do. to Avanashy road.	Do. ...	Pies 2 per ton per mile.	
Do. ...	Do. to Wootakullee ...	Do. ...	Pies 9 per ton per mile plus the local rate from Avanashy road to Wootakullee.	In full waggon loads.
Do. ...	Do. to Erode ...	Do. ...	Pies 8 per ton per mile.	
Do. ...	Do. to Sunkerrydroog.	Do. ...	Pies 9½ per ton per mile.	
Do. ...	Do. to Salem ...	Do. ...	Pies 9 per ton per mile.	In consignments of not less than 6 tons.
Saltpetre ...	Salem, Erode, and Avanashy to Madras.	Mr. Fischer.	Drawback of 12 per cent.	In full waggon loads.
Sandle-wood, rough roots.	Morapoor to Beypore or any station on the Western Coast (experimentally.)	General ...	Pies 18 per ton per mile.	
Stationery ...	Madras to Trichinopoly ...			
Stone ...	Sholinghur to Madras ...	Government.	Third class ...	
Do. ...	Do. to Conjeveram...	Engineer's Department and Mr. Barnett.	Pies 6 per ton per mile.	
Do. ...	Do. to Conjeveram...	Mr. Smith.	Pies 10 per maund.	

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

Articles.	From and to	In whose favour.	Rate.	Condition.
Tamarind ...	Conjecode and Palghaut to Great Southern of India Railway.	General ...	Pies 8 per ton per mile.	In consignments of not less than 6 tons.
Timber, (short not exceeding 15½ feet in length.)	Stations west of Coimbatore to Madras.	Do. ...	Pies 6 per ton per mile.	To be loaded and unloaded by owner. In full waggon loads of 5 tons and to be carried in empty return waggons at the convenience of the Company.
Timber (rough scantlings.)	Conjecode and Palghaut to Great Southern of India Railway.	Do. ...	Pies 12 per ton per mile.	In consignments of not less than 5 tons.
Wood-work...	Madras to Coimbatore ...	Mr. Addis.	Anna 1 per ton per mile.	In full waggon loads of not less than 6 tons.

11. The average receipts, with the nature and amount of traffic, compared with the corresponding half of 1869, were as follow:—

		HALF-YEAR ENDING						Increase.			Decrease.		
		30th June 1869.			30th June 1870.								
		RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
Coaching	...	8,40,726	0	0	8,31,966	0	0	.....	.....	.....	8,760	0	0
Merchandise	...	12,40,866	0	0	12,04,110	0	0	.....	.....	.....	36,756	0	0
Railway materials	...	86,440	0	0	84,467	0	0	.....	.....	.....	1,973	0	0
Miscellaneous	...	1,13,222	0	0	1,20,254	0	0	7,032	0	0	.....	.....	.....
Total	...	22,81,254	0	0	22,40,797	0	0	.....	.....	.....	40,457	0	0
Expenditure	...	10,36,769	0	0	10,98,612	0	0	61,843	0	0	.....	.....	.....
Net Profit	...	12,44,485	0	0	11,42,185	0	0	.....	.....	.....	1,02,300	0	0
Expenditure on Capital in India and England	...	657,25,990	0	0	671,99,407	0	0	14,73,417	0	0	.....	.....	.....
Half-yearly per-centage of profit	...	1-89			1-70			.....	.....	.....	0-19		
Length of Line open	...	MILES.			MILES.			MILES.			MILES.		
Train mileage (Goods and Passengers)	...	492			492			.....	.....	.....	.....		
Engine mileage	...	557,171			562,284			5,113			.....		
	...	718,386			723,764			5,378			.....		
Earnings per mile of Line open	...	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
	...	4,637	0	0	4,554	0	0	.....	.....	.....	83	0	0
Expenses per do. do.	...	2,107	0	0	2,233	0	0	126	0	0	.....	.....	.....
Profit	...	2,530	0	0	2,321	0	0	.....	.....	.....	209	0	0
Earnings per train mile	...	4	1	6	3	15	9	.....	.....	.....	0	1	9
Expenses per do.	...	1	13	9	1	15	3	0	1	6	.....	.....	.....
Profit	...	2	3	9	2	0	6	.....	.....	.....	0	3	3

**Proceedings of the Madras Government, Public Works Department,
8th June 1871.**

	HALF-YEAR ENDING		Increase.	Decrease.
	30th June 1869.	30th June 1870.		
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Earnings per Engine mile...	3 2 10	3 1 6	.....	.....
Expenses per do.	1 7 1	1 8 3	0 1 2	.....
Profit...	1 11 9	1 9 3	.....	0 2 6
Average earnings per week.	87,740 0 0	86,184 0 0	.....	.....
Expenses per do.	29,876 0 0	42,254 0 0	2,378 0 0	1,556 0 0
Profit...	47,864 0 0	43,930 0 0	.....	3,934 0 0
Coaching receipts per mile open	1,709 0 0	1,691 0 0	.....	.....
Goods receipts per mile open.	2,928 0 0	2,863 0 0	.....	18 0 0
	No.	No.	No.	No.
Number of trains ...	3,468	3,503	35	.....
Average mileage of trains...	160.66	160.51	MILES.	MILES.
	No.	No.	No.	No.
Average contents of each vehicle.	2.412	1.974	.....	0.438
Passengers. First class...	3,384	3,756	0 372	.....
Second do.	34,596	31,466	.....	3,130
Third do.	21,939	24,588	2 649	.....
Cooly do.	Tons.	Tons.	Tons.	Tons.
Goods	3.002	3.083	0.081	.....

12. Compared with the first half of 1869 the results of the past half-year show a decrease of Rupees 40,457 in the gross earnings, an increase of Rupees 61,843 in the expenses, and a decrease of Rupees 1,02,300 in the net profits.

The total expenditure on Capital Account at the close of the half-year amounted to Rupees 671,99,407, and the net profits to Rupees 11,42,185, giving a return at the rate of 3.40 per cent. per annum.

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

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

Half-year ending	Fares per Passenger per mile.	Number booked at stations.	Percentage of numbers.	Gross receipts.	Percentage of receipts.	Average distance travelled.	PER MILE OF RAILWAY OPEN.	
							No.	Receipts.
First Class.								
30th June 1868.		5,058	0.59	63,230	8.60	147.044	10.280	128.514
31st Dec. "		4,976	0.61	64,687	8.41	154.251	10.114	131.477
30th June 1869.	Day 18 Pies.	4,796	0.56	62,659	8.49	155.146	9.718	127.356
31st Dec. "	Night 22 "	4,806	0.57	64,349	8.70	155.734	9.768	131.790
30th June 1870.		4,608	0.53	57,737	8.19	149.910	9.366	117.351

**Proceedings of the Madras Government, Public Works Department,
8th June 1871.**

Half-year ending	Fares per Passenger per mile.	Number booked at stations.	Percentage of numbers.	Gross receipts.	Percentage of receipts.	Average distance travelled.	PER MILE OF RAILWAY OPEN.	
							No.	Receipts.
Second Class.								
30th June 1868.	From 1st Feb. 1868.	28,835	3.39	63,425	8.63	69.814	58.608	128.913
31st Dec. "		31,584	3.86	64,578	8.40	70.457	64.195	131.256
30th June 1869.	Day 5 Pies.	38,818	4.50	67,184	9.10	60.549	78.898	136.553
31st Dec. "	Night 7 "	49,239	5.88	73,398	9.92	57.000	100.079	149.183
30th June 1870.		51,391	5.91	75,152	10.66	54.630	104.453	152.755
Third Class.								
30th June 1868.		818,305	96.02	6,08,250	82.77	48.808	1,663.222	1,236.280
31st Dec. "		782,529	95.53	6,39,880	83.19	54.105	1,599.506	1,302.602
30th June 1869.	3 Pies.	747,691	86.76	5,80,697	78.65	48.677	1,519.697	1,180.278
31st Dec. "		695,159	82.97	5,67,193	76.67	52.819	1,412.925	1,152.841
30th June 1870.		709,609	81.67	5,31,549	75.37	49.240	1,610.994	1,080.384
Cooly Class.								
30th June 1869.		70,505	8.18	27,760	3.76	37.095	143.303	56.423
31st Dec. "		88,690	10.58	34,845	4.71	36.943	180.264	70.823
30th June 1870.	2 Pies.	103,302	11.89	40,774	5.78	37.200	209.963	82.874

14. For the half-year under review, while the total number of passengers shows an increase, the receipts compare at a disadvantage with the corresponding half of 1869.

In the first class there was a falling off in numbers of 188 passengers, and a decrease in money of Rupees 4,922, as also in the average distance travelled.

In the second class there is an increase of 12,573 passengers, and Rupees 7,968 in receipts.

But in the third class there was a decrease both in numbers and receipts as compared with the corresponding half of 1869; in number by 38,032 passengers, and in receipts by Rupees 49,148.

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

Half-year ended the	First Class.	Second Class.	Third Class.	Cooly Class.	Total.
30th June 1868 ...	1,511	4,092	81,179	.....	86,782
31st December 1868 ...	1,560	4,523	86,054	.....	92,137
30th June 1869 ...	1,512	4,777	73,974	5,303	85,566
31st December 1869 ...	1,521	5,704	74,630	6,660	88,515
30th June 1870 ...	1,404	5,707	71,023	7,811	85,945

Proceedings of the Madras Government, Public Works Department.
8th June 1871.

16. The total mileage of each class of passengers and goods for the half-year under review, compared with the corresponding half of 1869, is given below:—

Particulars.					HALF-YEAR ENDED THE	
					30th June 1869.	30th June 1870.
<i>Coaching.</i>						
Passengers.	First Class	...	...	...	744,081½	690,789
	Second do.	...	...	...	2,350,400	2,807,655
	Third do.	...	...	...	36,395,245	34,943,336
	Cooly do.	...	...	...	2,609,073	3,842,782
Luggage	...	...	...	...	2,662,908	1,822,801
Parcels	...	...	...	...	2,828,883	2,731,846
Horses	...	...	...	...	325,827	377,801
Carriages	...	...	...	...	61,053	59,908
Dogs	...	...	...	...	210,499	183,452
Cattle	...	...	...	...	284,547	441,222
Corpses	...	...	...	...	268	70
<i>Merchandise (including materials.)</i>						
Goods.	Special Class	...	...	...	21,715,767	10,182,924
	First do.	...	...	...	276,422,643	257,564,121
	Second do.	...	...	...	83,434,785	106,124,660
	Third do.	...	...	...	60,569,690	62,929,743
	Fourth do.	...	...	...	25,363,177	25,098,789
	Fifth do.	...	...	...	19,955,970	11,830,151

17. 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.
<i>Coaching.</i>						MDS.	SEERS.	
Passengers.	First Class	{Up	...	...	2,392½	{ 1	20 }	366,899
		{Down	...	...	2,215½			323,890
	Second do.	{Up	...	...	29,666	...	...	1,553,370
		{Down	...	...	21,725			1,254,285

Proceedings of the Madras Government, Public Works Department.
8th June 1871.

Items of Traffic.					Number carried.	Average weight of each.		Total Mileage.
						MDS.	SEERS.	
Coaching.—(Concluded.)								
Passengers.	Third Class	Up	...	...	351,338	...	...	17,325,208
		Down	...	...	358,271	...	...	17,618,128
	Cooly do.	Up	...	...	47,824	...	...	1,737,716
		Down	...	...	55,478	...	...	2,105,066
Luggage...	...	Up	...	...	4,082	1	32	1,174,591
		Down	...	...	3,081	1	22	648,210
Parcels ...	...	Up	...	...	21,036	...	21	1,479,925
		Down	...	...	15,481	...	26	1,251,921
Horses ...	...	Up	...	...	1,112	} 5	...	200,756
		Down	...	...	856			177,045
Carriages	...	Up	...	...	244	} 10	...	37,872
		Down	...	...	152			22,036
Dogs ...	...	Up	...	...	659	} ...	20 {	104,969
		Down	...	...	562			78,483
Cattle ...	...	Up	...	...	217	} 5	...	43,148
		Down	...	...	177			24,730
Sheep ...	...	Up	...	...	2,459	} 1	...	217,334
		Down	...	...	1,039			156,010
Corpses ...	...	Up	...	...	2	} 5	...	70
		Down	...	...	.....			.....
Merchandise (inclusive of materials.)								
Special Class	...	Up	...	...	103,540	...	...	4,586,916
		Down	...	...	107,871	...	...	5,596,008
First do.	...	Up	...	...	1,294,851	...	...	161,564,912
		Down	...	...	987,261	...	...	95,999,209
Second do.	...	Up	...	...	409,603	...	...	41,300,535
		Down	...	...	515,130	...	...	64,824,125
Third do.	...	Up	...	...	240,931	...	...	26,165,066
		Down	...	...	246,838	...	...	36,764,677
Fourth do.	...	Up	...	...	110,059	...	...	18,477,107
		Down	...	...	50,341	...	...	6,621,682
Fifth do.	...	Up	...	...	52,529	...	...	8,137,159
		Down	...	...	46,750	...	...	3,692,992

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

Months.		PARCELS.			LUGGAGE.		
		No.	Weight, Maunds.	Miles.	No. of consignments.	Weight, Maunds.	Miles.
January	...	6,180	3,363	410,706	1,260	1,907	299,936
February	...	6,093	3,526	453,275	1,111	1,748	267,049
March	...	6,890	3,566	406,683	1,280	2,478	388,315
April	...	6,164	4,139	564,296	1,203	2,020	270,511
May	...	5,559	3,305	413,260	1,131	1,960	305,574
June	...	5,631	3,449	483,626	1,178	1,942	291,416
Total...		36,517	21,348	2,731,846	7,163	12,055	1,822,801

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

19. The following Return shows the number of carriages, horses, and dogs, etc., carried during the half-year :—

	No. of corpses.	No. of carriages.	No. of horses.	No. of dogs, etc.	Remarks.
January ...	...	76	357	185	Assumed weight of— Corpses ... 5 0 Carriages ... 10 0 Horses ... 5 0 Dogs ... 0 20
February ...	1	54	217	143	
March ...	...	76	363	236	
April ...	...	74	537	225	
May ...	...	54	245	194	
June ...	1	62	249	238	
Total...	2	396	1,968	1,221	

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

	January.	February.	March.	April.	May.	June.	Total.
Corpses ...	...	1	...	...	...	1	2
Miles ...	...	27	...	...	...	43	70
Average mileage of each corpse ...	...	...	...	...	...	...	35
Carriages ...	76	54	76	74	54	62	396
Miles ...	10,435	7,182	11,301	10,807	10,183	10,000	59,908
Average mileage of each carriage ...	...	...	...	...	...	...	151.3
Horses ...	357	217	363	537	245	249	1,968
Miles ...	76,878	46,710	60,135	97,734	47,860	48,484	377,801
Average mileage of each horse ...	...	...	...	...	...	...	192.0
Dogs ...	185	143	236	225	194	238	1,221
Miles ...	26,280	19,379	36,048	36,331	26,771	38,643	183,452
Average mileage of each dog ...	...	...	...	...	...	...	150.2

The live stock mileage for the half-year ended the 30th June 1870 stands as follows :—

Months.	No. of Live Stock.	Miles.	Average mileage of Live Stock.
January...	803	76,314	...
February ...	644	102,993	...
March ...	931	91,460	...
April ...	510	63,229	...
May ...	446	35,422	...
June ...	558	68,804	...
Total...	3,892	441,222	113.4

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

RECEIPTS.

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

		HALF-YEAR ENDED THE		Increase.	Decrease.
		30th June 1869.	30th June 1870.		
		PIES.	PIES.	PIES.	PIES.
Passengers ...	First class ...	2.17	1.089	.....	1.081
	Second do. ...	0.13	Loss 0.008	.....	Loss 0.138
	Third do. ...	8.05	6.211	.....	1.839
	Cooly do. ...	2.67	2.693	0.023	.....
Goods ...	...	1.75	2.280	0.530	.....

21. The following Statement shows the particulars of the goods carried during the half-year, and the receipts realized :—

GOODS, ETC.	HALF-YEAR ENDED THE				Increase.		Decrease.		Per-centage of Increase.		Per-centage of Decrease.	
	30th June 1869.		30th June 1870.									
	TONS.	RS.	TONS.	RS.	TONS.	RS.	TONS.	RS.	TONS.	RS.	TONS.	RS.
Merchandise ...	142,645	12,40,865	135,708	11,91,109	.....	.....	6,937	49,756	...	...	4.86	4.01
Material ...	17,991	86,440	17,315	84,467	.....	.....	676	1,973	...	...	3.76	2.23

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

19. The following Return shows the number of carriages, horses, and dogs, etc., carried during the half-year :—

	No. of corpses.	No. of carriages.	No. of horses.	No. of dogs, etc.	Remarks.
January ...	...	76	357	185	Assumed weight of— Corpses ... 5 0 Carriages ... 10 0 Horses ... 5 0 Dogs ... 0 20
February ...	1	54	217	143	
March ...	...	76	363	236	
April ...	...	74	537	225	
May ...	...	54	245	194	
June ...	1	62	249	238	
Total...	2	396	1,968	1,221	

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

	January.	February.	March.	April.	May.	June.	Total.
Corpses ...	...	1	...	...	...	1	2
Miles ...	...	27	...	...	...	43	70
Average mileage of each corpse ...	...	...	...	...	...	...	35
Carriages ...	76	54	76	74	54	62	396
Miles ...	10,435	7,182	11,301	10,807	10,183	10,000	59,908
Average mileage of each carriage ...	...	...	...	...	...	...	151.3
Horses ...	357	217	363	537	245	249	1,968
Miles ...	76,878	46,710	60,135	97,734	47,860	48,484	377,801
Average mileage of each horse ...	...	...	...	...	...	...	192.0
Dogs ...	185	143	236	225	194	238	1,221
Miles ...	26,280	19,379	36,048	36,331	26,771	38,643	183,452
Average mileage of each dog ...	...	...	...	...	...	...	150.2

The live stock mileage for the half-year ended the 30th June 1870 stands as follows :—

Months.	No. of Live Stock.	Miles.	Average mileage of Live Stock.
January...	803	76,314	...
February...	644	102,993	...
March ...	931	91,460	...
April ...	510	63,229	...
May ...	446	35,422	...
June ...	558	68,804	...
Total...	3,892	441,222	113.4

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

RECEIPTS.

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

	HALF-YEAR ENDED THE		Increase.	Decrease.
	30th June 1869.	30th June 1870.		
	PIES.	PIES.	PIES.	PIES.
First class ...	2.17	1.089	...	1.081
Second do. ...	0.13	Loss 0.003	...	Loss 0.003
Third do. ...	8.05	6.211	...	1.839
Cooly do. ...	2.67	2.693	0.023	...
Goods ...	1.75	2.280	0.530	...

21. The following Statement shows the particulars of the goods carried during the half-year, and the receipts realized :—

Goods, ETC.	HALF-YEAR ENDED THE				Increase.		Decrease.		Per-centage of Increase.		Per-centage of Decrease.	
	30th June 1869.		30th June 1870.									
	TONS.	RS.	TONS.	RS.	TONS.	RS.	TONS.	RS.	TONS.	RS.	TONS.	RS.
Merchandise ...	142,645	12,40,865	135,708	11,91,109	.....	.....	6,937	49,756	...	...	4.86	4.01
Material ...	17,991	86,440	17,315	84,467	.....	.....	676	1,973	...	...	3.76	2.28

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

19. The following Return shows the number of carriages, horses, and dogs, etc., carried during the half-year :—

	No. of corpses.	No. of carriages.	No. of horses.	No. of dogs, etc.	Remarks.
January ...	...	76	357	185	Assumed weight of— Mds. Str. Corpses ... 5 0 Carriages .. 10 0 Horses ... 5 0 Dogs ... 0 20
February ...	1	54	217	143	
March ...	...	76	363	236	
April ...	...	74	537	225	
May ...	...	54	245	194	
June ...	1	62	249	238	
Total...	2	396	1,968	1,221	

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

	January.	February.	March.	April.	May.	June.	Total.
Corpses ...	...	1	...	...	...	1	2
Miles ...	...	27	...	...	...	43	70
Average mileage of each corpse ...	...	...	...	...	...	...	35
Carriages ...	76	54	76	74	54	62	396
Miles ...	10,435	7,182	11,301	10,807	10,183	10,000	59,908
Average mileage of each carriage ...	...	...	...	...	...	...	151.3
Horses ...	357	217	363	537	245	249	1,968
Miles ...	76,878	46,710	60,135	97,734	47,860	48,484	377,801
Average mileage of each horse ...	...	...	...	...	...	...	192.0
Dogs ...	185	143	236	225	194	238	1,221
Miles ...	26,280	19,379	36,048	36,331	26,771	38,643	183,452
Average mileage of each dog ...	...	...	...	...	...	...	150.2

The live stock mileage for the half-year ended the 30th June 1870 stands as follows :—

Months.	No. of Live Stock.	Miles.	Average mileage of Live Stock.
January...	803	76,314	...
February ...	644	102,993	...
March ...	931	91,460	...
April ...	510	63,229	...
May ...	446	35,422	...
June ...	558	68,804	...
Total...	3,892	441,222	113.4

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

RECEIPTS.

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

		HALF-YEAR ENDED THE		Increase.	Decrease.
		30th June 1869.	30th June 1870.		
		PIES.	PIES.	PIES.	PIES.
Passengers ...	First class ...	2.17	1.089	...	1.081
	Second do. ...	0.13	Loss 0.003	...	Loss 0.128
	Third do. ...	8.05	6.211	...	1.839
	Cooly do. ...	2.67	2.693	0.023	...
Goods ...		1.75	2.280	0.530	...

21. The following Statement shows the particulars of the goods carried during the half-year, and the receipts realized :—

during the half-year, 1869, and 1870.

Goods, Etc.	HALF-YEAR ENDED THE				Increase.		Decrease.		Per-centage of Increase.		Per-centage of Decrease.	
	30th June 1869.		30th June 1870.									
	TONS.	RS.	TONS.	RS.	TONS.	RS.	TONS.	RS.	TONS.	RS.	TONS.	RS.
Merchandise ...	142,645	12,40,865	135,708	11,91,109	.....	.....	6,937	49,756	...	...	4.86	4.01
Material ...	17,991	86,440	17,315	84,467	.....	.....	676	1,973	...	...	3.76	2.28

Proceedings of the Madras Government.

Comparative Statement showing the quantity and amount of the principal

Description of Commodity.	HALF-YEAR			
	Up.		Down.	
	MAUNDS.	SEERS.	MAUNDS.	SEERS.
Baggage (Military) ...	579	17	363	12
Ballast and Stones ...	1,339	34	48,449	36
Bamboos ...	27,464	29	24,421	7
Beer ...	9,141	10	226	21
Betel Nuts ...	5,777	31	36,018	23
Brass and Copper ...	6,778	35	2,283	5
Charcoal, Coke, and Coal ...	4,920	8	911	16
Chillies ...	27,725	19	9,061	37
Chunam and Lime ...	6,480	16	7,171	19
Cloths and Piece-goods ...	32,783	6	12,080	32
Cocoanuts ...	1,105	12	16,026	22
Coffee ...	33,162	33	63,444	13
Commissariat Stores	5,232	15	161	17
Cotton, { loose ...	1,046	...	42,824	14
{ half pressed ...	1,372	11	2,515	12
{ full do. ...	6,604	35	26,122	19
Dye or Redwood ...	6,158	30	74,857	7
Firewood ...	695	19	123,508	2
Fruits and Vegetables ...	6,818	39	20,114	20
Furniture ...	91,178	25	581	9
Ghee ...	33,781	27	10,450	22
Gram ...	307	30	391,420	4
Grains ...	13,141	6	13,291	32
Ground-nuts ...	...	24	18,571	28
Gunnies ...	474	...	21,964	12
Hay ...	121,068	26	410	3
Indigo ...	33,755	27	11,614	38
Iron of all kinds ...	2,843	17	1,675	37
Jaggery ...	38,898	1	23,546	28
Luggage ...	3,672	9	2,047	12
Oil of all kinds ...	18,313	8	48,467	...
Ordnance Stores ...	952	29	4,351	28
Paddy ...	4,716	31	18	8
Pitch, Tar, and Asphalte ...	1,797	28	32,169	11
Potatoes ...	7,454	28	247	23
Powder and Ammunition ...	261,682	28	61,179	14
Raggy ...	619,407	38	110,140	20
Rice ...	4,183	8	70,156	30
Salt ...	2,998	7	25,715	34
Salt-fish ...	49,730	5	4,570	30
Saltpetre ...	2,602	5	103,780	37
Seeds of all kinds ...	14,542	25	40,673	6
Skins ...	212,042	1	14,581	16
Sugar of all kinds ...	21,755	8	204,309	32
Sundries ...	37,317	34	72,552	33
Tamarind ...	40,782	8	71,143	11
Timber ...	26,821	9	15,026	5
Tobacco ...	38,668	23	5,476	12
Twist ...	...	...	903	2
Wines and Spirituous Liquors ...	...	...	...	...
Total...	1,890,078	32	1,804,213	14

Public Works Department, 8th June 1871.

Commodities of Merchandize Traffic for the first half-years of 1869 and 1870.

ENDING 30TH JUNE 1870.

ENDING 30TH JUNE 1870.

AMOUNT.

GHT.

Total.		Up.			Down.			Total.		
MAUNDS.	SEERS.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
942	29	170	13	0	447	12	0	618	9	0
49,789	30½	210	5	0	2,708	12	4	2,919	1	4
51,885	36	5,954	1	0	4,052	7	0	10,006	8	0
9,367	31	6,148	3	0	94	14	0	6,243	1	0
41,796	14½	836	9	0	14,261	7	4	15,098	0	4
9,062	½	4,072	11	0	1,116	6	5	5,189	1	5
5,831	24	649	9	0	116	14	0	766	7	0
37,387	16	5,703	1	0	4,223	0	3	9,926	1	3
13,651	35	497	10	0	684	15	0	1,182	9	0
44,863	39	27,408	13	11	9,746	6	8	37,155	4	7
17,131	34	77	10	0	8,815	0	8	8,892	10	8
96,607	6½	13,224	13	0	45,798	4	0	59,023	1	0
164	17	.....	.....	.....	53	10	0	53	10	0
48,056	29½	3,452	0	0	17,370	12	0	20,822	12	0
2,515	12	.....	.....	.....	434	13	0	434	13	0
27,168	30	346	9	0	16,769	6	0	17,115	15	0
76,230	2	250	10	0	7,674	12	0	7,925	6	0
130,112	32	746	8	0	10,528	5	0	11,274	13	0
26,273	8	1,294	14	0	7,568	12	8	8,863	10	8
1,277	8½	852	0	0	405	0	0	1,257	0	0
17,269	7½	3,398	13	0	6,536	11	8	9,935	8	8
392,598	31	23,097	1	0	84,829	8	11	1,07,926	9	11
47,073	22½	13,210	4	0	8,248	0	1	21,458	4	1
18,878	34	47	3	0	2,108	11	0	2,155	14	0
35,105	14½	4,565	15	10	7,030	3	8	11,596	3	6
410	...	.....	.....	.....	103	14	0	103	14	0
12,088	29½	169	8	0	2,717	13	0	2,887	5	0
122,744	25½	44,337	5	0	699	9	0	45,036	14	0
59,302	14½	19,281	6	0	5,356	5	6	24,637	11	6
4,890	29	2,603	15	0	2,083	10	0	4,692	9	0
87,365	22	15,756	9	0	13,863	4	9	29,619	13	9
3,672	8	2,130	8	0	.....	.....	.....	2,130	8	0
22,665	17½	2,647	13	1	462	2	0	3,109	15	1
970	39	484	9	0	34	4	0	518	13	0
36,885	39½	1,586	4	0	15,708	3	0	17,294	7	0
2,045	11	1,473	7	0	919	6	0	2,392	13	0
68,634	24	2,312	1	0	24,568	8	9	26,889	9	3
371,832	18½	73,785	11	5	17,394	2	2	21,079	13	7
689,563	35	1,43,595	12	4	10,685	6	0	1,58,691	2	4
29,899	11	791	1	11	13,303	0	0	14,154	1	11
7,568	35	660	13	0	3,508	13	0	4,169	19	0
153,511	24	23,674	4	0	36,129	8	6	59,994	12	6
43,275	31½	645	6	0	18,177	15	0	18,823	5	9
29,123	17½	5,389	1	0	4,694	3	7	9,993	4	7
416,352	32½	1,26,104	15	8	67,568	6	8	1,33,673	6	4
94,308	32	7,763	13	0	20,535	4	11	24,299	1	11
108,400	19	6,239	9	0	12,967	6	0	13,596	15	0
55,808	14	8,309	3	0	3,850	15	7	4,253	5	11
32,297	29	19,308	6	11	4,944	15	0	11,759	2	7
39,571	25	19,325	12	0	557	9	0	12,593	5	0
3,694,292	7½	6,49,838	3	1	5,41,250	7	1	11,21,105	19	2

Proceedings of the Madras Government.

Comparative Statement showing the quantity and amount of the principal Commodities

Description of Commodity.	HALF-YEAR			
	Up.		Down.	
	MAUNDS.	SEERS.	MAUNDS.	SEERS.
Baggage (Military) ...	2,633	11	675	30½
Ballast and Stones ...	4,585	19½	132,571	16
Bamboos ...	28,551	25	19,794	7
Beer ...	11,118	31	150	3
Betel Nuts ...	2,623	20	40,700	32½
Brass and Copper ...	3,379	5	3,280	7
Charcoal, Coke, and Coal ...	1,001	32	2,693	33
Chillies ...	29,044	20	4,453	9½
Chunam and Lime ...	13,981	22	9,980	29
Cloths and Piece-goods ...	33,237	5½	11,094	26½
Cocoanuts ...	1,594	9	9,114	12
Coffee ...	19,049	29½	80,531	7½
Commissariat Stores ...	11,749	17	208,031	34½
Cotton, { loose	3,920	23	16,686	3
{ half-pressed...	29	1	22,141	19
{ full do. ...	40,066	18	136,000	30
Dye or Redwood ...	4,968	3	16,177	6½
Firewood ...	1,738	2	65	11
Fruits and Vegetables ...	7,181	6	12,663	3
Furniture ...	80,868	10	286,553	5
Ghee ...	110,817	31	9,199	7
Gram ...	1,050	6	12,936	33
Grains ...	21,263	15½	21,855	20
Ground-nuts ...	459	29	492	12
Gunnies ...	102,513	37½	4,071	6
Hay ...	23,553	35½	431	20½
Indigo ...	1,986	4	99,619	26½
Iron of all kinds ...	34,756	1	1,973	11½
Jaggery ...	4,658	10	35,504	31
Luggage ...	14,194	14	2,828	1
Oil of all kinds ...	2,962	22	12,810	19½
Ordnance Stores ...	4,100	28	33,586	31½
Paddy ...	605	12½	125,198	33
Pitch, Tar, and Asphalte ...	73,488	33	75,539	16
Potatoes ...	136,400	26	62,738	32
Powder and Ammunition ...	4,348	14	10,666	16½
Raggy ...	2,162	7	4,842	21
Rice ...	40,289	14	18,169	10
Salt ...	2,105	31	32,598	3½
Salt-fish ...	11,800	34½	170,370	24½
Saltpetre ...	166,361	34½	53,361	11½
Seeds of all kinds ...	20,271	13	94,937	32
Skins ...	54,125	7½	11,823	4
Sugar of all kinds ...	34,394	9½	4,642	½
Sundries ...	27,116	8½	3,477	½
Tamarind ...	25,709			
Timber ...				
Tobacco ...				
Twist ...				
Wines and Spirituous Liquors.				
Total...	1,836,917		2,045,747	

Public Works Department, 8th June 1871.

of Merchandize Traffic for the first half-years of 1869 and 1870.—(Concluded.)

ENDING 30TH JUNE 1869.

GHT.		AMOUNT.									
Total.		Up.			Down.			Total.			
MAUNDS.	SEERS.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	
3,309	10½	747	3	0	117	9	0	864	12	0	
137,156	35½	829	6	0	9,354	7	9	10,183	13	9	
48,345	32	5,920	7	0	3,624	15	0	9,545	6	0	
11,308	34	8,390	15	0	89	13	0	8,480	12	0	
43,324	19½	527	5	0	15,242	3	3	15,769	8	3	
6,659	12	2,061	13	0	1,847	11	3	3,909	8	3	
3,695	25	226	11	0	366	4	0	592	15	0	
33,497	29½	5,964	2	0	1,686	6	10	7,650	8	10	
23,962	11	1,024	6	7	926	7	0	1,950	13	7	
44,331	32	29,531	1	8	7,579	2	11	37,110	4	7	
10,708	21	105	12	0	5,084	4	0	5,190	0	0	
99,580	37	7,256	1	0	60,133	12	0	67,389	13	0	
.....	...										
219,781	11½	8,742	5	0	69,470	11	0	78,213	0	0	
.....	...										
20,606	26	1,335	15	0	11,939	0	0	13,274	15	0	
22,170	20	1	0	0	2,253	4	0	2,254	4	0	
176,067	8	4,758	2	0	11,082	11	0	15,840	13	0	
21,145	9½	1,427	9	11	5,930	3	9	7,357	13	8	
1,803	13	2,392	0	0	164	4	0	2,556	4	0	
19,844	9	3,367	5	0	7,051	6	2	10,418	11	2	
367,421	15	22,391	11	0	75,804	0	0	98,195	11	0	
120,016	38	37,766	14	0	3,466	12	6	41,233	10	6	
13,986	39	350	8	0	1,437	3	0	1,787	11	0	
43,118	35½	7,275	7	0	7,650	1	3	14,925	8	3	
492	...	.....	.....	.....	123	2	0	123	2	0	
4,531	1	111	6	0	1,074	5	10	1,185	11	10	
102,945	3½	52,203	9	0	157	15	0	52,361	8	0	
123,173	16½	11,386	13	0	18,927	5	8	30,314	2	8	
3,959	30½	1,661	0	0	1,847	9	0	3,508	9	0	
70,260	12½	18,153	5	0	10,818	7	10	28,971	12	10	
7,487	1	1,543	11	0	1,578	5	0	3,122	0	0	
27,004	14½	2,037	7	0	2,187	15	6	4,225	6	6	
2,962	22	1,071	0	0	.....	.....	.....	1,071	0	0	
37,687	7½	1,831	13	0	16,664	2	0	18,495	15	0	
605	...	1,376	2	0	.....	.....	.....	1,376	2	0	
198,687	4	25,938	6	0	50,915	13	7	76,854	3	7	
211,940	26	33,223	7	7	12,257	9	7	45,481	1	2	
676,838	2	1,60,248	15	3	10,201	3	0	1,70,450	2	3	
15,014	26	773	9	6	3,974	10	8	4,748	4	2	
7,005	6	530	7	0	3,310	11	0	3,841	2	0	
168,962	23½	14,362	5	9	29,616	9	4	43,978	15	1	
20,274	35	566	11	1	10,765	6	0	11,332	1	1	
44,399	1	4,270	9	0	9,782	3	0	14,052	12	0	
336,731	38½	97,050	1	1	57,457	4	3	1,54,507	5	4	
73,633	19	7,312	3	0	14,437	15	0	21,750	2	0	
149,062	14½	13,064	12	0	18,401	2	0	31,465	14	0	
46,218	5	7,414	13	0	2,872	2	11	10,286	15	11	
31,758	11½	20,403	9	0	4,617	3	0	25,020	12	0	
29,186	10	16,974	2	0	851	7	0	17,825	9	0	
3,882,664	14½	6,45,904	1	5	5,85,143	0	10	12,31,047	2	3	

Comparative Statement of the Merchandise Traffic in first half-years of 1869 and 1870 shown in Classes.

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

QUANTITIES IN TONS.														
Classes.	Rate per Ton per Mile.	UP.		DOWN.		TOTAL.		Increase.	Decrease.	Increase per cent.	Decrease per cent.	Percentage of Total Goods Traffic.		
		In first half of		In first half of		In first half of								
		1869.	1870.	1869.	1870.	1869.	1870.							
		TONS.	TONS.	TONS.	TONS.	TONS.	TONS.							
Special	8	814	527	6,998	3,435	7,812	3,962	.....	3,850	.....	49	5.48	2.92	
First Class	12	46,624	45,758	38,770	35,483	85,394	81,241	.....	4,153	.....	95	59.87	59.87	
Second	14	8,794	10,483	11,147	14,921	19,941	25,404	5,463	.....	.....	.....	13.98	18.72	
Third	18	5,053	6,741	8,811	8,938	13,864	15,679	1,815	.....	27	.....	9.72	11.55	
Fourth	24	4,065	3,999	1,699	1,783	5,764	5,782	18	.....	13	.....	4.04	4.26	
Fifth	36	2,128	1,923	7,725	1,717	9,853	3,640	.....	6,213	.....	63	6.91	2.68	
Total...	.....	67,478	69,431	75,150	66,277	142,628	135,708	.....	6,920	.....	4	100.00	100.00	
RECEIPTS IN RUPEES.														
Classes.	Rate per Ton per Mile.	UP.		DOWN.		TOTAL.		Increase.	Decrease.	Increase per cent.	Decrease per cent.	Percentage of Total Goods Traffic.		
		In first half of		In first half of		In first half of								
		1869.	1870.	1869.	1870.	1869.	1870.							
		RS.	RS.	RS.	RS.	RS.	RS.							
Special	1.413	1,522	18,755	7,514	20,168	9,066	.....	11,102	.....	55	1.64	.76		
First Class	3,46,872	3,32,210	2,36,406	2,10,978	5,83,278	5,43,188	.....	40,090	.....	7	47.38	45.61		
Second	80,881	91,010	96,583	1,43,585	1,77,467	2,37,625	60,159	.....	31	.....	.....	14.42	19.93	
Third	66,484	79,891	1,25,251	1,23,455	1,91,735	2,03,319	11,614	.....	6	.....	.....	15.58	17.07	
Fourth	86,216	81,922	29,299	28,157	1,15,515	1,10,079	.....	5,436	.....	4	9.38	9.24		
Fifth	61,031	60,266	78,817	27,529	1,42,678	87,795	.....	55,083	.....	34	11.60	7.37		
Total...	6,45,900	6,49,854	5,85,111	5,41,218	12,31,041	11,91,102	.....	39,939	.....	3	100.00	100.00		

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

22. 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			
	30th June 1869.		30th June 1870.	
	TONS.	RS.	TONS.	RS.
Cloths and Piece Goods ...	1,628	37,110	1,648	37,155
Cocoanuts ...	393	5,190	629	8,893
Coffee ...	3,658	67,390	3,549	59,023
Cotton ...	8,073	78,213	1,765	20,823
Firewood ...	6,468	15,841	4,780	11,275
Grain ...	13,497	98,196	14,422	1,07,927
Iron ...	3,781	52,362	4,509	45,037
Raggy ...	7,299	76,854	2,521	26,881
Rice ...	7,786	45,481	13,659	91,080
Salt ...	24,863	1,70,450	25,331	1,58,681
Seeds of all kinds ...	6,206	43,979	5,639	59,995
Tamarind ...	2,705	21,750	3,464	28,299
Timber ...	5,476	10,287	3,984	19,207
Twist ...	1,167	25,021	1,186	24,253

The chief variations in the traffic of the two half-years ended 30th June 1869 and 1870 are as follow:—

Upward Traffic.

Chunam and Lime—			
Decrease in quantity ...	Maunds	7,501 or 54 per cent.	
in receipts ...	Rupees	527 or 51	..
Coffee—			
Increase in quantity ...	Maunds	14,113 or 74	..
in receipts ...	Rupees	5,968 or 82	..
Cotton, Loose—			
Decrease in quantity ...	Maunds	6,517 or 56	..
in receipts ...	Rupees	5,290 or 61	..
Firewood—			
Decrease in quantity ...	Maunds	33,462 or 83	..
in receipts ...	Rupees	4,012 or 84	..
Grains—			
Decrease in quantity ...	Maunds	77,036 or 70	..
in receipts ...	Rupees	24,556 or 65	..

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Jaggery—			
Increase in quantity	Maunds	10,202 or	43 per cent.
Decrease in receipts	Rupees	7,895 or	69
Raggy—			
Increase in quantity	Maunds	66,034 or	90
Decrease in receipts	Rupees	23,626 or	91
Rice—			
Increase in quantity	Maunds	125,282 or	92
Decrease in receipts	Rupees	40,562 or	122
Sundries—			
Increase in quantity	Maunds	45,681 or	28
Decrease in receipts	Rupees	29,054 or	30
Ballast and Stones—			
Increase in quantity	Maunds	84,122 or	64
Decrease in receipts	Rupees	6,646 or	71
Chillies—			
Increase in quantity	Maunds	5,208 or	117
Decrease in receipts	Rupees	2,537 or	150
Cocoanuts—			
Increase in quantity	Maunds	6,912 or	76
Decrease in receipts	Rupees	3,731 or	73
Cotton, Loose—			
Increase in quantity	Maunds	165,207 or	79
Decrease in receipts	Rupees	52,100 or	75
Dry or Redwood—			
Increase in quantity	Maunds	52,716 or	238
Decrease in receipts	Rupees	5,421 or	241
Indigo—			
Increase in quantity	Maunds	7,543 or	185
Decrease in receipts	Rupees	1,643 or	153
Jaggery—			
Increase in quantity	Maunds	74,073 or	74
Decrease in receipts	Rupees	13,571 or	72
Raggy—			
Increase in quantity	Maunds	64,019 or	51
Decrease in receipts	Rupees	26,347 or	52
Rice—			
Increase in quantity	Maunds	34,610 or	46
Decrease in receipts	Rupees	5,037 or	41
Saltfish—			
Increase in quantity	Maunds	15,049 or	141
Decrease in receipts	Rupees	9,389 or	237

23. The following statement exhibits the tonnage of Cotton brought into Madras by railway during the half-years ended the 30th June 1869 and 1870:—

	HALF-YEAR ENDED THE	
	30th June 1869.	30th June 1870.
From Arcot and Vellore	TONS. 45	TONS. 27
" Bangalore Branch	1,035	56
" Coimbatore and Salem	7,175	1,148
" North-West Line	...	...
Total...	8,255	2,625

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

24. The following table exhibits the Weight, Mileage, and Constitution of Trains, etc.:

Half-year ended the 30th June	Weight of each Vehicle.		Average contents of each Vehicle.		Weight of average contents.		Weight of each loaded Vehicle.		Constitution of Train.		Weight of Engine and Tender shared.		Weight of loaded Train.		Average mileage of Train.		Gross weight moved over one mile.	
	1869.	1870.	PER. SONS.	TONS.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.
1st Class.	6.9	6.9	2.412	1.974	0.133	0.108	7.033	7.008	0.554	0.622	1.164	1.725	5.060	6.084	...	...	2,819,292	3,420,936
2nd "	6.24	6.24	3.384	3.756	0.186	0.207	6.426	6.447	1.247	1.330	2.395	3.393	10.408	11.968	...	...	5,799,050	6,729,415
3rd "	6.14	6.14	34.596	31.466	1.906	1.734	8.046	7.874	1.888	1.975	4.540	6.153	19.731	21.704	...	...	10,993,568	12,203,812
4th "	6.05	6.05	21.939	24.588	1.209	1.355	7.259	7.405	0.213	0.278	0.462	0.815	2.008	2.874	...	...	1,118,802	1,616,004
Brake	6.76	6.76	0.298	0.243	0.298	0.243	7.058	7.003	1.213	1.225	2.558	3.394	11.119	11.973	...	...	6,195,199	6,732,226
Horse Box	7.05	7.05	1.442	1.645	0.277	0.312	7.327	7.362	0.406	0.408	0.889	1.189	3.864	4.193	...	...	2,152,914	2,357,657
Carriage Truck	5.03	5.03	1.350	1.220	0.645	0.583	5.675	5.613	0.081	0.087	0.138	0.193	0.598	0.681	...	...	333,189	382,915
Goods	5.9	5.9	3.002	3.083	3.002	3.083	8.902	5.983	10.707	10.040	28.484	23.768	123.798	83.837	...	...	68,976,822	47,140,204
Engine and Tender	40.63	40.63	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	98,388,836	80,583,169

Proceedings of the Madras Government, Public Works Department.
8th June 1871.

EXPENDITURE—SOUTH-WEST AND NORTH-WEST LINES.

25. The following statement shows the Revenue expenditure on the South-West and North-West Lines for the half-year under review as compared with the corresponding period of 1869.
The expenditure amounted to Rupees 14,70,765.

Expenditure.	HALF-YEAR ENDING		Increase.	Decrease.
	30th June 1869.	30th June 1870.		
<i>Maintenance of Way, Works, and Stations.</i>	RS.	RS.	RS.	RS.
1. Salaries, Office Expenses, and General Superintendence	40,954	56,029	...	...
2. Maintenance and Renewal of Permanent Way.	2,68,121	2,48,785	6,075	...
3. Repairs of Bridges, etc., Wages and Materials	61,938	40,491	...	19,336
4. Do. of Stations and Buildings, do.	30,686	34,669	...	21,447
5. Maintenance by contract	...	...	3,953	...
6. Unclassified expenditure	...	14,994	14,994	...
<i>Locomotive Expenses.</i>				
1. General Superintendence	36,801	35,228	...	...
2. Running Expenses (Wages connected with the working of Locomotive Engines)	98,824	1,05,327	...	1,573
3. Fuel	1,78,846	2,26,695	6,503	...
4. Water	8,744	10,985	47,849	...
5. Oil, Tallow, and other Stores (expended on Engines in work)	21,724	16,223	2,211	...
6. Maintenance and Renewals of Locomotive Engines and Machinery	1,38,138	1,54,382	...	5,501
7. Services of other Lines	...	...	16,214	...
8. Unclassified expenditure	...	...	...	...
<i>Carriage and Waggon Expenses.</i>				
1. General Superintendence	3,353	3,457	...	...
2. Repairs and Renewals of Vehicles and Machinery	42,117	39,014	104	...
3. Cleaning Carriages and Waggons, and Oiling.	...	23,993	...	3,073
4. Unclassified expenditure	...	...	...	...
<i>Traffic Expenses.</i>				
1. Salaries, Wages, etc.	1,53,827	1,55,792	1,965	30,995
2. Fuel, Lighting, Water, and General Stores.	55,396	24,401	...	2,738
3. Clothing	3,277	539	...	...
4. Printing, Stationery, and Tickets	10,313	12,745	2,432	...
5. Horses, Harness, Vans, Omnibuses, Provender, etc.	...	...	...	...
6. Miscellaneous Expenses	2,616	112	...	2,504
7. Services of other Lines	54,471	66,002	11,531	...
8. Unclassified expenditure	...	...	...	...
<i>General Charges.</i>				
1. Home Expenditure	7,144	13,020	5,876	...
2. Salaries of Indian Management, including offices	53,652	68,953	15,331	...
3. Police	...	5,002	...	...
4. Advertising	...	1,089	...	...
5. Electric Telegraph	...	21,241	21,241	...
6. Clearing accounts with other Lines	...	...	...	...
7. Unclassified expenditure	...	978	978	...

Proceedings of the Madras Government, Public Works Department.
8th June 1871.

Expenditure.	HALF-YEAR ENDING		Increase.	Decrease.
	30th June 1869.	30th June 1870.		
	RS.	RS.	RS.	RS.
<i>Special and Miscellaneous Expenditure.</i>				
1. Law Charges	...	282	282	...
2. Compensation	...	14,407	14,407	...
3. Rates and Taxes	...	56,042	56,042	...
4. Contributions to Special Funds	20,727	20,727	...	...
Total...	13,00,669	14,70,764	2,57,262	87,167
Net Increase...	...	...	1,70,095	...

26. *Maintenance.*—The total decrease under this head, exclusive of the special charge of Rupees 12,532 for "Loss on Stores," amounts to Rupees 28,262. The Acting Chief Engineer attributes this decrease to the following causes:—

(a) To the omission of expenditure for maintenance of Telegraph in the Revenue Accounts of the half-year ending June 1870.

(b.) To the saving effected in the maintenance of the road between Erode and Avenashy, this section of the line having been renewed with iron pot sleepers since June 1869.

27. *Locomotive.*—The Locomotive Superintendent explains the differences here shown as follows:—

(a.) The increased expenditure for "Running Expenses" and "Fuel" is due to an increased mileage of 65,249 miles in the half-year ended June 1870, and also to a much larger consumption of coal and coke fuel in that than in the corresponding half-year of 1869.

(b.) The repairs and renewals of Engines were heavier in the first half of 1870 than in 1869, and as the old Engines are rapidly coming in for repair this increased expenditure is likely to continue for some time to come.

(c.) The expenditure for "Cleaning Carriages, etc.," was formerly chiefly borne by the Traffic Department.

(d.) The other differences principally arise from the altered distribution of charges introduced by the new forms of accounts.

28. *Traffic.*—The increase in Items 1, 4, and 7 was due to the extension of the North-West Line from Tadpatry to Ghooty. These increases would have been more considerable had not certain charges, such as salaries of "Signallers" and "Police," been transferred to other departments during the latter half-year.

The decrease of Rupees 30,995-1-10 in "Fuel, Lighting, etc.," was in part due to "grease" now being charged to Locomotive Department, and to the comparatively small cost of renewing tarpaulins.

The decrease in "Clothing" resulted from the Traffic authorities being unable to procure white drill, while the decrease in "Miscellaneous" was due to the withdrawal of such charges as "Advertisements, etc.," from this department.

29. *General Charges.*—The new forms of accounts have introduced the greatest changes under this head, Police, Advertising, Telegraph, Unclassified expenditure, being all charged here for the first time. The expenditure shows an increase in both "Home Expenditure" and "Salaries of Indian Management," which is

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

accounted for by the largely increased proportion of General Charges falling on Revenue in the half-year ending June 1870, namely, 48.47 per cent. against only 38.83 per cent. in the half-year ending June 1869. The charge for medicines for all departments was also included for the first time in the half-year ending June 1870 with "Salaries of Indian Management, etc."

30. *Special and Miscellaneous.*—"Rates and Taxes" includes a sum of Rupees 53,550 for income-tax. Of the charge for "Compensation" the sum of Rupees 14,324-13-10 was paid from the Fire Insurance Funds, the new forms providing that such sums should appear in the Revenue Account.

31. The Locomotives and Rolling Stock at the end of the half-year consisted of—

Engines.	Total stock received from England.	Total stock erected up to 31st December 1869.	Additions to stock during the half-year ended the 30th June 1870.	Total stock erected up to 30th June 1870.	Actual stock running on the 30th June 1870.	Average number undergoing repairs and renewals at any one time.
Tank	20	19	...	19	2	Average per day, 12.
Passenger	2	2	...	2	...	
Goods	104	88	15	103	56	

Description	Total stock authorized up to 30th June 1870.	Total stock constructed against authorizations up to 31st December 1869.	Additions to stock during the half-year, 30th June 1870.	Total stock constructed up to 30th June 1870.	Actual stock running on 30th June 1870.	REPAIRS AND RENEWALS.				Average number undergoing repairs and renewals at any one time.
						Total number of Vehicles renewed during the half-year, 30th June 1870.	Total number of Vehicles repaired during the half-year, 30th June 1870.	Total number of Vehicles undergoing renewal on the 30th June 1870.	Total number of Vehicles undergoing repairs on 30th June 1870.	
Sleeping Carriages	4	4	...	4	4	...	...	...	...	Average per day, 44.
Saloon	22	15	...	15	14	...	5	...	...	
First Class	57	55	...	55	53	...	19	...	...	
Second	5	...	...	...	...	...	40	...	1	
Third	172	146	...	146	145	...	...	...	2	
" " " (Brakes.)	30	30	...	30	28	...	65	...	...	
" " " with	...	...	...	...	...	...	17	...	1	
" " " Upper-storied	2	2	...	2	2	...	3	...	2	
Carriages	31	26	...	26	24	...	33	...	...	
Composite Carriages	6	...	6	6	6	...	...	...	...	
Night	50	50	...	50	50	...	...	...	2	
Open Goods Waggon	332	302	...	302	302	...	...	...	...	
Do. Sided Goods	5	5	...	5	5	...	17	...	...	
High Open Goods	1,860	1,750	110	1,860	1,857	1	...	...	...	
Do. Sided Open Goods	293	244	...	244	244	...	832	...	3	
Ballast Waggon	435	435	...	435	434	...	...	...	...	
Coke	7	7	...	7	7	...	107	...	...	
Road	35	35	...	35	35	...	3	...	1	
Cattle	25	23	...	23	19	...	...	...	...	
Road Brake	25	23	...	23	28	...	18	...	1	
Covered Goods	20	20	...	20	18	...	2	...	...	
Carriage Trucks	150	144	...	144	142	...	4	...	1	
Timber	...	6	...	6	6	...	45	...	1	
Platform	25	25	...	25	25	...	...	...	2	
Passenger Luggage Vans	44	35	...	41	40	...	24	...	...	
Gooda Brake	3	3	...	3	3	...	18	...	1	
Oil Store	3	3	...	3	3	...	1	...	...	
Gun Powder	4	4	...	4	4	...	...	...	...	
Water Trucks with Tanks	1	1	...	1	1	...	...	...	...	
Engineer's Inspection Carriage with Brake	4	4	...	4	4	...	...	...	...	
Travelling Cranes on trucks	4	4	...	4	4	...	...	...	...	
Horse Boxes	40	4	...	4	4	...	...	...	...	
Fire Engine Trucks	2	30	...	30	30	...	...	...	...	

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

32. 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 30th June 1870 :—

Description of Vehicles.	No. of Vehicles.	Weight of Vehicles.			Carrying capacity.	Number of Vehicles run.			Total mileage of Vehicles.
		TONS.	CWT.	QRS.		NO.			
<i>Passenger Vehicles.</i>									
First Class ...	19	6	14	0	Day 18 Night 12	Up ...	Loaded 659 Empty 9	135,546 836	
						Down..	Loaded 665 Empty 4	135,030 255	
Composite ...	32	6	14	0	First Class 6 Second ,, 20	Up ...	Loaded 1,297 Empty 4	117,740 82	
						Down..	Loaded 1,298 Empty 4	118,342 132	
Second Class ...	43	6	17	2	40	Up ...	Loaded 1,341 Empty 42	178,666 4,186	
						Down..	Loaded 1,338 Empty 40	180,700 4,457	
Do. Post Office.	12	6	14	3	20	Up ...	Loaded 853 Empty 1	110,303 43	
						Down..	Loaded 854 Empty	111,692	
Third Class ...	146	5	18	0	50	Up ...	Loaded 4,980 Empty 269	530,070 12,671	
						Down..	Loaded 5,084 Empty 180	540,437 7,468	
Do. Upper-storied.	2	6	19	1	80	Up ...	Loaded 123 Empty	9,511	
						Down..	Loaded 126 Empty 1	10,333 26	
Cooly Class ..	25	6	1	0	50	Up ...	Loaded 632 Empty 1	73,574 43	
						Down..	Loaded 607 Empty 5	70,357 457	
Engineer's Inspection Carriage.	1	7	0	0	.....	Up ...	Loaded 4 Empty	221	
						Down..	Loaded 6 Empty	1,048	
Horse Box ...	30	7	1	3	3	Up ...	Loaded 762 Empty 162	98,340 15,273	
						Down..	Loaded 635 Empty 348	75,005 41,008	
Carriage Truck.	20	5	1	1	Four-wheeled 1	Up	Loaded 190 Empty 12	23,379 948	
						Down..	Loaded 139 Empty 114	13,502 11,423	
Passengers' Luggage Van.	25	7	5	0	.....	Up ...	Loaded 1,237 Empty 12	199,812 893	
						Down..	Loaded 1,203 Empty 8	196,726 639	
Third Class Brake Van.	18	6	17	3	40	Up ...	Loaded 835 Empty 5	107,296 178	
						Down..	Loaded 842 Empty 7	108,170 161	
Third Class Post Office Brake Van.	12	7	2	2	20	Up ...	Loaded 311 Empty 17	36,672 1,612	
						Down..	Loaded 301 Empty 2	36,549 45	
<i>Goods Vehicles.</i>					TONS.				
Covered Goods Waggon.	28	6	3	0	Light goods 2 Heavy do. 5	Up ...	Loaded 656 Empty 42	74,248 2,326	
						Down..	Loaded 617 Empty 54	74,387 4,198	

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

accounted for by the largely increased proportion of General Charges falling on Revenue in the half-year ending June 1870, namely, 48.47 per cent. against only 38.83 per cent. in the half-year ending June 1869. The charge for medicines for all departments was also included for the first time in the half-year ending June 1870 with "Salaries of Indian Management, etc."

30. *Special and Miscellaneous.*—"Rates and Taxes" includes a sum of Rupees 53,550 for income-tax. Of the charge for "Compensation" the sum of Rupees 14,324-13-10 was paid from the Fire Insurance Funds, the new forms providing that such sums should appear in the Revenue Account.

31. The Locomotives and Rolling Stock at the end of the half-year consisted of—

Engines.	Total stock received from England.	Total stock erected up to 31st December 1869.	Additions to stock during the half-year ended the 30th June 1870.	Total stock erected up to 30th June 1870.	Actual stock running on the 30th June 1870.	Average number undergoing repairs and renewals at any one time.
Tank	20	19	...	19	...	Average per day, 12.
Passenger	2	2	...	2	2	
Goods	104	88	15	103	56	

Description	Total stock authorized up to 30th June 1870.	Total stock constructed against authorizations up to 31st December 1869.	Additions to stock during the half-year, 30th June 1870.	Total stock constructed up to 30th June 1870.	Actual stock running on 30th June 1870.	REPAIRS AND RENEWALS.				Average number undergoing repairs and renewals at any one time.
						Total number of Vehicles renewed during the half-year, 30th June 1870.	Total number of Vehicles repaired during the half-year, 30th June 1870.	Total number of Vehicles undergoing renewal on the 30th June 1870.	Total number of Vehicles undergoing repairs on 30th June 1870.	
Sleeping Carriages	4	4	...	4	4	...	...	...	...	Average per day, 44.
Saloon	22	15	...	15	14	...	5	...	...	
First Class	57	55	...	55	53	...	19	...	...	
Second	5	...	...	...	...	...	40	...	1	
Third	172	146	...	146	145	...	...	...	2	
" " with	30	30	...	30	28	...	65	...	1	
" " Upper-storied	2	2	...	2	2	...	17	...	1	
Carriages	31	26	...	26	24	...	3	...	2	
Composite Carriages	6	...	6	6	...	...	33	...	...	
Night	50	50	...	50	50	...	...	...	...	
Open Goods Waggon	332	302	...	302	302	...	...	...	...	
Do. Sided Goods	5	5	...	5	5	...	17	...	...	
High Open Goods	1,860	1,750	110	1,860	1,857	...	...	...	...	
Do. Sided Open Goods	293	244	...	244	244	...	832	...	...	
Ballast Waggon	435	435	...	435	434	...	...	...	3	
Coke	7	7	...	7	7	...	107	...	...	
Road	35	35	...	35	35	...	3	...	1	
Cattle	25	23	...	23	19	...	...	...	...	
Road Brake	25	23	...	23	28	...	18	...	...	
Covered Goods	20	20	...	20	18	...	2	...	1	
Carriage Trucks	150	144	...	144	142	...	4	...	...	
Timber	...	...	...	...	...	...	45	...	1	
Platform	25	6	...	6	6	...	...	...	2	
Passenger Luggage Vans	44	35	6	41	40	...	21	...	...	
Gooda Brake	3	3	...	3	3	...	18	...	...	
Oil Store	4	4	...	4	4	...	1	...	...	
Gun Powder	1	1	...	1	1	...	...	...	...	
Water Trucks with Tanks	4	3	...	3	3	...	...	...	...	
Engineer's Inspection Carriage with Brake	1	...	...	...	...	...	...	...	...	
Travelling Cranes on trucks	4	1	...	1	1	...	...	...	...	
Horse Boxes	40	4	...	4	4	...	...	...	...	
Fire Engine Trucks	2	30	...	30	30	...	1	...	...	
	...	...	...	...	...	...	23	...	...	

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

32. 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 30th June 1870 :—

Description of Vehicles.	No. of Vehicles.	Weight of Vehicles.			Carrying capacity.	Number of Vehicles run.		Total mileage of Vehicles.
		TONS.	CWT.	QRS.				
<i>Passenger Vehicles.</i>					NO.			
First Class	19	6	14	0	Day 18	Up ... Loaded	659	135,546
						Empty	9	336
					Night 12	Down.. Loaded	665	135,030
						Empty	4	255
Composite	32	6	14	0	First Class 6	Up ... Loaded	1,297	117,740
						Empty	4	82
					Second ,, 20	Down.. Loaded	1,298	118,342
						Empty	4	132
Second Class	43	6	17	2		Up ... Loaded	1,341	178,666
						Empty	42	4,186
					40	Down.. Loaded	1,338	180,700
						Empty	40	4,457
Do. Post Office.	12	6	14	3	20	Up ... Loaded	853	110,303
						Empty	1	43
						Down.. Loaded	854	111,692
						Empty	...	...
Third Class	146	5	18	0	50	Up ... Loaded	4,980	530,070
						Empty	269	12,671
						Down.. Loaded	5,084	540,437
						Empty	180	7,468
Do. Upper-storied.	2	6	19	1	80	Up ... Loaded	123	9,511
						Empty	...	...
						Down.. Loaded	126	10,333
						Empty	1	26
Cooly Class	25	6	1	0	50	Up ... Loaded	632	73,574
						Empty	1	43
						Down.. Loaded	607	70,357
						Empty	5	457
Engineer's Inspection Carriage.	1	7	0	0	.....	Up ... Loaded	4	221
						Empty	...	...
						Down.. Loaded	6	1,048
						Empty	...	...
Horse Box	30	7	1	3	3	Up ... Loaded	762	98,340
						Empty	162	15,273
						Down.. Loaded	635	75,005
						Empty	348	41,008
Carriage Truck.	20	5	1	1	Four-wheeled 1	Up ... Loaded	190	23,379
						Empty	12	948
						Down.. Loaded	139	13,502
						Empty	114	11,428
Passengers' Luggage Van.	25	7	5	0	.....	Up ... Loaded	1,237	199,812
						Empty	12	893
						Down.. Loaded	1,203	196,726
						Empty	8	639
Third Class Brake Van.	18	6	17	3	40	Up ... Loaded	835	107,296
						Empty	5	178
						Down.. Loaded	842	108,170
						Empty	7	161
Third Class Post Office Brake Van.	12	7	2	2	20	Up ... Loaded	311	36,672
						Empty	17	1,612
						Down.. Loaded	301	36,549
						Empty	2	45
Goods Vehicles.	28	6	3	0	TONS.	Up ... Loaded	656	74,248
						Empty	42	2,326
					Light goods 2	Down.. Loaded	617	74,387
						Empty	54	4,198
Covered Goods Waggon.					Heavy do. 5			

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Description of Vehicles.	No. of Vehicles.	Weight of Vehicles.			Carrying capacity.	Number of Vehicles run.			Total mileage of Vehicles.
		TONS.	CWT.	QRS.		Up	Down	Empty	
<i>Goods Vehicles—(Concluded.)</i>									
Open Goods Waggon.	50	4	18	2	TONS. 6	Up ...	Loaded 6	Empty 1	691
						Down..	Loaded 4	Empty 2	33
Open-sided Waggon.	302	5	5	3	Light goods 24 Heavy do. 64	Up ...	Loaded 638	Empty 64	56,130
						Down..	Loaded 516	Empty 216	3,569
High Open Goods Waggon.	5	4	16	0	6 to 10	Up ...	Loaded 22	Empty 2	41,585
						Down..	Loaded 26	Empty 13	11,475
High-sided Open Goods Waggon.	1,860	5	6	2	Light goods 14 Heavy do. 64	Up ...	Loaded 22,619	Empty 3,324	1,630
						Down..	Loaded 21,020	Empty 5,897	1,630
Cattle Waggon.	35	6	1	2	no. 8	Up ...	Loaded 217	Empty 105	2,078
						Down..	Loaded 222	Empty 167	675
Coke do. ...	410	5	15	2	.....	Up ...	Loaded 2,248	Empty 370	1,954,702
						Down..	Loaded 1,988	Empty 67	173,446
Ballast do. ...	244	5	0	0	6	Up ...	Loaded 5	Empty 16	1,781,251
						Down..	Loaded 1	Empty 232	338,350
Road do. ...	7	6	7	0	Light goods 2 Heavy do. 5	Up ...	Loaded 256	Empty 1	26,848
						Down..	Loaded 232	Empty 9	11,000
Store do. ...	3	8	14	2	Light goods 2 Heavy do. 5	Up ...	Loaded 89	Empty 38	1,136
						Down..	Loaded 38	Empty 2	1,136
Platform Truck.	6	4	12	1	Used for check waggon.	Up ...	Loaded 2	Empty 529	1,119
						Down..	Loaded 112	Empty 174	1,119
Timber do.	144	4	14	3	5	Up ...	Loaded 174	Empty 508	4
						Down..	Loaded 4	Empty 6	4
Water do.	4	5	12	4	.....	Up ...	Loaded 63	Empty 33	4
						Down..	Loaded 33	Empty 59	6
Powder Van ...	3	7	16	2	5	Up ...	Loaded 86	Empty 85	63
						Down..	Loaded 85	Empty 59	33
Goods Brake Van.	41	9	15	0	2 to 4	Up ...	Loaded 59	Empty 61	59
						Down..	Loaded 61	Empty 61	61
Road do. ...	22	7	7	2	2 to 4	Up ...	Loaded 61	Empty 61	61
						Down..	Loaded 61	Empty 61	61

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

33. 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 30th June 1870 are given below :—

Average weight.	TANK ENGINE.			PASSENGER ENGINE.			GOODS ENGINE.		
	Tons 22.			Tons 33-10.			Tons 41-9.		
	No. of Engine.	Total Engine mileage.	Average mileage of an Engine.	No. of Engine.	Total Engine mileage.	Average mileage of an Engine.	No. of Engine.	Total Engine mileage.	Average mileage of an Engine.
January ...	10	7,959	796	...	...	...	84	156,057	1,853
February ...	8	4,757	595	...	...	...	86	141,995	1,651
March ...	9	7,646	850	...	...	...	90	163,166	1,813
April ...	11	8,284	753	...	...	...	89	152,224	1,710
May ...	6	7,925	1,321	...	...	...	89	152,054	1,788
June ...	10	9,252	925	...	...	...	85	150,138	1,766
January ...	19	7,959	419	2	...	...	103	156,057	1,515
February ...	19	4,757	250	2	...	...	103	141,995	1,379
March ...	19	7,646	402	2	...	...	103	163,166	1,584
April ...	19	8,284	436	2	...	...	103	152,224	1,478
May ...	19	7,925	417	2	...	...	103	152,054	1,476
June ...	19	9,252	487	2	...	...	103	150,138	1,458

N. B.—Statement B. includes Engines under repairs.

34. 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 1869 :—

Procee

Descripti
Vehic

Half-year ended the	Wages & Wagon		Cost per Mile		Consumption of Coal and Water per Mile		Cost per Mile		Cost of Repairs		Cost of Working	
	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Cwt.	Cost.	Cwt.	Cost.
30th June 1869...	68,749	6 0	0 1	6 37	15,999	2 5	0 0	4 28	10,397	11 1	14,196	3 8
" " 1870...	71,220	13 7	0 1	6 50	17,999	15 7	0 0	4 68	32,550	11 1	52,081	5 8
											45,404	11 1
											70,915	9 6

Repairs of Engines and Tenders.

Repairs of Engines and Tenders.										Total cost of of Engi		
Half-year ended the	ENGINES.				TENDERS.				Total cost of Repairs.	Cost per mile.	Proportion of Superintendence, Clerks and other Servants' wages, Office expenses, etc.	
	Materials.		Wages.		Materials.		Wages.					
	RS.	A. P.	RS.	A. P.	RS.	A. P.	RS.	A. P.	RS.	A. P.	RS.	A. P.
30th June 1869...	51,378	8 3	56,695	5 11	6,217	8 3	1,479	8 0				
" " 1870...	61,533	2 10	43,473	15 0	7,245	12 4	1,808	10 1	1,15,770	14 5	0 2 6 94	24,400 1 8
									1,14,061	8 3	0 2 5 63	23,943 4 1

Sum

Half-year ended the	Miles.	WORKING.		REPAIRING ENGINES AND TENDERS.	
		Cost.	Cost per mile.	Cost.	Cost per mile.
		Rs.	A. P.	Rs.	A. P.
30th June 1869...		254,190	15 3	115,770	14 5
" " 1870...	718,386	282,320	5 3	114,061	8 3
	739,225				

Public Works Department, 8th June 1871.

Expenses.

WOOD CONSUMED.		TOTAL COKE, COAL, AND WOOD CONSUMED PER MILE		Cost of Oil, Tallow, Waste, Firewood, etc.	Cost per mile.	Total cost of working.	Cost per mile.
Lbs.	Cost.	Lbs.	Cost per mile.				
	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
31,723,491	55,516 1 10	23-01	0 5 6-16	17,437 10 2	0 0 4-66	2,54,190 15 3	0 5 7-94
28,346,222	56,692 7 0	72-37	0 2 0-32				
		23-41	0 5 3-33	13,410 1 11	0 0 3-49	2,82,320 5 3	0 6 1-33
		77-38	0 2 5-71				

working and repairs nes and Tenders.

Repairs of Carriages and Waggon.

Total cost of working and repairs.	Total cost per mile.	Cost.				Cost per mile.	Proportion of Superintendence, Clerks and other Servants, wages, and Office expenses.	Total.
		Workmen's wages.	Materials.	Stores.	Total.			
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
3,94,451 15 4	0 8 9-42	19,790 3 8	23,293 1 5	.....	43,083 5 1	0 0 9-23	3,394 8 4	46,477 13 5
4,20,325 1 7	0 9 1-17	11,766 7 9	21,525 4 3	.....	33,291 12 0	0 0 8-65	2,040 6 8	35,332 2 8

mary.

REPAIRS OF VEHICLES.		Superintendence.	Stationery.	Total cost.	Cost per mile.	Average number of Vehicles.	Average cost of haulage of each Vehicle.
Cost.	Cost per mile.						
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	No.	Rs. A. P.
43,083 5 1	0 0 9-23	27,884 10 0	.....	4,40,929 12 9	0 9 9-65	16-13	0 0 7-31
50,350 15 9	0 1 1-08	25,955 3 9	609 11 3	4,73,297 12 3	0 10 2-93	16-26	0 0 7-56

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

The following is an abstract of the number and mileage of each class of Vehicle for the half-year ended 30th June 1870 :—

Description.	Number.	Mileage.
First Class Carriage { Loaded...		
Composite { Empty ...	1,324	270,576
Second Class Carriage { Loaded...	13	591
Do. Post Office Carriage { Empty ...	2,595	236,082
Third Class Carriage { Loaded...	8	214
Do. Upper-storied { Empty ...	2,679	359,366
Do. Brake Van { Loaded...	82	8,643
Do. Post Office Brake Van { Empty ...	1,707	221,995
Cooly Class Carriage { Loaded...	1	43
Engineer's Inspection Carriage { Empty ...	10,064	1,070,507
Cattle Waggon with Passengers { Loaded...	419	20,139
Horse Boxes with Horses { Empty ...	249	19,844
Carriage Truck with Carriages { Loaded...	1	26
Passengers' Luggage Van { Empty ...	1,677	215,466
Covered Goods Waggon { Loaded...	12	339
Open do. do. { Empty ...	612	73,221
Open-sided Goods do. { Loaded...	19	1,657
High Open do. do. { Empty ...	1,239	143,911
High-sided Open Goods Waggon { Loaded...	6	500
Cattle Waggon with Cattle { Empty ...	10	1,269
Coke Waggon { Loaded...	3	128
Ballast do. { Empty ...	1,397	173,345
Road do. { Loaded...	510	56,281
Store do. { Empty ...	327	36,722
Platform Trucks { Loaded...	126	12,376
Timber do. { Empty ...	2,440	396,538
Water do. { Loaded...	20	1,532
Powder Vans { Empty ...	1,273	148,635
Goods Brake Vans { Loaded...	96	6,524
Road do. { Empty ...	10	1,095
Carriage Trucks with Goods { Loaded...	3	76
	1,154	97,715
	280	15,044
	48	3,708
	15	743
	43,739	3,735,953
	9,221	511,796
	466	54,916
	272	26,234
	4,236	324,383
	1,027	54,966
	21	1,269
	488	67,641
	10	1,387
	127	15,555
	2	315
	703	47,538
	620	44,346
	10	50
	98	15,169
	53	7,281
	1,723	217,577
	6	202
	1,209	256,075
	2	400
	2	159

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

Comparative Statement showing the distribution of Working Expenses between the several classes of Traffic for the two first half-years of 1869 and 1870.

Class I	Class II	Class III	Class IV	Brake.	Horse Box.	Carriage Truck.	Goods.		Total.
							1869.	1870.	
1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.
40,970	21,000	39,880	5,282	23,008	7,706	1,231	2,45,906	2,22,031	3,31,345
28,297	28,000	29,131	3,858	15,916	5,629	914	1,69,827	1,62,170	2,42,009
17,318	17,000	21,000	2,821	9,872	4,179	679	1,05,137	1,20,410	1,79,689
21,723	21,000	21,723	2,877	13,161	4,197	682	1,22,231	92,202	1,84,716
5,000	5,000	5,000	791	2,308	1,158	188	21,583	33,374	49,804
10,000	10,000	10,000	1,441	3,198	2,107	342	30,808	55,587	85,473
7,400	7,400	7,400	991	4,130	1,416	235	...	38,012	58,556
12,000	12,000	12,000	1,110	67,583	26,422	4,291	6,98,682	7,23,819	10,19,446
12,000	12,000	12,000	75,417	33,488	26,422	3,635	10,19,446	10,19,446	10,98,608

Comparative Analysis of Receipts, Expenditure, and Profits for the two half-years ended the 30th June 1869 and 1870.

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Half-year ended the 31st December ...	PASSENGERS.					
	First Class.		Second Class.		Third Class.	
	1869.	1870.	1869.	1870.	1869.	1870.
Number of passengers, etc. ...	No.					
Receipts ...	Rs.					
Expenditure ...	Rs.					
Profit and loss ...						
Receipts from each passenger, etc. ...						
Expenditure on each do. ...						
Profit and loss on each do. ...						
Average mileage ...	Miles.					
Receipts per passenger per mile ...	Rs.					
Expenditure per do. ...						
Profit and loss per do. ...						
Number of vehicles run ...	No.					
Receipts from each vehicle ...	Rs.					
Expenditure for do. ...						
Profit and loss on do. ...						
Average mileage of train ...	Miles.					
Receipts per vehicle per mile ...	Rs.					
Expenditure per do. ...						
Profit and loss per do. ...						

For half-year ended the 30th June 1869, miles 160-661, and for 30th June 1870, miles 160-515.

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Comparative Analysis of Receipts, Expenditure, and Profits for the two half-years ended the 30th June 1869 and 1870.—(Continued.)

Half-year ended the 31st December ...	PASSENGERS.—(Concluded.)					
	Fourth Class.		Brake.		Horse Box and Carriage Truck.	
	1869.	1870.	1869.	1870.	1869.	1870.
Number of passengers, etc. ...	No.					
Receipts ...	Rs.					
Expenditure ...	Rs.					
Profit and loss ...						
Receipts from each passenger, etc. ...						
Expenditure on each do. ...						
Profit and loss on each do. ...						
Average mileage ...	Miles.					
Receipts per passenger per mile ...	Rs.					
Expenditure per do. ...						
Profit and loss per do. ...						
Number of vehicles run ...	No.					
Receipts from each vehicle ...	Rs.					
Expenditure for do. ...						
Profit and loss on do. ...						
Average mileage of train... ..	Miles.					
Receipts per vehicle per mile ...	Rs.					
Expenditure per do. ...						
Profit and loss per do. ...						

For half-year ended the 30th June 1869, miles 160-661, and for 30th June 1870, miles 160-515.

Return of late trains on Madras Railway, South-West Line, during the half-year ending 30th June 1870.

From what station.			To what station.	Dis- tance.	NUMBER OF TRAINS.		TRAINS NOT DELAYED BY SERIOUS ACCIDENTS.						TRAINS DELAYED BY SERIOUS ACCIDENTS.				
					Per week.	Total number of Trains.	Not more than 15 minutes late.	15 to 30 minutes late.	30 to 60 minutes late.	1 to 2 hours late.	More than 2 hours late.	Total number of Trains.	Average delay.	Greatest delay.	Not more than 3 hours late.	3 to 6 hours late.	More than 6 hours late.	Broke down entirely.	Total.
UP TRAINS.																	
Through.																	
Madras ...	...	Bey pore ...	406½	7	181	15	20	34	3	3	75	0 17	4 25				
SHORT TRAINS.																	
Madras ...	...	Coimbatore ...	301½	7	181	13	30	22	5	1	71	0 14	2 30				
Do. ...	...	Do. ...	301½	6	155	12	17	2	1	2	34	0 7	2 25				
Do. ...	...	Jollarett ...	132	6	155	4	18	19	3	2	46	0 13	3 30				
Do. ...	...	Vellore ...	80½	6	155	10	13	8	...	1	32	0 6	2 25				
Coimbatore ...	...	Bey pore ...	104½	6	155	13	34	7	1	1	56	0 11	3 20				
Branch.																	
Jollarett ...	...	Bangalore ...	84½	14	362	6	20	18	3	...	47	0 2	1 40				
Do. ...	...	Do. ...	84½	6	155	...	1	...	...	2	3	0 2	4 0				
DOWN TRAINS.																	
Through.																	
Bey pore...	...	Madras ...	406½	7	181	10	20	8	3	3	44	0 9	2 30				
SHORT TRAINS.																	
Coimbatore ...	...	Madras ...	301½	7	181	11	11	4	...	3	29	0 4	2 25				
Do. ...	...	Do. ...	301½	6	155	6	15	6	3	2	32	0 9	3 0				
Jollarett ...	...	Do. ...	132	6	155	11	6	2	...	2	21	0 6	4 5				
Vellore ...	...	Do. ...	80½	6	155	4	16	8	4	...	32	0 7	1 30				
Bey pore ...	...	Coimbatore...	104½	6	155	8	36	37	13	...	94	0 24	1 45				
Branch.																	
Bangalore ...	...	Jollarett ...	84½	14	362	1	1	...	1	...	3	0 0	1 20				
Do. ...	...	Do. ...	84½	6	154	...	1	...	...	...	2	0 2	3 30				

Comparative Analysis of Earnings, Expenditure, and Profits shown in half-yearly periods commencing from 30th June 1862.

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

AVERAGE.

8th June 1871.																			
Public Works Department.																			
AVERAGE.																			
open.	Receipts.	Expenditure.	Profits.	Receipts per week.	Expenditure per week.	Profit per week.	Receipts per mile of Rail-way open.	Expenditure per mile of Rail-way open.	Profit per mile of Rail-way open.	Receipts per Train mile.	Expenditure per Train mile.	Profit per Train mile.	Receipts per Engine mile.	Expenditure per Engine mile.	Profit per Engine mile.	Per centage of work-ing ex-pense.	Per centage of not to gross receipts per mile open.	Annual rate of per-cent- age of profit on Capital expend- ed.	
Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.			
30th June 1862 {	Average 317	7,84,066.66	5,78,945.99	1,60,120.67	23,233	22,075	6,158	2,316	1,811	505	2.90	2.27	0.63	2.47	1.39	0.64	78.19	21.81	0.79
31st Dec. " "	406	9,19,951.55	6,56,887.93	2,63,063.62	35,383	25,265	10,118	2,266	1,618	648	2.72	1.94	0.78	2.43	1.74	0.69	71.40	28.60	1.24
30th June 1863 {	Average 406	10,98,856.07	8,33,003.45	2,65,852.62	42,268	33,039	10,229	2,707	2,032	655	3.01	2.28	0.73	2.66	2.06	0.64	75.80	24.20	1.24
31st Dec. " "	406	13,20,968.77	8,51,099.72	4,69,869.05	50,806	32,735	18,071	3,254	2,006	1,153	3.42	2.21	1.21	2.92	1.83	1.04	64.43	35.57	1.93
30th June 1864 {	Average 406	14,81,089.14	7,28,401.42	7,52,687.72	56,965	28,015	28,950	3,648	1,794	1,854	3.15	1.55	1.60	2.39	1.42	1.47	49.18	50.82	2.80
31st Dec. " "	402	17,16,473.72	8,79,539.42	8,36,934.80	66,018	33,828	32,190	3,508	1,844	1,754	3.09	1.58	1.51	2.76	1.43	1.34	51.21	48.78	3.09
30th June 1865 {	Average 402	18,00,053.92	9,29,237.63	8,70,816.29	69,233	35,740	33,493	3,659	1,889	1,770	3.08	1.59	1.49	2.79	1.41	1.35	44.10	55.89	4.03
31st Dec. " "	402	20,95,150.48	9,23,705.39	11,71,355.09	80,583	35,531	45,052	4,258	1,878	2,380	3.57	1.57	2.00	3.26	1.44	1.83	43.87	56.13	3.43
30th June 1866 {	Average 402	20,27,977.80	9,45,313.58	10,82,664.22	77,999	80,358	41,641	4,122	1,921	2,201	3.69	1.72	1.97	3.37	1.57	0.80	40.60	59.40	3.64
31st Dec. " "	402	21,33,863.95	9,39,362.04	11,94,498.51	83,071	36,120	45,042	4,337	1,909	2,428	3.80	1.67	2.13	3.23	1.42	1.81	41.93	58.09	3.33
30th June 1867 {	Average 402	20,33,471.45	9,37,870.33	11,00,601.13	74,403	36,709	42,331	4,143	1,906	2,294	3.66	1.64	1.93	3.29	1.33	1.56	43.91	56.09	3.46
31st Dec. " "	402	23,05,445.30	9,90,170.43	13,15,274.89	88,671	33,063	50,559	4,686	2,013	2,673	4.10	2.31	3.23	3.41	1.41	1.87	42.03	57.97	4.03
30th June 1868 {	Average 402	23,05,445.30	10,24,633.69	12,55,736.64	87,706	39,409	43,297	4,635	2,063	2,553	4.06	2.24	3.22	3.43	1.43	1.77	41.91	58.09	3.33
31st Dec. " "	402	22,80,365.33	10,36,768.53	12,44,453.93	87,740	39,870	47,870	4,637	2,107	2,530	4.02	2.23	3.17	3.44	1.44	1.73	43.45	56.55	3.79
30th June 1869 {	Average 402	23,81,253.81	10,36,768.53	12,44,453.93	87,740	39,870	47,870	4,637	2,107	2,530	4.02	2.23	3.17	3.44	1.44	1.73	43.45	56.55	3.79
31st Dec. " "	402	23,00,179.35	13,45,430.75	9,51,748.60	83,463	30,005	4,673	2,741	1,934	4.03	2.36	1.67	3.08	1.81	1.37	1.37	53.02	46.98	2.80
30th June 1870 {	Average 402	10,98,611.62	11,42,185.55	86,184	42,354	43,030	4,554	2,333	2,321	3.98	1.95	2.03	3.10	1.52	1.58	42.03	50.07	3.40	

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

NORTH-WEST LINE.

35. The traffic operations have been conducted on 215 miles against 185 in the corresponding period of 1869. The miles maintained from Revenue in the same period were the same, namely, 153½.

36. The total train mileage during the half-year was 187,384, as per details:—

	No. of Trains.	Mileage.	Total number of Trains.	Total mileage.
Passenger Train ... Pure ... {Up ... Do. ... Mixed... {Down...	7 7	704 356	14	1,060
Goods Train ... Pure ... {Up ... Do. ... Mixed... {Down...	672 672	81,091 81,033	1,344	162,124
Goods Train ... Pure ... {Up ... Do. ... Mixed... {Down...	249 251	11,859 12,341	500	24,200
Total...	.....	.....	1,858	187,384

* No Store trains run on this line.

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

Arconum Division	4,739
Cuddapah do. ...	10,722
Total...	15,461

37. The engine mileage during each month was:—

Months.					PASSENGERS.	GOODS.	Piloting.	Total.
					Mixed.			
January	...	...	...	...	33,743		4,589	38,332
February	...	...	...	...	28,829		4,272	33,101
March	...	...	...	...	34,660		4,858	39,518
April	...	...	...	...	33,145		4,776	37,921
May	...	...	...	...	32,186		4,926	37,112
June	...	...	...	...	31,242		5,006	36,248
Total...					193,805		28,427	222,232

38. The number of miles run by ordinary trains during each day in the half-year was:—

Week days ...	994
Sundays ...	623

39. The passengers' fares and goods rates have been the same as those charged on the South-West Line.

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

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

Articles.	From and to	In whose favour.	Rate.	Condition.
Firewood	Coodoor to Moodanoor.	Mr. Barnett, Contractor.	Annas 2 and Pies 6 per waggon per mile (experimentally).	In full waggon loads.
Salt	Madras to all stations on the North-West Line north of Coodoor.	General	8 Pies per ton per mile.	
Stone	Yerraguntla to Ghooty.	Mr. Barnett	6 Pies per ton per mile.	In full waggon loads of not less than 6 tons. To be loaded and unloaded by the owner.
Do.	Cuddapah to Madras.	Do.	Do. do.	
Do.	Do. to do.	Engineer's Department.	Do. do.	Special charges of Rupees 1-4-0 per waggon for transshipment at Arcotum to be divided between the two Companies.
Do.	Tiruttany to Conjeveram.	Mr. Smith	10 Pies per maund.	
Do.	Naggery to do.	Do.	11 " do.	
Do.	Tiruputty to do.	Do.	18 " do.	
Do.	Do. to Chengle-royen's Choultry.	Do.	8 " do.	
Do.	Naggery to do.	Do.	9 " do.	
Do.	Tiruputty to do.	Do.	16 " do.	

41. The average receipts, with the nature and amount of traffic, compared with those of the corresponding half of 1869, were as follow:—

	HALF-YEAR ENDED THE		Increase.	Decrease.
	30th June 1869.	30th June 1870.		
Coaching	RS. 1,93,934	RS. 2,06,051	RS. 12,117	RS. 1,21,665
Merchandise	4,09,467	2,87,802	1,11,222	1,714
Railway materials	30,732	1,41,954	1,11,222	1,714
Miscellaneous	19,981	21,695	1,714	1,714
Total	6,54,114	6,57,502	3,388	1,04,863
Expenditure	2,63,903	3,72,154	1,08,251	1,04,863
Profit	3,90,211	2,85,348	1,04,863	1,04,863
Expenditure on Capital in India and England	2,39,65,457	2,63,97,204	24,31,747	0-547
Half-yearly per-centage of profit	1-628	1-081	0-547	0-547
Average length of line open.	MILES. 185	MILES. 215	30	0-547
Train mileage (goods and passengers)	157,146	187,384	30,238	0-547
Engine mileage	177,882	237,693	59,811	0-547
Earnings per mile of line open	RS. 3,536	RS. 3,058	478	478
Expenses per do.	1,427	1,731	304	478
Profits	2,109	1,327	782	782

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

	HALF-YEAR ENDED THE		Increase.	Decrease.
	30th June 1869.	30th June 1870.		
Earnings per train mile	RS. A. P. 4 2 7	RS. A. P. 3 8 2	RS. A. P. 0 4 11	RS. A. P. 0 10 5
Expenses per do.	1 10 10	1 15 9	0 4 11	0 15 4
Profits	2 7 9	1 8 5	0 15 4	0 14 7
Earnings per engine mile	3 10 10	2 12 3	0 1 5	0 14 7
Expenses per do.	1 7 9	1 9 2	0 1 5	0 14 7
Profits	2 3 1	1 3 1	1 0 0	1 0 0
Average earnings per week.	25,158 0 0	25,289 0 0	131 0 0	131 0 0
Expenses per week	10,150 0 0	14,314 0 0	4,164 0 0	4,164 0 0
Profits	15,008 0 0	10,975 0 0	4,033 0 0	4,033 0 0
Coaching receipts per mile open	1,048 0 0	958 0 0	90 0 0	90 0 0
Goods receipts per do.	2,487 0 0	1,339 0 0	1,148 0 0	1,148 0 0
Number of Trains	No. 1,787	No. 1,858	No. 71	No. 71
Average mileage of Trains	MILES. 87,938	MILES. 187,384	MILES. 99,446	MILES. 99,446
Average contents of each Vehicle.	No. 1,787	No. 1,858	No. 71	No. 71
Passengers	No. 1-076	No. 1-180	No. 0-104	No. 0-104
First Class	2-075	1-641	0-434	0-434
Second " "	24-427	23-649	0-778	0-778
Third " "	Tons. 2 453	Tons. 2 657	Tons. 0-204	Tons. 0-204

The receipts under each head of traffic, excepting merchandize, compare favourably with those in the corresponding period of 1869. The expenses have been Rupees 1,08,251 in excess, and the profits Rupees 1,04,863 lower than the figures for the first half of 1869.

42. 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—	Fares per passenger per mile.	Number booked at stations.	Per-centage of number.	Gross receipts.	Per-centage of receipts.	Average distance travelled.	Passengers per mile.	Expenses per mile.
First Class.								
30th June 1868.	Day 16 Pies.	543	26	4,606	305	91 22	3 501	3 471
31st Dec.		415	18	3,679	232	105 65	2 135	2 144
30th June 1869.	From 1st Nov. 1869, Night 22 Pies.	414	18	4,600	271	139 23	2 228	2 240
31st Dec.		534	22	5,278	326	123 29	2 543	2 510
30th June 1870.		859	35	6,594	371	111 75	3 229	3 250

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Half-year ended the—	Fares per passenger per mile.	Number booked at stations.	Percentage of numbers.	Gross receipts.	Percentage of receipts.	Average distance travelled.	PER MILE OF RAILWAY OPEN.	
				RS.			Number.	Receipts.
Second Class.								
30th June 1868.	Day from 1st Feb. 1868,	2,878	1.30	4,578	3.04	59.73	16,540	26,540
31st Dec. "	5 Pies.	2,904	1.25	4,488	2.83	61.05	10,942	15,793
30th June 1869.	From 1st Nov. 1869, Night	3,121	1.39	5,514	3.19	67.26	16,870	29,805
31st Dec. "	7 Pies.	4,054	1.69	7,675	4.30	74.86	19,309	36,548
30th June 1870.		4,038	1.64	8,852	5.01	83.78	18,781	41,177
Third Class.								
30th June 1868.	8 Pies	218,572	98.44	1,41,677	93.91	42.03	1,256,161	814,236
31st Dec. "		229,415	98.57	1,50,460	94.85	42.67	1,318,477	804,712
30th June 1869.		223,585	98.44	1,62,605	94.10	46.29	1,208,568	878,946
31st Dec. "		234,745	98.09	1,65,373	92.74	45.06	1,117,833	887,490
30th June 1870.		240,525	98.01	1,61,288	91.28	45.57	1,118,721	729,293

43. The passenger traffic in the gross shows an increase of Rupees 3,895 compared with the corresponding period of 1869. The third class, notwithstanding the increased mileage, is less in amount than it was in 1869, but a larger number of passengers were carried.

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

Half-year ended the—	1st Class.	2nd Class.	3rd Class.	Total.
30th June 1868	...	...	...	...
31st December 1868	349	1,120	59,852	61,321
30th June 1869	251	1,019	56,255	57,525
31st December 1869	291	1,135	55,944	57,370
30th June 1870	313	1,445	50,373	52,131
	340	1,440	48,149	49,929

45. The total mileage of each class of passengers and goods for the half-year under review compared with the corresponding half of 1869, is given below:—

				HALF-YEAR ENDED THE—	
				30th June 1869.	30th June 1870.
Coaching.					
Passengers.	First Class	...	...	53,915	73,146
	Second "	...	...	209,929	309,652
	Third "	...	...	10,349,774	10,351,977
Excess luggage	...	...	...	497,107	455,913
Parcels	...	...	...	635,206	856,825
Horses	...	...	...	60,170	65,464
Carriages	...	...	...	15,584	28,643
Dogs	...	...	...	39,579	34,012
Cattle	...	...	...	28,016	4,598
Sheep	...	...	...	...	5,421
Merchandise (including Materials).					
Goods	Special Class	...	...	6,765,867	7,823,837
	First	...	...	5,804,675	47,205,133
	Second "	...	...	18,248,841	47,238,368
	Third "	...	...	11,620,067	25,529,879
	Fourth "	...	...	6,136,286	7,879,770
	Fifth "	...	...	33,009,412	8,587,583

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

46. The up and down passenger and goods traffic during the half-year under review stand as follow:—

Items of Traffic.					Number carried.	Average weight of each.		Total mileage.
Coaching.						M.	S.	
Passengers.	First Class...	...	...	Up ...	301			34,586
				Down ...	336	1½	0	38,560
	Second „	...	...	Up ...	1,907			157,422
				Down ...	1,789			152,230
	Third } „	...	...	Up ...	113,068			5,132,774
				Down ...	114,121			5,219,203
Parcels	...	...	...	Up ...	6,463	0	23	463,503
				Down ...	3,813	0	31	393,322
Luggage	...	...	...	Up ...	1,008	0	33	255,067
				Down ...	843	1	32	200,846
Carriages	...	...	...	Up ...	128	10	0	21,877
				Down ...	45			6,766
Horses ...	...	...	...	Up ...	246	4	0	38,252
				Down ...	177			27,212
Dogs ...	...	...	...	Up ...	128	½	0	16,698
				Down ...	114			17,314
Corpses	...	...	...	Up ...	1	5	0	119
				Down ...				
Merchandise (inclusive of Materials).					Mds.			
Goods	Special Class	...	...	Up ...	56,978			5,745,951
				Down ...	66,233			2,077,886
	First „	...	...	Up ...	286,827			34,643,478
				Down ...	257,263			12,561,655
	Second „	...	...	Up ...	361,071			41,166,611
				Down ...	61,281			6,071,757
	Third „	...	...	Up ...	124,922			20,755,597
				Down ...	39,544			4,774,282
	Fourth „	...	...	Up ...	32,947			5,072,752
				Down ...	23,180			2,807,018
	Fifth „	...	...	Up ...	13,179			2,097,466
				Down ...	34,847			6,490,117
Cattle ...	...	...	...	Up ...	36	5	0	1,112
				Down ...	27			3,486
Sheep ...	...	...	...	Up ...	43	1	0	1,969
				Down ...	47			3,452

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

Months.		PARCELS.			LUGGAGE.		
		No.	Weight.	Miles.	No. of consignment.	Weight.	Miles.
			M.	S.		M.	S.
January	...	1,615	1,036	17	286	504	10 1/2
February	...	1,728	1,117	13	295	517	28 1/2
March	...	1,967	1,174	37	325	643	2 1/2
April	...	1,842	1,342	30	339	776	37
May	...	1,602	1,098	33	276	424	10 1/2
June	...	1,523	882	4	330	486	18
Total...		10,277	6,652	14	1,851	3,352	27 1/2
				856,825			455,913

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

48. The following return shows the number of corpses, carriages, horses and dogs, etc., carried during the half-year:—

Months.			No. of Corpses.	No. of Carriages	No. of Horses.	No. of Dogs.	Remarks.		
January	...	...	.....	42	58	52	Assumed weight of—		
February	...	...	.....	32	51	27	Corpses	...	M. 5
March	...	...	.....	20	89	36	Carriages	...	S. 0
April	...	...	.....	28	133	46	Horses	...	10 0
May	...	...	.....	22	50	32	Dogs	...	5 0
June	...	...	.....	1	29	49		...	0 20
Total...			1	173	423	242			

49. The live stock mileage for the half-year ended 30th June 1870, stands as follows:—

Months.					Number of Live Stock.	Miles.	Average mileage of each Live Stock.
January					42	2,480	} 65.5
February	...	...	...	...	8	877	
March	...	...	...	...	51	1,324	
April	...	...	...	...	24	2,368	
May	...	...	...	...	17	1,750	
June	...	...	...	...	11	1,220	
Total...					153	10,019	65.5

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

	January.	February.	March.	April.	May.	June.	Total.
Carriages	42	32	20	28	22	29	173
Miles	7,253	5,967	2,772	4,199	3,821	4,631	28,643
Average mileage of each carriage							
Horses	58	51	89	133	50	42	165.5
Miles	9,415	7,208	13,223	20,597	8,254	6,767	423
Average mileage of each horse							65,464
Dogs	52	27	36	46	32	49	154.8
Miles	5,922	3,632	4,865	6,460	5,124	8,009	242
Average mileage of each dog							34,012
							140.5

Receipts.

51. The following table shows in detail the earnings under each head of traffic and per-centages on gross receipts for the half-year under review, compared with the corresponding half of 1869 :—

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

HALF-YEAR ENDED THE						
30TH JUNE 1869.				30TH JUNE 1870.		
	Number.	Receipts.	Total of receipts.	Per-centage of gross receipts.	Total of receipts.	Per-centage of gross receipts.
Coaching.						
Passengers ... { 1st Class... { 2nd " { 3rd "	299 2,948 202,425	Rs. 3,459 4,819 140,712	Rs. 3,459 4,819 140,712	Es. 0-54 0-74 21-52	Rs. 4,002 7,590 153,244	Es. 0-70 1-18 23-31
Periodical ... { Cooly " { Tickets ...	 40	 453	 453	 0-07	 1,453	 0-22
Return Fares. { 1st Class... { 2nd " { 3rd "	35 7,830	81 5,064	81 5,064	0-01 0-77	773 4,089	0-12 0-63
Soldiers ... { 1st " { 2nd " { 3rd "	35 103 5,500	729 579 16,455	729 579 16,455	0-11 0-09 2-50	414 446 3,559	0-06 0-06 0-53
Excess Fares. { 1st " { 2nd " { 3rd "	13 59 1,193	50 35 374	50 35 374	0-01 0-01 0-06	93 41 406	0-01 0-00 0-06
Special Trains .....	.....	392	392	0-06	5,102	0-78
Parcels ...	8,650	8,650	8,650	1-32	10,987	1-67
Hanghy parcels ...	222	222	222	0-03	612	0-09
Passengers' Luggage ...	5,637	5,637	5,637	0-87	4,161	0-63
Military Luggage ...	.....	.....	.....	.....	769	0-12
Horses, Carriages and Dogs.	7,702	7,702	7,702	-94	7,702	1-17
		1,03,031	1,03,031	29-63	2,06,031	31-31
Goods.						
Merchandise ...	38,061	3,98,032	3,98,032	60-56	2,81,002	43-19
Materials ...	3,374	30,732	30,732	44-69	1,41,931	21-59
Locomotive fuel ...	.....	10,218	10,218	1-36	.....	.....
Rent and demurrage ...	.....	657	657	0-10	1,045	0-16
Government Stores	.....	.....	.....	.....	1,919	0-29
Live Stock ...	.....	.....	.....	67-21	4,29,920	65-23
	500	.....	500	0-02	835	0-13
		4,59,639	4,59,639	9-02	.....	.....

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

HALF-YEAR ENDED THE									
30TH JUNE 1869.					30TH JUNE 1870.				
	Number.	Receipts.	Total of receipts.	Per-centage of gross receipts.		Number.	Receipts.	Total of receipts.	Per-centage of gross receipts.
Miscellaneous.		RS.	RS.	RS.			RS.	RS.	RS.
Telegraph receipts		1,354	.....	0.20	.....	.....	1,376	.....	0.21
Sale of stores							6	.....	0.00
Rents of bungalows		1,226	.....	0.19	.....	.....	1,039	.....	0.16
Refreshment-rooms		842	.....	0.13	.....	.....	1,326	.....	0.20
Unclaimed property									
Mileage of Stone Trains		6,771	.....	1.03	.....	.....	.....	.....	.....
Interest on traffic earnings.		9,788	.....	1.50	.....	.....	3,624	.....	0.55
Fire Insurance Fund							14,325	.....	2.18
Total...			19,981	.....	.....	.....	21,696	.....	3.30
			6,54,114	.....	.....	.....	6,57,502	.....	100.00

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

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

		HALF-YEAR ENDED THE		Increase.	Decrease.
		30th June 1869.	30th June 1870.		
Passengers.		PIES.	PIES.	PIES.	PIES.
First Class	... ..	0.43	Loss 0.067	...	Loss 0.137
Second „	... ..	Loss 0.27	„ 1.205	...	1.205
Third „	... ..	5.93	Profit 4.945	...	0.985
Goods	... ..	3.09	„ 1.448	...	1.642

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

		HALF-YEAR ENDED THE				Increase.		Decrease.		Percentage of Increase.		Percentage of Decrease.	
		30th June 1869.		30th June 1870.									
Goods, etc.		TONS.	RS.	TONS.	RS.	TONS.	RS.	TONS.	RS.	TONS.	RS.	TONS.	RS.
Merchandise	...	38,063	3,98,032	35,093	2,84,002	.....	.....	2,970	1,14,030	.....	.....	7.80	23.65
Materials	...	3,574	30,732	14,720	1,41,954	11,146	1,11,222	...	.....	311.86	361.91	...	...

54. The merchandize traffic shows a falling off, which is chiefly due to the falling off in cotton.

55. Details of the goods traffic are given in the following table :—

*Proceedings of the Madras Government, Public Works Department.
8th June 1871.*

HALF-YEAR ENDING 30TH JUNE 1870.

WEIGHT.				AMOUNT.					
Down.		Total.		Up.		Down.		Total.	
MAUNDS.	SEERS.	MAUNDS.	SEERS.	RS.	A.	P.	RS.	A.	P.
25,220	...	253	31	249	0	0	.....	.....	.....
8,955	33½	44,481	15½	1,940	1	0	958	4	0
.....	27	12,684	11	889	13	0	842	14	0
9,746	7½	2,010	9	1,225	2	0	.....	.....	.....
72	25	10,886	12½	233	12	0	5,275	4	4
836	34	1,755	20	673	15	6	49	1	0
1,544	...	5,365	23	1,185	10	0	97	5	0
143	25	2,249	1	49	10	0	405	14	0
401	10½	2,944	30	245	4	0	5	13	0
91	10	10,566	38	9,441	8	8	214	2	0
.....	...	1,849	4½	516	7	0	21	1	0
.....	...	310	14	243	8	0	.....	.....	.....
32,681	24	32,681	24	.....	.....	.....	47,734	2	0
2,515	12	2,515	12	.....	.....	.....	2,173	7	0
2,757	38	2,757	38	.....	.....	.....	1,544	4	0
74,752	27	75,578	13	.....	.....	.....	6,670	7	0
126,467	32	126,922	26	251	7	0	9,330	7	0
3,219	1½	3,749	35½	132	2	0	657	0	8
.....	...	109	3	173	14	0	.....	.....	.....
415	...	649	38½	136	10	0	158	13	0
4,470	17½	36,516	3	69	5	0	667	11	0
713	36	1,843	37½	8,893	5	2	242	9	0
9,127	27½	13,466	39½	744	12	0	219	6	0
4,546	25½	7,691	17½	1,150	12	0	1,392	3	0
.....	...	.....	...	1,611	2	0	.....	.....	.....
10,399	32	11,242	30	.....	.....	.....	5,383	0	0
430	32	55,705	15	353	8	0	318	13	0
208	26½	1,366	32	27,700	8	0	48	9	0
402	...	1,475	1	180	9	0	317	8	0
3,242	10½	10,291	32½	719	13	0	769	3	5
.....	...	2,040	30	3,393	0	0	.....	.....	.....
423	32	1,711	24	1,670	9	8	129	1	0
.....	...	.....	...	119	7	0	.....	.....	.....
19	34	.....	34	.....	.....	.....	0	15	0
.....	...	19	34	.....	.....	.....	.....	.....	.....
1,578	17	1,339	13	2,370	7	0	71	8	9
2,944	13	1,736	30	32	5	0	98	7	0
.....	...	18,797	30	2,734	8	0	.....	.....	.....
892	15½	139,711	26	26,985	11	0	30	14	0
79	10	5,786	32½	423	9	0	1	11	0
19,947	33	90	8	4	8	0	7,531	10	3
16,448	24	26,786	11	2,030	9	10	8,467	11	0
.....	...	16,495	2	17	4	0	.....	.....	.....
59,584	31	447	38	123	10	0	15,434	3	1
1,873	25	139,332	11½	36,477	11	1	232	13	0
38,757	31½	2,028	5	21	0	0	4,391	13	9
11,853	28	87,829	21½	11,761	9	0	2,781	13	9
949	3	12,635	39	159	14	0	1,150	14	6
8	3	9,100	27½	5,594	6	9	6	2	0
.....	...	11,778	1	7,042	3	0	.....	.....	.....
478,725	14½	957,590	31½	1,59,975	2	8	1,25,916	11	6
.....	.....	.....	.....	.....	.....	.....	2,85,921	14	2

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

56. The chief variations in the traffic of the two periods are as follow :—

Up Traffic.

Baggage (Military)—							
	Decrease in quantity	...	...	Maunds	1,746	or	87 per cent.
	„ in receipts	...	...	Rupees	1,405	or	85 „
Ballast and Stones—							
	Increase in quantity	...	...	Maunds	13,214	or	219 „
	„ in receipts	...	...	Rupees	1,515	or	356 „
Bamboos—							
	Increase in quantity	...	...	Maunds	1,916	or	106 „
	„ in receipts	...	...	Rupees	547	or	159 „
Charcoal, Coke, and Coal—							
	Increase in quantity	...	...	Maunds	4,529	or	39 „
	„ in receipts	...	...	Rupees	1,186	or	54 „
Cloths and Piece Goods—							
	Increase in quantity	...	...	Maunds	2,832	or	0 „
	„ in receipts	...	...	Rupees	3,297	or	0 „
Firewood—							
	Decrease in quantity	...	...	Maunds	4,179	or	91 „
	„ in receipts	...	...	Rupees	864	or	87 „
Gram—							
	Increase in quantity	...	...	Maunds	27,000	or	535 „
	„ in receipts	...	...	Rupees	8,453	or	1,921 „
Ground Nuts—							
	Increase in quantity	...	...	Maunds	2,001	or	86 „
	„ in receipts	...	...	Rupees	500	or	77 „
Gunnies—							
	Decrease in quantity	...	...	Maunds	4,874	or	61 „
	„ in receipts	...	...	Rupees	1,890	or	54 „
Iron of all kinds—							
	Increase in quantity	...	...	Maunds	25,744	or	87 „
	„ in receipts	...	...	Rupees	14,696	or	113 „
Jaggery—							
	Decrease in quantity	...	...	Maunds	3,737	or	76 „
	„ in receipts	...	...	Rupees	555	or	75 „
Oil of all kinds—							
	Increase in quantity	...	...	Maunds	7,010	or	17,775 „
	„ in receipts	...	...	Rupees	3,389	or	48,725 „
Ordnance Stores—							
	Decrease in quantity	...	...	Maunds	2,347	or	53 „
	„ in receipts	...	...	Rupees	2,864	or	63 „
Powder and Ammunition—							
	Increase in quantity	...	...	Maunds	793	or	148 „
	„ in receipts	...	...	Rupees	1,335	or	129 „
Salt—							
	Increase in quantity	...	...	Maunds	37,490	or	37 „
	„ in receipts	...	...	Rupees	11,138	or	70 „

Proceedings of the Madras Government. Public Works Department.
8th June 1871.

Description of Commodity.	HALF-YEAR ENDING 30TH JUNE 1869.					
	Up.		Weight.		Total.	
	MAUNDS.	SEERS.	MAUNDS.	SEERS.	MAUNDS.	SEERS.
Baggage (Military)	2,000	14	1,517	291	3,518	31
Ballast and Stones	6,047	2	61,422	27	67,469	29
Bamboos	1,812	29	7,735	9	9,547	38
Beer	1,209	1	5,785	22	1,209	1
Betel Nuts	1,705	30	2,800	22	7,491	12
Brass and Copper	800	4	223	26	800	4
Charcoal, Coke, and Coal	1,281	1	220	26	2,800	22
Chillies	4,216	6	689	371	1,501	27
Chunam and Lime	7,333	321	158	4	4,456	6
Cloths and Piece Goods	1,513	6	10	4	8,023	29
Cocoanuts	8	36	194,564	151	1,671	10
Coffee	8	36	463	23	18	19
Commissariat Stores	1,414	24	22,456	14	194,873	111
Cotton, loose	4,633	30	158,614	3	463	23
Do. half-pressed	123	28	2,390	17	23,910	38
Do. full- do.	44	2	290	3	111,257	33
Dye or Redwood	5,046	15	809	20	2,511	5
Firewood	14	41	3,317	3	853	22
Fruits and Vegetables	2,338	81	6,894	351	14,235	34
Furniture	8,019	35	3,038	8	3,332	101
Ghee	1,158	121	3,007	23	9,232	11
Gram	29,531	13	11	4	11,957	161
Grains	4,925	221	931	21	4,166	18
Ground Nuts	990	26	266	23	29,545	161
Gunnies	39	13	2,506	6	5,856	34
Hay	4,388	29	1,128	251	1,257	51
Indigo	2,608	32	675	32	2,545	32
Iron of all kinds	675	30	541	31	4,388	13
Jaggery	126	1	3,737	32	3,737	114
Luggage	541	17	675	32	675	32
Oil of all kinds	315	26	1,673	11	126	30
Ordnance Stores	14,916	20	3,683	31	541	1
Paddy	102,221	20	77	29	1,983	28
Pitch, Tar, and Asphalte	1,945	32	477	81	18,599	31
Potatoes	59	1	73,385	241	2,022	26
Powder and Ammunition	7,270	321	3,303	22	536	26
Raggy	151	1	44	1	80,655	3,455
Rice	760	321	52,112	23	804	125,655
Salt	73,526	20	839	7	1	10
Saltfish	216	12	81,349	20	1	10
Saltpetre	27,494	5	2,374	26	1	10
Seeds of all kinds	1,882	391	2,042	17	1	10
Skins	6,032	241	215	91	1	10
Sugar of all kinds	5,388	241	699,424	91	1	10
Sundries						
Tamarind						
Timber						
Tobacco						
Twist						
Wines and Spirituous Liquors.						
Total...	336,736	241	699,424	91		

Proceedings of the Madras Government. Public Works Department.
8th June 1871.

Description of Commodity.	HALF-YEAR ENDING 30TH JUNE 1869.					
	Up.		Down.		Total.	
	ES.	A. P.	ES.	A. P.	ES.	A. P.
Baggage (Military)	1,654	1 0	1,206	9 0	2,950	10 0
Ballast and Stones	424	15 0	3,789	9 6	4,214	8 6
Bamboos	342	11 0	709	3 0	1,051	14 0
Beer	774	10 0	2,274	1 0	2,718	11 0
Betel Nuts	444	10 0	291	8 7	291	8 7
Brass and Copper	291	8 7	314	5 0	314	5 0
Charcoal, Coke, and Coal	178	6 0	40	0 0	218	6 0
Chillies	207	9 0	10	6 0	217	15 0
Chunam and Lime	6,144	10 5	297	3 0	6,441	13 5
Cloths and Piece Goods	364	4 0	51	4 0	416	2 0
Cocoanuts	3	4 0	2	8 0	5	12 0
Coffee	4	14 0	2,13,366	3 0	2,13,371	1 0
Commissariat Stores					147	5 0
Cotton, loose					3,779	2 0
Do. half-pressed	288	10 0	3,490	8 0	13,957	8 7
Do. full- do.	985	9 0	12,961	15 7	4,133	10 0
Dye or Redwood	17	13 0	415	13 0	191	14 0
Firewood					294	14 0
Fruits and Vegetables	9	15 0	284	15 0	2,593	13 5
Furniture	439	9 7	2,154	3 10	1,219	5 1
Ghee	2	1 0	1,217	4 1	834	1 0
Gram	651	6 0	182	11 0	4,197	10 1
Grains	3,501	8 1	696	2 0	2,068	9 0
Ground Nuts					13,011	1 0
Gunnies	480	8 0	1,588	1 0	905	12 9
Hay	13,004	0 0	7	1 0	570	5 0
Indigo	766	3 0	169	9 9	472	6 0
Iron of all kinds	422	8 0	147	13 0	4,535	0 0
Jaggery	4	1 0	468	5 0	301	1 0
Luggage	4,535	0 0	116	0 0	33	1 0
Oil of all kinds	185	1 0			21	11 0
Ordnance Stores	333	12 0			1,035	13 0
Paddy	21	11 0			131	5 11
Pitch, Tar, and Asphalte	1,035	13 0	108	10 11	2,612	0 6
Potatoes	22	11 0	81	9 0	15,847	3 0
Powder and Ammunition	2,530	7 6			243	14 0
Raggy	15,807	3 0			144	9 0
Rice	237	4 0			30,824	15 11
Salt	1	14 0			1,237	3 9
Saltfish	2,027	4 10	28,797	11 1	315	15 0
Saltpetre	37	15 9	1,199	4 0	37,326	7 7
Seeds of all kinds	297	12 0	18	3 0	49	13 0
Skins	25,064	4 10	39	11 0	15,164	1 8
Sugar of all kinds	10	2 0	7,608	10 8	2,669	9 0
Sundries	7,555	7 0	2,215	2 0	5,174	13 7
Tamarind	454	7 0	1,924	10 2	2,942	7 0
Timber	3,250	3 5	162	3 0		
Tobacco	2,780	4 0				
Twist						
Wines and Spirituous Liquors.						
Total...	97,618	6 0	3,00,957	15 4	3,98,576	5 4

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

HALF-YEAR ENDING 30TH JUNE 1870.

[illegible]

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

56. The chief variations in the traffic of the two periods are as follow :—

Up Traffic.

Baggage (Military)—

	Decrease in quantity	...	...	Maunds	1,746	or	87	per cent.	
	„ in receipts	...	...	Rupees	1,405	or	85		
Ballast and Stones—									
	Increase in quantity	...	...	Maunds	13,214	or	219		
	„ in receipts	...	...	Rupees	1,515	or	356		
Bamboos—									
	Increase in quantity	...	...	Maunds	1,916	or	106		
	„ in receipts	...	...	Rupees	517	or	159		
Charcoal, Coke, and Coal—									
	Increase in quantity	...	...	Maunds	4,529	or	39		
	„ in receipts	...	...	Rupees	1,186	or	54		
Cloths and Piece Goods—									
	Increase in quantity	...	...	Maunds	2,832	or	0		
	„ in receipts	...	...	Rupees	3,297	or	0		
Firewood—									
	Decrease in quantity	...	...	Maunds	4,179	or	91		
	„ in receipts	...	...	Rupees	864	or	87		
Gram—									
	Increase in quantity	...	...	Maunds	27,000	or	535		
	„ in receipts	...	...	Rupees	8,453	or	1,921		
Ground Nuts—									
	Increase in quantity	...	...	Maunds	2,001	or	86		
	„ in receipts	...	...	Rupees	500	or	77		
Gunnies—									
	Decrease in quantity	...	...	Maunds	4,874	or	61		
	„ in receipts	...	...	Rupees	1,890	or	54		
Iron of all kinds—									
	Increase in quantity	...	...	Maunds	25,744	or	87		
	„ in receipts	...	...	Rupees	14,696	or	113		
Jaggery—									
	Decrease in quantity	...	...	Maunds	3,737	or	76		
	„ in receipts	...	...	Rupees	555	or	75		
Oil of all kinds—									
	Increase in quantity	...	...	Maunds	7,010	or	17,775		
	„ in receipts	...	...	Rupees	3,339	or	48,725		
Ordnance Stores—									
	Decrease in quantity	...	...	Maunds	2,347	or	53		
	„ in receipts	...	...	Rupees	2,864	or	63		
Powder and Ammunition—									
	Increase in quantity	...	...	Maunds	793	or	148		
	„ in receipts	...	...	Rupees	1,335	or	129		
Salt—									
	Increase in quantity	...	...	Maunds	37,490	or	37		
	„ in receipts	...	...	Rupees	11,138	or	70		

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

Saltfish—									
	Increase in quantity ...	Maunds	2,949	or	152	per cent.			
	„ in receipts ...	Rupees	186	or	78	„			
Sundries—									
	Increase in quantity ...	Maunds	6,221	or	8	„			
	„ in receipts ...	Rupees	11,414	or	46	„			
Twist—									
	Increase in quantity ...	Maunds	2,120	or	35	„			
	„ in receipts ...	Rupees	2,344	or	72	„			
Wines and Spirituous Liquors—									
	Increase in quantity ...	Maunds	5,881	or	100	„			
	„ in receipts ...	Rupees	4,262	or	153	„			
<i>Down Traffic.</i>									
Ballast and Stones—									
	Decrease in quantity ...	Maunds	36,202	or	59	„			
	„ in receipts ...	Rupees	2,751	or	74	„			
Bamboos—									
	Increase in quantity ...	Maunds	1,221	or	16	„			
	„ in receipts ...	Rupees	134	or	19	„			
Betel Nuts—									
	Increase in quantity ...	Maunds	3,960	or	68	„			
	„ in receipts ...	Rupees	3,001	or	132	„			
Cotton, Loose—									
	Decrease in quantity ...	Maunds	162,212	or	83	„			
	„ in receipts ...	Rupees	165,632	or	77	„			
Cotton, Full-pressed—									
	Increase in quantity ...	Maunds	2,294	or	494	„			
	„ in receipts ...	Rupees	1,387	or	944	„			
Dye or Redwood—									
	Increase in quantity ...	Maunds	52,257	or	232	„			
	„ in receipts ...	Rupees	3,180	or	91	„			
Firewood—									
	Decrease in quantity ...	Maunds	12,176	or	9	„			
	„ in receipts ...	Rupees	3,632	or	20	„			
Gram—									
	Decrease in quantity ...	Maunds	4,749	or	52	„			
	„ in receipts ...	Rupees	1,486	or	69	„			
Indigo—									
	Increase in quantity ...	Maunds	7,392	or	246	„			
	„ in receipts ...	Rupees	3,795	or	239	„			
Seeds of all kinds—									
	Decrease in quantity ...	Maunds	53,438	or	73	„			
	„ in receipts ...	Rupees	21,267	or	74	„			
Skins—									
	Increase in quantity ...	Maunds	13,145	or	40	„			
	„ in receipts ...	Rupees	7,268	or	606	„			

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

Sundries—									
	Increase in quantity ...	Maunds	7,472	or	14	per cent.			
	„ in receipts ...	Rupees	3,172	or	26	„			
Timber—									
	Decrease in quantity ...	Maunds	42,591	or	52	„			
	„ in receipts ...	Rupees	3,217	or	42	„			
Tobacco—									
	Increase in quantity ...	Maunds	9,479	or	399	„			
	„ in receipts ...	Rupees	567	or	26	„			

57. The fluctuations in the receipts from merchandize traffic were as follow:—

	Increase.	Decrease.
	RS.	RS.
Betel Nuts ...	2,790	...
Charcoal, Coke, and Coal ...	969	...
Cloth and Piece Goods ...	3,244	...
Cotton, Full-pressed ...	1,397	...
Dye or Redwood ...	3,142	...
Gram ...	6,967	...
Indigo ...	3,667	...
Iron of all kinds ...	15,008	...
Oil of all kinds ...	3,691	...
Powder and Ammunition ...	1,334	...
Salt ...	11,139	...
Skins ...	7,248	...
Sundries ...	14,586	...
Timber ...	989	...
Twist ...	1,570	...
Wines and Spirituous Liquors ...	4,106	...
Ballast and Stones ...	...	1,317
Cotton, Loose ...	...	165,637
Firewood ...	...	4,496
Gunnies ...	...	1,195
Ordnance Stores ...	...	2,864
Seeds of all kinds ...	...	21,262

58. The following table exhibits the Weight, Mileage, and Constitution of Trains, etc.:—

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Half-year ending 30th June	Weight of each Vehicle.		Average con- tents of each Vehicle.		Weight of average contents.		Weight of each loaded Vehicle.		Constitution of Train.		Weight of Engine and Tender shared.		Weight of loaded Train.		Average mileage of Train.		Gross weight moved over one mile.		
	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	
	TONS.	TONS.	PER- SONS.	PER- SONS.	TONS.	TONS.	TONS.	TONS.	No.	No.	TONS.	TONS.	TONS.	TONS.	MILES.	MILES.	TONS.	TONS.	
Asse- ngers 1st Class. 2nd „ 3rd „ A	6.9	6.9	1.076	1.180	0.059	0.065	6.959	6.965	0.319	0.331	0.712	0.725	2.932	3.030	87.938	100.853	460,750	567,774	
	6.2	6.24	2.075	1.641	0.114	0.090	6.314	6.330	0.644	1.007	1.305	2.004	5.371	8.378			844,027	1,569,903	
	6.14	6.14	24.427	23.649	1.346	1.303	7.486	7.443	2.696	2.336	6.475	5.465	26.657	22.852			4,189,020	4,282,099	
Brake...	6.76	6.76	0.197	0.188	0.188	0.188	6.957	6.948	1.342	1.372	2.995	2.997	12.331	12.533	87.938	100.853	1,937,758	2,348,481	
Horse Box ..	7.05	7.05	1.657 1.090	1.236 0.642	0.318	0.235	7.368	7.285	0.231	0.283	0.546	0.648	2.248	2.710			353,262	507,811	
Carriage Truck	5.03	5.03	1.919	1.615	0.916	0.771	5.946	5.801	0.052	0.095	0.099	0.173	0.408	0.724			64,115	135,666	
Goods ...	5.9	5.9	2.453	2.659	2.453	8.353	8.559	10.634	10.638	28.498	28.618	117.324	119.669	87.938	100.853	18,436,904	22,424,056		
Engine and Tender ...	40.63	40.63	...	...	...	...	...	...	...	...	...	...	...			...	...	...	...
Total..	...	...	...	...	...	...	...	...	...	...	...	...	...			...	...	...	26,285,836	31,835,793

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

EXPENDITURE.

59. The following statement shows the Revenue expenditure for the half-year under review as compared with the corresponding period of 1869.

60. The expenditure amounted to Rupees 3,72,154 and absorbed 56.60 per cent. of the gross traffic earnings.

61. The expenses are much heavier than they were in the corresponding period of 1869, namely, to Rupees 3,72,155 against Rupees 2,63,903, being an increase of Rupees 1,08,251. A good portion of this is due to the increased mileage run over, to

* Rupees 14,325.

† " 15,364.

‡ " 12,533.

the addition of charges on the Insurance Fund* and Income-tax, † Loss on Stores‡ at Gooty, etc., etc.

62. The working expenses amount to 56.60 per cent. of the gross traffic, and stand thus in each Department :—

Abstract of Expenditure.

Departments.	FOR THE HALF-YEAR ENDED		PER CENT. OF REVENUE.	
	30th June 1869.	30th June 1870.	30th June 1869.	30th June 1870.
	RS.	RS.	RS.	RS.
Maintenance of Way, Works, and Stations ...	55,043	63,624	8.42	9.68
Locomotive Expenses ...	85,538	1,27,143	13.08	19.34
Carriage and Waggon Expenses ...	9,929	15,789	1.52	2.40
Traffic Expenses ...	40,714	1,07,859	6.22	16.40
General Charges ...	18,209	24,840	2.78	3.78
Special and Miscellaneous Expenditure ...	54,471	32,900	8.33	5.00

LOCOMOTIVE DEPARTMENT.

63. 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 in comparison with the corresponding half of 1869 :—

Miles run

Half-year ended the	With Trains.	Empty.	Assisting.	Piloting and Shunting.	Total.
30th June 1869 ...	164,610	586	188	12,438	177,822
" " 1870 ...	191,565	2,240	.....	28,427	222,232

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Half-year ending 30th June.	Average contents of each Vehicle.		Weight of average contents.		Weight of each loaded Vehicle.		Constitution of Train.		Weight of Engine and Tender shared.		Weight of loaded Train.		Average mileage of Train.		Gross weight moved over one mile.	
	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.
	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.	No.	No.	TONS.	TONS.	TONS.	TONS.	MILES.	MILES.	TONS.	TONS.
Class.	69	69	0.065	0.065	6.959	6.965	0.319	0.331	0.712	0.725	2.932	3.030			460,750	567,774
1st.	62	62	0.059	0.059	6.314	6.330	0.644	1.007	1.305	2.004	5.371	8.378			844,027	1,569,903
2nd.	614	614	0.114	0.090	7.486	7.443	2.696	2.336	6.475	5.465	26.657	22.852			4,189,020	4,282,099
3rd.	676	676	0.197	0.183	6.957	6.918	1.342	1.872	2.995	2.997	12.331	12.533			1,937,758	2,348,484
4th.	703	703	0.235	0.235	7.368	7.285	0.231	0.283	0.546	0.648	2.248	2.710	87.938	100.853	333,262	507,811
5th.	503	503	0.771	0.771	5.946	5.801	0.052	0.095	0.099	0.173	0.408	0.724			64,115	135,066
6th.	2453	2453	8.353	8.353	10.631	10.631	10.638	28.498	28.618	117.324	119.669				18,436,904	22,424,056
7th.	39	39														
8th.	1961	1961													26,283,836	31,835,793

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

EXPENDITURE.

59. The following statement shows the Revenue expenditure for the half-year under review as compared with the corresponding period of 1869.

60. The expenditure amounted to Rupees 3,72,154 and absorbed 56.60 per cent. of the gross traffic earnings.

61. The expenses are much heavier than they were in the corresponding period of 1869, namely, to Rupees 3,72,155 against Rupees 2,63,903, being an increase of Rupees 1,08,251. A good portion of this is due to the increased mileage run over, to the addition of charges on the Insurance Fund* and Income-tax,† Loss on Stores‡ at Gooty, etc., etc.

* Rupees 14,325.

† „ 15,364.

‡ „ 12,533.

62. The working expenses amount to 56.60 per cent. of the gross traffic, and stand thus in each Department:—

Abstract of Expenditure.

Departments.	FOR THE HALF-YEAR ENDED		PER CENT. OF REVENUE.	
	30th June 1869.	30th June 1870.	30th June 1869.	30th June 1870.
	RS.	RS.	RS.	RS.
Maintenance of Way, Works, and Stations ...	55,043	63,624	8.42	9.63
Locomotive Expenses ...	85,538	1,27,143	13.08	19.34
Carriage and Waggon Expenses ...	9,929	15,789	1.52	2.40
Traffic Expenses ...	40,714	1,07,859	6.22	16.40
General Charges ...	18,209	24,840	2.78	3.78
Special and Miscellaneous Expenditure ...	54,471	32,900	8.33	5.00

LOCOMOTIVE DEPARTMENT.

63. 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 in comparison with the corresponding half of 1869:—

Miles run

Half-year ended the	With Trains.	Empty.	Assisting.	Piloting and Shunting.	Total.
30th June 1869 ...	164,610	586	188	12,438	177,822
„ „ 1870 ...	191,565	2,240	.....	28,427	224,232

Proceedings of the Madras Government,

Working

Working																				
Half-year ended the	Enginemen and Firemen's wages.			Cost per mile.			Cleaners, Cokemen, and Watermen's wages.			Cost per mile.			COKE CONSUMED.		COAL CONSUMED.					
													Quantity.	Cost.	Quantity.	Cost.				
RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	CWT.	RS.	A.	P.	LBS.	RS.	A.	P.	
30th June 1869...	15,777	3	3	0	1	5.04	5,979	14	6	0	0	6.46	304 ⁹ / ₁₁	533	6	10	1,379 ¹ / ₁₁	2,298	9	6
" " 1870 ...	18,163	3	2	0	1	3.69	6,919	7	0	0	0	5.98	8,846 ¹ / ₁₁	14,154	5	7	2,776 ⁹ / ₁₁	4,365	9	3
Repairs of Engines and Tenders																				

Repairs of Engines and Tenders.

Half-year ended the	ENGINES.		TENDERS.		Total cost of repairs.	Cost per mile.	Proportion of Superintendence, Clerks, etc.
	Materials.	Wages.	Materials.	Wages.			
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
30th June 1869...	10,130 2 2	9,907 6 10	2,021 4 9	838 10 5	22,397 8 2	0 2 0 18	8,697 2 10
" " 1870 ...	20,567 11 1	17,799 0 5	1,213 4 11	740 14 4	40,320 14 9	0 2 10 84	9,479 4 9

Sum

Half-year ended the	Miles.	WORKING.		REPAIRING ENGINES AND TENDERS.	
		Cost.	Cost per mile.	Cost.	Cost per mile.
		RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
30th June 1869	177,822	53,533 13 0	0 4 9.80	22,397 8 2	0 2 0 18
" " 1870	222,232	76,909 11 5	0 5 6.45	40,320 14 9	0 2 10.84

Public Works Department, 8th June 1871.

Expenses.

WOOD CONSUMED.		TOTAL COKE, COAL, AND WOOD CONSUMED.		Cost of Oil, Tallow Waste, Firewood, etc.	Cost per mile.	Total cost of working.	Cost per Engine mile.
Quantity.	Cost.	Quantity.	Cost.				
LBS.	RS. A. P.	LBS.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
15,718,067	24,007 12 5	24.19	0 5 9.75	4,936 13 6	0 0 5.33	53,533 13 0	0 4 9.80
14,212,748	25,495 9 7	25.30	0 5 9.10	4,821 8 10	0 0 4.16	76,909 11 5	0 5 6.45

of working and repairs gines and Tenders.

Cost of Repairs of Carriages and Waggon.

Total cost.	Total cost per mile.	Cost.					Proportion of Superintendence, Clerks, etc.	Total.
		Workmen's wages.	Materials.	Stores.	Total.	Cost per mile.		
		RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
84,628 8 0	0 7 7.38	.....	.....	.....	.....	.....	.....	.....
1,26,709 14 11	0 9 1.47	.....	.....	.....	.....	.....	.....	.....

mary.

REPAIRS OF VEHICLES.		Superintendence.	Stationery.	Total cost.	Cost per mile.	Average number of Vehicles.	Average cost of haulage of each Vehicle.
Cost.	Cost per mile.						
RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	No.	RS. A. P.
459 11 1	0 0 0.50	8,720 12 8	.....	85,111 12 11	0 7 7.90	16.49	0 0 5.57
11,786 3 0	0 0 10.18	10,136 9 7	177 15 2	1,39,331 5 11	0 10 0.38	16.41	0 0 7.34

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

64. The following Return shows the number, weight, carrying capacity, and total mileage of the several classes of Vehicles run during the half-year ending the 30th June 1870:—

Description of Vehicles.	No. of Vehicles.	Weight of Vehicles.			Carrying capacity.	Number of Vehicles run.		Total mileage of Vehicles.
		TONS.	CWT.	QRS.		No.	No.	
<i>Passenger Vehicles.</i>	Nil, as all Vehicles stand under the head of South-West Line.							
First Class ...		6	14	0	{ Day ... 18 Night ... 12	{ Up ... { Loaded 26 { Empty 2 Down.. { Loaded 26 { Empty 5	3,422 136 3,156 346	
Composite ...		6	14	0	{ First ... 6 Second... 20	{ Up ... { Loaded 690 { Empty 1 Down.. { Loaded 698 { Empty 2	82,255 119 82,265 146	
Second Class ...		6	17	2	40	{ Up ... { Loaded 59 { Empty 2 Down.. { Loaded 49 { Empty 7	6,902 136 5,778 653	
Do. Post Office.		6	14	3	20	{ Up ... { Loaded 259 { Empty 3 Down.. { Loaded 307 { Empty 1,622	32,152 357 32,876 208,711	
Third Class ...		5	18	0	50	{ Up ... { Loaded 18 { Empty 1,604 Down.. { Loaded 21 { Empty 31	1,368 206,784 2,038 6,285	
Do. Upper-storied.		6	19	1	80	{ Up ... { Loaded ... { Empty ... Down.. { Loaded 31 { Empty ...	5,924 81 81 238	
Cooly Class ...		6	1	0	50	{ Up ... { Loaded ... { Empty ... Down.. { Loaded ... { Empty ...	... ... ... ...	
Engineers' In- spection Carriage.		7	0	0	.....	{ Up ... { Loaded ... { Empty ... Down.. { Loaded ... { Empty ...	... ... ... ...	
Horse Box ...		7	1	3	3	{ Up ... { Loaded 189 { Empty 39 Down.. { Loaded 148 { Empty 92	22,844 2,854 18,217 9,047	
Carriage Truck.		5	1	1	Four-wheeled 1	{ Up ... { Loaded 73 { Empty 4 Down.. { Loaded 45 { Empty 39	8,646 328 5,439 3,325	
Passengers' Luggage Van.		7	5	0	.....	{ Up ... { Loaded 549 { Empty 2 Down.. { Loaded 536 { Empty 7	65,515 136 64,662 419	
Third Class Brake Van.		6	17	3	40	{ Up ... { Loaded 169 { Empty ... Down.. { Loaded ... { Empty 181	16,008 17,205	
Third Class Post Office Brake Van.		7	2	2	20	{ Up ... { Loaded ... { Empty 391 Down.. { Loaded 1 { Empty 391	47,136 17 45,958 ...	

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Description of Vehicles.	No. of Vehicles.	Weight of Vehicles.			Carrying capacity.	Number of Vehicles run.		Total mileage of Vehicles.
		TONS.	CWT.	QRS.			No.	
<i>Goods Vehicles.</i>	Nil, as all Vehicles stand under the head of South-West Line.				TONS.			
Covered Goods Waggon.		6	3	0	{ Light goods 2 Heavy do. 5	{ Up ... { Loaded 169 { Empty 1	14,668 41	
Open do. do. ...		4	18	0	6	{ Down.. { Loaded 147 { Empty 9	14,394 770	
Open-sided do....		5	5	3	{ Light goods 2½ Heavy do. 6½	{ Up ... { Loaded 9 { Empty ...	738 ...	
High Open Goods Waggon.		4	16	0	6 to 10	{ Down.. { Loaded 4 { Empty 4	296 316	
High-sided Waggon.		5	6	2	{ Light goods 1½ Heavy do. 6½	{ Up ... { Loaded 245 { Empty 14	19,782 756	
Cattle do. ...		6	1	2	No. 8	{ Down.. { Loaded 126 { Empty 130	10,021 10,067	
Coke do. ...		5	15	2	{ Light goods 2 Heavy do. 6½	{ Up ... { Loaded 7 { Empty 1	469 41	
Ballast do. ...		5	0	0	6	{ Down.. { Loaded 3 { Empty 8	168 448	
Road do. ...		6	7	0	{ Light goods 2 Heavy do. 5	{ Up ... { Loaded 9,979 { Empty 886	730,893 29,231	
Store do. ...		8	14	2	{ Light goods 2 Heavy do. 5	{ Down.. { Loaded 5,728 { Empty 6,536	334,499 444,426	
Platform Truck.		4	12	1	Used for check waggon.	{ Up ... { Loaded 30 { Empty 11	3,139 1,157	
Timber do. ...		4	14	3	5	{ Down.. { Loaded 22 { Empty 21	2,766 2,021	
Water do. ...		5	12	4	.....	{ Up ... { Loaded 813 { Empty 78	59,720 2,579	
Powder Van ...		7	16	2	5	{ Down.. { Loaded 501 { Empty 602	27,341 41,537	
Goods Brake do.		9	15	0	2 to 4	{ Up ... { Loaded 17 { Empty ...	3,280 ...	
						{ Down.. { Loaded ... { Empty 1	8 ...	
						{ Up ... { Loaded 20 { Empty ...	1,588 ...	
					{ Down.. { Loaded ... { Empty 6	1,338 437		
					{ Up ... { Loaded 30 { Empty ...	2,020 ...		
					{ Down.. { Loaded 19 { Empty ...	2,100 ...		
					{ Up ... { Loaded ... { Empty ...	...		
					{ Down.. { Loaded ... { Empty 1	...		
					{ Up ... { Loaded ... { Empty ...	...		
					{ Down.. { Loaded ... { Empty 520	...		
					{ Up ... { Loaded ... { Empty ...	...		
					{ Down.. { Loaded ... { Empty ...	...		
					{ Up ... { Loaded ... { Empty ...	...		
					{ Down.. { Loaded ... { Empty 17	...		
					{ Up ... { Loaded ... { Empty ...	...		
					{ Down.. { Loaded ... { Empty 9	...		
					{ Up ... { Loaded 783 { Empty ...	58,539 ...		
					{ Down.. { Loaded 793 { Empty 1	59,231 78		

Nil, as all Vehicles stand under the head of South-West Line.

**Proceedings of the Madras Government, Public Works Department,
8th June 1871.**

64. The following Return shows the number, weight, carrying capacity, and total mileage of the several classes of Vehicles run during the half-year ending the 30th June 1870:—

Description of Vehicles.	No. of Vehicles.	Weight of Vehicles.			Carrying capacity.	Number of Vehicles run.		Total mileage of Vehicles.
		TONS.	CWT.	QRS.		No.	No.	
<i>Passenger Vehicles.</i>								
First Class ...	6	14	0		{ Day ... 18 Night ... 12	{ Up ... { Loaded 26 { Empty 2 Down.. { Loaded 26 { Empty 5	3,422 136 3,156 346	
Composite ...	6	14	0		{ First ... 6 Second... 20	{ Up ... { Loaded 690 { Empty 1 Down.. { Loaded 698 { Empty 2	82,255 119 82,265 146	
Second Class ...	6	17	2			{ Up ... { Loaded 59 { Empty 2 Down.. { Loaded 49 { Empty 7	6,902 136 5,778 653	
Do. Post Office.	6	14	3			{ Up ... { Loaded 259 { Empty 3 Down.. { Loaded 307 { Empty ...	32,152 357 32,876 ...	
Third Class ...	5	18	0			{ Up ... { Loaded 1,622 { Empty 18 Down.. { Loaded 1,604 { Empty 21	208,711 1,368 206,784 2,038	
Do. Upper-storied.	6	19	1			{ Up ... { Loaded 31 { Empty ... Down.. { Loaded ... { Empty 31	6,285 5,924 ...	
Cooly Class ...	6	1	0			{ Up ... { Loaded ... { Empty ... Down.. { Loaded ... { Empty 6	81 81 ...	
Engineers' Inspection Carriage.	7	0	0			{ Up ... { Loaded ... { Empty ... Down.. { Loaded ... { Empty ...	233 ...	
Horse Box ...	7	1	3			{ Up ... { Loaded 189 { Empty 39 Down.. { Loaded 148 { Empty 92	22,844 2,854 18,217 9,047	
Carriage Truck.	5	1	1		Four-wheeled 1	{ Up ... { Loaded 73 { Empty 4 Down.. { Loaded 45 { Empty 39	8,646 328 5,439 3,325	
Passengers' Luggage Van.	7	5	0			{ Up ... { Loaded 549 { Empty 2 Down.. { Loaded 536 { Empty 7	65,515 136 64,662 419	
Third Class Brake Van.	6	17	3			{ Up ... { Loaded 169 { Empty ... Down.. { Loaded ... { Empty 181	16,008 17,205 ...	
Third Class Post Office Brake Van.	7	2	2			{ Up ... { Loaded 391 { Empty ... Down.. { Loaded 1 { Empty 391	47,136 17 45,958 ...	

**Proceedings of the Madras Government, Public Works Department,
8th June 1871.**

Description of Vehicles.	No. of Vehicles.	Weight of Vehicles.			Carrying capacity.	Number of Vehicles run.		Total mileage of Vehicles.
		TONS.	CWT.	QRS.		No.	No.	
<i>Goods Vehicles.</i>								
Covered Goods Waggon.	6	3	0		{ Light goods 2 Heavy do. 5	{ Up ... { Loaded 169 { Empty 1 Down.. { Loaded 147 { Empty 9	14,668 41 14,394 770	
Open do. do. ...	4	18	0		6	{ Up ... { Loaded ... { Empty ... Down.. { Loaded ... { Empty 4	738 296 316 19,782	
Open-sided do....	5	5	3		{ Light goods 2½ Heavy do. 6½	{ Up ... { Loaded 245 { Empty 14 Down.. { Loaded 126 { Empty 130	756 10,021 10,067 469	
High Open Goods Waggon.	4	16	0		6 to 10	{ Up ... { Loaded 7 { Empty 1 Down.. { Loaded 3 { Empty 8	41 168 448 9,979	
High-sided Waggon.	5	6	2		{ Light goods 1½ Heavy do. 6½	{ Up ... { Loaded 886 { Empty 5,728 Down.. { Loaded 6,536 { Empty 30	730,893 29,231 334,499 3,139	
Cattle do. ...	6	1	2		No. 8	{ Up ... { Loaded 11 { Empty 22 Down.. { Loaded 21 { Empty 813	1,157 2,766 2,021 59,720	
Coke do. ...	5	15	2		{ Light goods 2 Heavy do. 6½	{ Up ... { Loaded 78 { Empty 501 Down.. { Loaded 602 { Empty 17	2,579 27,341 41,537 3,280	
Ballast do. ...	5	0	0		6	{ Up ... { Loaded ... { Empty ... Down.. { Loaded ... { Empty 20	8 1,583 ...	
Road do. ...	6	7	0		{ Light goods 2 Heavy do. 5	{ Up ... { Loaded ... { Empty ... Down.. { Loaded ... { Empty 6	1,338 437 2,020 2,100	
Store do. ...	8	14	2		{ Light goods 2 Heavy do. 5	{ Up ... { Loaded ... { Empty ... Down.. { Loaded ... { Empty 19	...	
Platform Truck.	4	12	1		Used for check waggon.	{ Up ... { Loaded ... { Empty ... Down.. { Loaded ... { Empty 1	78 ...	
Timber do. ...	4	14	3		5	{ Up ... { Loaded 656 { Empty 19 Down.. { Loaded 25 { Empty 520	57,953 11,804 2,281 52,617	
Water do. ...	5	12	4			{ Up ... { Loaded ... { Empty ... Down.. { Loaded ... { Empty ...	...	
Powder Van ...	7	16	2		5	{ Up ... { Loaded 17 { Empty ... Down.. { Loaded 1 { Empty 9	1,839 96 979 58,539	
Goods Brake do.	9	15	0		2 to 4	{ Up ... { Loaded 798 { Empty 1 Down.. { Loaded ... { Empty ...	59,231 78 ...	

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

Description of Vehicles.	No. of Vehicles.	Weight of Vehicles.			Carrying capacity.	Number of Vehicles run.		Total mileage of Vehicles.
		TONS.	CWT.	QRS.	TONS.	Up	No.	
Goods Vehicles —(Concluded.)	Nil, as all Vehicles stand under the head of South-West Line.					{ Loaded	8	929
Road Brake Van		7	7	2	2 to 4	{ Empty	2	334
						{ Loaded	...	...

65. The following is an abstract of the number and mileage of each class of Vehicle for the half-year ended the 30th June 1870:—

Description.	No.	Total number.	Mileage.	Total mileage.
First Class Carriage ... { Loaded ... Empty ...	52 7	59	{ 6,578 482	7,060
Composite ... { Loaded... Empty ...	1,388 3	1,391	{ 164,520 265	164,785
Second Class Carriage ... { Loaded... Empty ...	108 9	117	{ 12,680 789	13,469
Do. Post Office Carriage. { Loaded... Empty ...	606 3	609	{ 65,028 357	65,385
Third Class Carriage ... { Loaded... Empty ...	3,226 39	3,265	{ 415,495 3,406	418,901
Do. Upper-storied ... { Loaded... Empty ...	65	65	{ 12,209	12,209
Do. Brake Van ... { Loaded... Empty ...	350	350	{ 33,213	33,213
Do. Post Office Brake Van. { Loaded... Empty ...	782 1	783	{ 93,094 17	93,111
Cooly Class Carriage ... Loaded...	12	12	162	162
Engineers' Inspection Carriage ... Do. ...	2	2	238	238
Cattle Waggon with Passengers. Do. ...	1	1	119	119
Horse Box with Horses ... { Loaded... Empty ...	337 131	468	{ 41,061 11,901	52,962
Carriage Truck ... { Loaded... Empty ...	118 43	161	{ 14,085 3,653	17,738
Passengers' Luggage Van ... { Loaded... Empty ...	1,085 9	1,094	{ 130,177 555	130,732
Covered Goods Waggon ... { Loaded... Empty ...	316 10	326	{ 29,062 811	29,873
Open do. ... { Loaded... Empty ...	13 4	17	{ 1,034 316	1,350

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

Description.	No.	Total number.	Mileage.	Total mileage.
Open-sided Goods Waggon ... { Loaded... Empty ...	371 114	515	{ 29,803 10,823	40,626
High Open do. ... { Loaded... Empty ...	10 9	19	{ 637 489	1,126
High-sided Open do. ... { Loaded... Empty ...	15,707 7,422	23,129	{ 1,065,392 473,637	1,539,019
Cattle Waggon with Cattle ... { Loaded... Empty ...	51 32	83	{ 5,786 3,178	8,964
Coke Waggon ... { Loaded... Empty ...	1,314 680	1,934	{ 87,061 44,116	131,177
Ballast do. ... { Loaded... Empty ...	18	18	{ 3,288	3,288
Road do. ... { Loaded... Empty ...	37 6	43	{ 2,921 437	3,358
Stone do. ... { Loaded... Empty ...	49 ...	49	{ 4,120	4,120
Platform Trucks ... { Loaded... Empty ...	1 ...	1	{ 78	78
Timber do. ... { Loaded... Empty ...	681 539	1,220	{ 60,234 54,421	114,655
Water do. ... { Loaded... Empty ...	... ...	...	{ ..... .....	...
Powder Vans ... { Loaded... Empty ...	18 9	27	{ 1,935 979	2,914
Goods Brake Van ... { Loaded... Empty ...	1,581 1	1,582	{ 117,860 78	117,938
Road do. ... { Loaded... Empty ...	10 ...	10	{ 1,263 ...	1,263

66. The following tables show the distribution of working expenses between the several classes of traffic, and a comparison between receipts and expenditure for the same; also the receipts, expenditure, and profit on the general operations by half-years for the past eight years:—

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Comparative Statement showing the distribution of Working Expenses between the several classes of traffic for the two first half-years of 1869 and 1870.																
	Class I.		Class II.		Class III.		Brake.		Horse Box.		Carriage Truck.		Goods.		Total.	
	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Maintenance of Way and Works ...	987	1,173	1,809	3,243	8,976	8,845	4,152	4,851	757	1,049	137	280	38,224	44,184	55,043	63,624
Locomotive Department ...	1,053	1,477	1,529	4,084	9,572	11,141	4,423	6,110	870	1,321	147	353	40,762	55,651	58,698	80,137
Fuel ...	481	866	882	2,306	4,377	6,535	2,025	3,584	369	775	67	207	18,639	32,643	26,840	47,006
Coaching ...	636	2,109	1,221	5,831	6,060	15,903	2,803	8,722	511	1,886	93	504	29,359	72,904	40,714	1,07,859
Repairs of vehicles.	178	291	326	805	1,619	2,193	749	1,201	137	260	25	70	6,895	10,964	9,929	15,789
General charges ...	287	494	526	1,366	2,612	3,726	1,208	2,044	220	442	40	118	9,909	16,649	14,804	24,840
Special and Miscellaneous expenses...	354	...	980	...	2,672	...	1,465	...	317	...	85	...	27,027	...	...	32,900
Total Working Expenses of each class.	3,653	6,764	6,693	18,704	51,017	15,365	27,980	2,801	6,050	508	1,616	1,43,789	2,60,022	2,06,027	3,72,154	...

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Comparative Analysis of Receipts, Expenditure, and Profits of the two half-years ending 30th June 1869 and 1870.

	PASSENGERS.									
	Class I.					Class II.				
Half-year ending 30th June	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.
Number of passengers, etc.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Receipts	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Expenditure	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Profit or loss (red)	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Receipts from each passenger, etc.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Expenditure for do.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Profit or loss on each passenger	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Average mileage	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Receipts per passenger, etc., per mile	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Expenditure per do.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Profit or loss	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Number of vehicles run	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Receipts from each vehicle	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Expenditure for do.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Profit or loss on do.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Average mileage of trains	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Receipts per vehicle per mile	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Expenditure per do.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Profit or loss per do.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.

For half-year ending 30th June 1869, miles 87,938, and for 30th June 1870, miles 100,833.

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Comparative Statement showing the distribution of Working Expenses between the several classes of traffic for the two first half-years of 1869 and 1870													
	Class I.		Class II.		Class III.		Brake.		Horse Box.		Carriage Truck.		Total.
	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	
Maintenance of Way and Works	Rs. 987	Rs. 1,173	Rs. 1,809	Rs. 3,243	Rs. 8,976	Rs. 8,845	Rs. 4,152	Rs. 4,851	Rs. 757	Rs. 1,049	Rs. 137	Rs. 280	Rs. 63,624
Locomotive Department	1,053	1,477	1,529	4,084	9,572	11,141	4,423	6,110	870	1,321	147	353	80,137
Fuel	481	866	882	2,396	4,377	6,535	2,025	3,584	369	775	67	207	47,006
Coaching	616	2,109	1,221	5,831	6,060	15,903	2,803	8,722	511	1,886	93	504	1,07,859
Repairs of vehicles.	178	291	326	805	1,619	2,195	749	1,201	137	260	25	70	15,789
General charges	287	494	526	1,366	2,612	3,726	1,208	2,044	220	442	40	118	24,840
Special and Miscellaneous expenses...	354	...	980	...	2,672	...	1,405	...	317	...	85	...	32,200
Total Working Expenses of each class.	3,653	6,764	18,704	33,217	51,017	15,365	27,980	2,801	6,050	508	1,616	1,43,789	3,72,154

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Comparative Analysis of Receipts, Expenditure, and Profits of the two half-years ending 30th June 1869 and 1870.

	PASSENGERS.			
	Class I.		Class II.	
Half-year ending 30th June	1869.	1870.	1869.	1870.
Number of passengers, etc.	No.	No.	No.	No.
Receipts	Rs.	Rs.	Rs.	Rs.
Expenditure	Rs.	Rs.	Rs.	Rs.
Profit or loss (red)	Rs.	Rs.	Rs.	Rs.
Receipts from each passenger, etc.	Rs.	Rs.	Rs.	Rs.
Expenditure for do.	Rs.	Rs.	Rs.	Rs.
Profit or loss on each passenger	Rs.	Rs.	Rs.	Rs.
Average mileage	Miles.	Miles.	Miles.	Miles.
Receipts per passenger, etc., per mile	Rs.	Rs.	Rs.	Rs.
Expenditure per do.	Rs.	Rs.	Rs.	Rs.
Profit or loss do.	Rs.	Rs.	Rs.	Rs.
Number of vehicles run	No.	No.	No.	No.
Receipts from each vehicle	Rs.	Rs.	Rs.	Rs.
Expenditure for do.	Rs.	Rs.	Rs.	Rs.
Profit or loss on do.	Rs.	Rs.	Rs.	Rs.
Average mileage of trains	Miles.	Miles.	Miles.	Miles.
Receipts per vehicle per mile	Rs.	Rs.	Rs.	Rs.
Expenditure per do.	Rs.	Rs.	Rs.	Rs.
Profit or loss per do.	Rs.	Rs.	Rs.	Rs.

For half-year ending 30th June 1869, miles 87,938, and for 30th June 1870, miles 100,853.

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Comparative Statement showing the distribution of Working Expenses between the several classes of traffic for the two first half-years of 1869 and 1870

	Class I.		Class II.		Class III.		Brake.		Horse Box.		Carriage Truck.		Goods.		Total.	
	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Maintenance of Way and Works ...	987	1,173	1,809	3,243	8,976	8,845	4,152	4,851	757	1,049	137	280	38,224	44,184	55,043	63,624
Locomotive Department ...	1,053	1,477	1,529	4,084	9,572	11,141	4,428	6,110	870	1,321	147	353	40,762	55,651	58,698	80,137
Fuel ...	481	866	882	2,396	4,377	6,535	2,025	3,584	369	775	67	207	18,639	32,643	26,840	47,006
Coaching ...	636	2,109	1,221	5,831	6,060	15,903	2,803	8,722	511	1,886	93	504	29,359	72,904	40,714	1,07,859
Repairs of vehicles.	178	291	326	805	1,619	2,195	749	1,204	137	260	25	70	6,895	10,964	9,929	15,789
General charges ...	297	494	526	1,366	2,612	3,726	1,208	2,044	220	442	40	118	9,909	16,649	14,804	24,840
Special and Miscellaneous expenses...	...	354	...	980	...	2,672	...	1,465	...	317	...	85	...	27,027	...	32,900
Total Working Expenses of each class.	3,653	6,764	6,693	18,704	51,017	15,365	27,980	2,801	6,050	598	1,616	1,43,789	2,60,022	2,06,027	3,72,154	

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Comparative Analysis of Receipts, Expenditure, and Profits of the two half-years ending 30th June 1869 and 1870.

	PASSENGERS.									
	Class I.					Class II.				
	1869.	1870.	1869.	1870.	1870.	1869.	1870.	1869.	1870.	1870.
Half-year ending 30th June	...	...	...	...	...	...	...	...	...	...
Number of passengers, etc.	No.	...	...	...	...	No.	...	...	...	...
Receipts	Rs.	...	...	...	...	Rs.	...	...	...	...
Expenditure	...	...	...	...	...	...	...	...	...	...
Profit or loss (red)	...	...	...	...	...	...	...	...	...	...
Receipts from each passenger, etc.	...	...	...	...	...	...	...	...	...	...
Expenditure for do.	...	...	...	...	...	...	...	...	...	...
Profit or loss on each passenger	...	...	...	...	...	...	...	...	...	...
Average mileage	...	...	...	...	...	...	...	...	...	...
Receipts per passenger, etc., per mile	Rs.	...	...	...	...	Rs.	...	...	...	...
Expenditure per do.	...	...	...	...	...	...	...	...	...	...
Profit or loss do.	...	...	...	...	...	...	...	...	...	...
Number of vehicles run	No.	...	...	...	...	No.	...	...	...	...
Receipts from each vehicle	Rs.	...	...	...	...	Rs.	...	...	...	...
Expenditure for do.	...	...	...	...	...	...	...	...	...	...
Profit or loss on do.	...	...	...	...	...	...	...	...	...	...
Average mileage of trains	...	...	...	...	...	...	...	...	...	...
Receipts per vehicle per mile	Rs.	...	...	...	...	Rs.	...	...	...	...
Expenditure per do.	...	...	...	...	...	...	...	...	...	...
Profit or loss per do.	...	...	...	...	...	...	...	...	...	...

For half-year ending 30th June 1869, miles 87,938, and for 30th June 1870, miles 100,853.

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Comparative Analysis of Receipts, Expenditure, and Profits of the two half-years ending 30th June 1869 and 1870.—(Continued.)

	PASSENGERS.—(Concluded.)				Brake.	
	Class III.					
	1869.		1870.		1869.	1870.
Half-year ending 30th June ...						
Number of passengers, etc. ...	No.	...	2,27,189	...	Tons. 360-589	Tons. 363
Receipts ...	Rs.	...	1,61,298	...	14,569	16,532
Expenditure ...	Rs.	...	33,217	...	15,365	27,979
Profit or loss (red) ...	Rs.	...	1,29,388	...	703	11,147
Receipts from each passenger, etc. ...	Rs.	...	0 11 7-63	...	40 6 4-80	44 14 9-68
Expenditure for do. ...	Rs.	...	0 2 4-52	...	42 9 9-12	76 0 6-20
Profit or loss on each passenger ...	Rs.	...	0 9 3-11	...	2 2 1-32	21 1 3-72
Average mileage ...	Miles.	...	46-29	...	115-37	131-04
Receipts per passenger, etc., per mile ...	Rs.	...	0 0 3-02	...	0 5 7-23	0 5 5-82
Expenditure per do. ...	Rs.	...	0 0 0-62	...	0 5 10-91	0 9 3-40
Profit or loss do. ...	Rs.	...	0 0 2-40	...	0 0 3-32	0 0 3-32
Number of vehicles run ...	No.	...	3,600	...	2,121	2,827
Receipts from each vehicle ...	Rs.	...	44 6 10-11	...	6 13 10-85	7 6 9-35
Expenditure for do. ...	Rs.	...	9 1 2-52	...	7 3 10-93	12 9 0-23
Profit or loss on do. ...	Rs.	...	35 5 7-59	...	0 0 1-33	2 2 1-63
Average mileage of trains ...	Miles.	...	For half-year ending 30th June 1869, miles 87-938, and for 30th June 1870, miles 100-853.			
Receipts per vehicle per mile ...	Rs.	...	0 8 1-00	...	0 1 1-63	0 1 2-13
Expenditure per do. ...	Rs.	...	0 1 7-82	...	0 1 3-82	0 1 11-92
Profit or loss per do. ...	Rs.	...	0 6 5-18	...	0 0 2-10	0 0 3-79

Comparative Analysis of Receipts, Expenditure, and Profits of the two half-years ending 30th June 1869 and 1870.—(Concluded.)

	Horse Box and Carriage Truck.				Goods Vehicles.		Total Receipts.	
	1869.		1870.		1869.	1870.	1869.	1870.
Half-year ending 30th June ...								
Number of passengers, etc. ...	No.	...	...	...				
Receipts ...	Rs.	...	...	...				
Expenditure ...	Rs.	...	...	...				
Profit or loss (red) ...	Rs.	...	...	...				
Receipts from each passenger, etc. ...	Rs.	...	...	...				
Expenditure for do. ...	Rs.	...	...	...				
Profit or loss on each passenger ...	Rs.	...	...	...				
Average mileage ...	Miles.	...	...	...				
Receipts per passenger, etc., per mile ...	Rs.	...	...	...				
Expenditure per do. ...	Rs.	...	...	...				
Profit or loss do. ...	Rs.	...	...	...				
Number of vehicles run ...	No.	...	...	...				
Receipts from each vehicle ...	Rs.	...	...	...				
Expenditure for do. ...	Rs.	...	...	...				
Profit or loss on do. ...	Rs.	...	...	...				
Average mileage of trains ...	Miles.	...	...	...				
Receipts per vehicle per mile ...	Rs.	...	...	...				
Expenditure per do. ...	Rs.	...	...	...				
Profit or loss per do. ...	Rs.	...	...	...				
Special Trains ...	Rs.	...	...	...				
Telegraph Receipts ...	Rs.	...	...	...				
Miscellaneous Receipts ...	Rs.	...	...	...				
Grand Total...								

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Comparative Analysis of Earnings, Expenditure, and Profits shown in half-yearly periods commencing from 30th June 1862.

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Half-year ended the	Number of miles open.	Receipts.	Expenditure.	Profits.	AVERAGE.										Per-cent- age of work- ing ex- penses.	Annual rate of per- centage of profit on Capital ex- pended.
					Receipt per week.	Expendi- ture per week.	Profit per week.	Receipts per mile of Rail- way open.	Expendi- ture per mile of Rail- way open.	Profit per mile of Rail- way open.	Receipt per Train mile.	Expendi- ture per Train mile.	Profit per Train mile.	Receipt per Engine mile.	Expendi- ture per Engine mile.	Profit per Engine mile.
30th June 1863 ...	Miles. 204	RS. 25,999	RS. 22,172	RS. 3,127	978	853	120	946	829	117	1.38	1.21	0.17	1.31	1.15	0.16
31st Dec. " ...	Average 354	37,853	22,781	14,572	1,436	876	560	1,060	616	414	1.54	0.94	0.60	1.47	0.90	0.57
30th June 1863 ...	414	61,406	37,459	23,947	2,362	1,441	921	1,459	908	551	2.21	1.35	0.86	2.10	1.29	0.82
31st Dec. " ...	414	72,173	37,862	35,811	2,776	1,418	1,358	1,750	894	856	2.53	1.50	1.25	2.31	1.19	1.13
30th June 1864 ...	414	78,169	37,176	40,293	3,006	1,457	1,519	1,895	913	977	2.82	1.50	1.56	2.34	1.13	1.21
31st Dec. " ...	Do. 604	1,33,325	67,301	76,024	5,118	2,904	2,924	2,913	921	1,362	3.12	1.50	1.78	2.65	1.14	1.51
30th June 1865 ...	704	1,62,417	73,060	90,319	6,947	2,779	3,473	2,049	909	1,140	2.89	1.29	1.60	2.53	1.13	1.40
31st Dec. " ...	Do. 106	8,60,625	97,438	2,63,100	13,870	5,747	10,123	3,402	919	2,453	4.27	1.15	3.12	3.81	1.04	2.80
30th June 1866 ...	1194	3,03,031	90,804	2,03,227	11,653	3,839	7,816	2,511	827	1,704	3.51	1.16	2.35	3.10	1.03	2.63
31st Dec. " ...	Do. 148	8,70,213	1,19,882	2,50,331	14,339	4,611	9,623	2,501	610	1,691	3.59	1.16	2.43	3.21	1.04	2.17
30th June 1867 ...	153	4,95,335	1,53,476	3,30,860	5,980	12,671	3,237	1,016	2,221	4.31	1.35	1.35	2.96	3.63	1.15	2.51
31st Dec. " ...	153	4,70,431	1,90,417	2,80,014	9,669	21,251	5,254	1,641	3,611	5.90	1.84	1.72	2.32	3.66	1.43	3.18
30th June 1868 ...	153	8,03,926	2,51,393	5,52,534	19,023	30,920	4,519	1,703	2,814	5.00	1.82	1.82	3.11	4.46	1.63	3.72
31st Dec. " ...	174	7,86,361	2,96,624	4,89,710	11,409	19,826	4,519	1,703	2,814	5.00	1.82	1.82	3.11	4.46	1.63	3.72
30th June 1869 ...	185	6,54,114	2,63,903	3,90,211	10,150	15,009	3,536	1,427	2,109	4.16	1.63	1.63	2.49	3.69	1.43	3.26
31st Dec. " ...	Do. 210	9,02,254	3,63,548	5,38,696	14,175	20,627	4,206	1,755	2,541	4.56	1.86	1.86	2.70	4.00	1.63	4.29
30th June 1870 ...	215	6,57,502	3,72,153	2,85,349	13,313	10,973	3,558	1,731	1,327	3.51	1.99	1.99	1.52	2.77	1.57	2.16

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Return of late trains on Madras Railway, North-West Line, during the half-year ending 30th June 1870.

From what station.	To what station.	Distance.	NUMBER OF TRAINS.		TRAINS NOT DELAYED BY ANY SERIOUS ACCIDENTS.								TRAINS DELAYED BY SERIOUS ACCIDENTS.				
			Per week.	Total number of trains.	Not more than 15 minutes late.	15 to 30 minutes late.	30 to 60 minutes late.	1 to 2 hours late.	More than 2 hours late.	Total number of trains.	Average delay.	Greatest delay.	Not more than 3 hours late.	3 to 6 hours late.	More than 6 hours late.	Broke down entirely.	Total.
Up Trains.																	
Madras ...	...	258	7	181	18	27	9	2	2	58	0 12	7 35	Nil.				
Arconum ...	Cuddapah ...	119	6	155	2	6	2	...	2	12	0 4	2 40					
Do. ...	Tiruputty ...	414	6	155	6	20	9	...	...	35	0 6	1 0					
Cuddapah ...	Ghootty ...	96	7	181	5	17	27	10	4	63	0 18	3 25					
Down Trains.																	
Ghootty ...	...	258	7	181	11	19	15	10	2	57	0 16	6 30					
Cuddapah ...	Arconum ...	119	6	155	1	4	1	2	1	9	0 4	4 10					
Tiruputty ...	Do. ...	414	6	155	4	3	...	...	...	7	0 1	0 27					
Ghootty ...	Cuddapah ...	96	7	181	13	3	5	1	1	23	0 4	2 30					

(Signed) H. L. PRENDERGAST, Major, R. E.,
Acting Consulting Engineer for Railways.

MADRAS,
4th May 1871.

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

STATEMENT OF ACCOUNT, 30TH JUNE 1870.
No. I.—Capital authorized and created.

Acts of Parliament and Contracts with Her Majesty's Secretary of State in Council of India.	Amount.	Total.
Act 16th, Vict. Sessions 1852-53, 14th June 1853.		
" 17th, " " 1854, 2nd June 1854.		
" 18th, " " 1854-55, 15th June 1855.		
Contracts in respect of share capital, namely,—		
22nd December 1852	500,000	
19th December 1855	3,500,000	
13th August 1858	1,000,000	
28th October 1867	2,500,000	
Contracts in respect of loans on debentures—		
13th March 1860	1,000,000	7,500,000
28th October 1867	1,500,000	
		2,500,000
Balance of borrowing powers to be exercised with the sanction of the Secretary of State		10,000,000
		1,433,750
Total...		11,433,750

E. & O. E.

LONDON,
17th February 1871.

(Signed) JULIAN BYRNE,
Secretary.

(True Copy.)

(Signed) J. CRAMP,
Chief Accountant.

STATEMENTS OF ACCOUNT, 30TH JUNE 1870.
No. II.—Stock and Share Capital created showing the proportion received.

Description.	Amount created.	Amount received.	Amount unissued.	Calls in arrear.	Amount to be received.
	£	£	£	£	£
Capital stock and shares bearing interest at the rate of 4½ per cent. per annum guaranteed by the Secretary of State	500,000				
Do. at 5 per cent.	500,000				
Do. at 4½ per ..	1,000,000				
Do. at 5 per ..	6,446,500				
	8,446,500	8,389,745			
				7,435	
					56,755

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

No. III.—Capital raised by loans on debentures.

	LOANS ON DEBENTURE BONDS.		Debenture Stock.	Total amount of loans.
	At 5 per cent.	At 4½ per cent.		
	£	£	£	£
Existing at 31st December 1869	1,446,550	.....	.....	1,446,550
Do. at 30th June 1870	1,381,750	.....	.....	1,381,750
Decrease...	64,800	.....	.....	64,800
Total amount authorized to be raised by loans on debentures in respect of share capital				2,815,500
Do. of loans on debentures as above				1,381,750
Balance, being available borrowing powers at 30th June 1870...				1,433,750

E. & O. E.

LONDON,
17th February 1871.

(Signed) JULIAN BYRNE,
Secretary.

(True Copy.)

(Signed) J. CRAMP,
Chief Accountant.

STATEMENT OF ACCOUNT, 30TH JUNE 1870.
No. VII.—Capital power and other assets available to meet further expenditure as per Account No. VI.

Share and loan capital authorized or created, but not yet received —	£
Share Capital	
Debenture Capital	56,755
Total...	1,433,750
	1,490,505

LONDON,
17th February 1871.

E. & O. E.

(Signed) JULIAN BYRNE,
Secretary.

(True Copy.)

(Signed) J. CRAMP,
Chief Accountant.

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

STATEMENT OF ACCOUNT, JUNE 1870.
No. XVII.—Net Revenue Account half-year ending 30th June 1870.

By net profit for the half-year as per Form No. XVI.				By net profit for the half-year as per Form No. XVI.				
£.	s.	d.	£.	s.	d.	£.	s.	d.
			South-West-Line	...	...	101,962	5	5
			North-West-Line	...	...	26,156	19	6
			Balance	...	...	...	...	...
			„ Balance	...	...	...	...	...
			Total	...	...	241,658	8	0

To Guaranteed Interest received from the Secretary of State for the half-year as under :—				To Guaranteed Interest received from the Secretary of State for the half-year as under :—			
On subscribed capital.				On subscribed capital.			
£ 500,000 at 4½ per cent.	...	...	...	£ 500,000 at 4½ per cent.	...	...	...
£ 999,970 at 4½ per „	...	...	...	£ 999,970 at 4½ per „	...	...	...
£ 6,889,469 at 5 per „	...	...	...	£ 6,889,469 at 5 per „	...	...	...
On debentures.	...	...	...	On debentures.	...	...	...
£ 1,381,750 at 5 per cent.	...	...	...	£ 1,381,750 at 5 per cent.	...	...	...
Total	...	...	241,658 8 0	Total	...	...	241,658 8 0

LONDON,				E. & O. E.			
17th February 1871.				(Signed) JULIAN BYRNE, Secretary.			
(Signed) J. CRAMP, Chief Accountant.				(Signed) H. L. PRENDERGAST, Major, R.E., Acting Consulting Engineer for Railways.			

SOUTH-WEST LINE.				SOUTH-WEST LINE.					
Revenue Account for the half-year ending 30th June 1870.				Revenue Account for the half-year ending 30th June 1870.					
Dr.				Cr.					
Expenditure.		Amount.		Per cent. of Revenue.		Earnings.		Amount.	
To Maintenance of way, works, and stations (Abstract A).		Rs. A. P.		14.79		By Coaching traffic		Rs. A. P.	
„ Locomotive expenses		3,31,345 0 7		18.83		„ Goods do.		8,31,966 1 9	
„ Carriage and wagon expenses		4,21,637 15 1		2.22		„ Electric Telegraph earnings		12,88,577 8 3	
„ Traffic expenses		49,805 6 1		6.77		„ Sundries		6,346 4 4	
„ General charges		1,51,732 10 3		3.82		„ Contributions from Insurance and other funds.		1,13,907 7 3	
„ Special and miscellaneous expenditure. (Do. G).		85,472 8 4		2.61		„ Fire Insurance fund		.....	
		58,558 4 9							
Balance net earnings		10,98,611 13 1		49.03					
		11,42,185 8 10		50.97					
Total		22,40,797 5 11		100.00		Total		22,40,797 5 11	

LONDON,
17th February 1871.

E. & O. E.

(True Copy)

(Signed) J. CRAMP,
Chief Accountant.

(Signed) JULIAN BYRNE,
Secretary.

(Signed) H. L. PRENDERGAST, Major, R.E.,
Acting Consulting Engineer for Railways.

Revenue Account for the half-year ending 30th June 1870.

Cr.

Dr.

SOUTH-WEST LINE.

Expenditure.	Amount.	Per cent. of Revenue.	Earnings.	Amount.
To Maintenance of way, works, and stations (Abstract A).	3,31,345 0 7	14.79	By Coaching traffic	8,31,966 1 9
Do. H.	4,21,637 15 1	18.83	Do. Goods	12,88,577 8 3
Do. C.	49,805 6 1	2.22	Electric Telegraph earnings	6,346 4 4
Do. D.	1,51,732 10 3	6.77	Sundries	1,13,907 7 3
Do. E.	85,472 8 4	3.82	Contributions from Insurance and other funds.	.....
Do. G.	58,558 4 9	2.61	Fire Insurance fund	.....
Balance net earnings	10,98,611 13 1	49.03		
	11,42,185 8 10	50.97		
Total...	22,40,797 5 11	100.00	Total...	22,40,797 5 11

ABSTRACT A.

Maintenance of Way, Works, and Stations.

	RS.	A.	P.	RS.	A.	P.
1ST.—SALARIES, OFFICE EXPENSES, AND GENERAL SUPERINTENDENCE.						
(1.)—Engineers' salaries	22,889	3	6			
(2.)—Allowances of do., including travelling expenses of all kinds	2,514	3	2			
(3.)—Inspectors and Platelayers of all classes	13,143	9	4			
(4.)—Allowances of do. do.	82	14	5			
(5.)—Overtime allowances	.....					
(6.)—Office expenses	8,340	10	2			
2ND.—MAINTENANCE AND RENEWAL OF PERMANENT WAY.				46,970	8	7
(1.)—Wages including labour and immediate superintendence, (Overseers, etc.) on permanent way	1,08,230	10	5			
(2.)—Materials	1,06,026	4	1			
3RD.—REPAIRS OF BRIDGES, ETC.—WAGES AND MATERIALS.				2,14,256	14	6
(1.)—Bridges	10,429	5	10			
(2.)—Tunnels	.....					
(3.)—Miscellaneous, including earth-work, roads, fencing, etc.	26,677	1	11			
4TH.—REPAIRS OF STATIONS AND BUILDINGS—WAGES AND MATERIALS.				37,106	7	9
(1.)—Repairs of buildings of every description, including station-yards and signals, but excepting quarters of the staff	26,470	7	0			
(2.)—Repairs of staff quarters	4,614	12	11			
5TH.—MAINTENANCE BY CONTRACT.				31,085	3	11
6TH.—UNCLASSIFIED EXPENDITURE.						
(1.)—Plantations	.....					
(2.)—Tools and Plant	1,925	13	10			
(3.)—Loss on Stores, etc.	.....					
Total...	.....			1,925	13	10
				3,31,345	0	7

MILES MAINTAINED—	Departmentally.	By Contract.	Total.
Railway Line ... { Double	.....	.....	.....
Single	.....	.....	.....
Sidings	491½	.....	491½
	61	.....	61
Total...	.....	.....	552½

* Includes Home payments ... Rs. 8,157-1-5.

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

ABSTRACT B.
Locomotive Expenses.

1ST.—GENERAL SUPERINTENDENCE.							
	RS.	A.	P.	RS.	A.	P.	
(1.)—Salaries of Locomotive Superintendent and Assistants	3,543	2	11				
(2.)—Allowances of do., including travelling allowances	214	6	9				
(3.)—Foremen	11,758	9	0				
(4.)—Allowances of do., including travelling allowances	234	5	2				
(5.)—Overtime Allowances	396	12	8				
(6.)—Office Expenses	9,168	13	1				
2ND.—RUNNING EXPENSES (WAGES CONNECTED WITH THE WORKING OF LOCOMOTIVE ENGINES).				25,316	1	7	
(1.)—Wages of Drivers and Firemen	57,311	6	2				
(2.)—Overtime Allowances	13,412	8	1				
(3.)—All labour connected with fueling, cleaning, and looking after engines in yards	11,524	5	1				
(4.)—Contingent Expenses, including Clothing and Travelling Expenses	496	15	4				
3RD.—FUEL.				82,745	2	8	
(1.)—Coal	4,953	17	1				
(2.)—Coke	32,550	11	1				
(3.)—Patent fuel	40,451	11	1				
(4.)—Wood	28,346	222					
4TH.—WATER.				1,79,689	6	2	
(1.)—Wages of Pumpers and all labour connected with the water supply	6,213	0	11				
(2.)—Coal and other stores for engines, etc.	1,109	1	0				
(3.)—Maintenance and renewal of do.	453	14	2				
5TH.—OIL, TALLOW, AND OTHER STORES, (expended on engines in work).				7,776	0	1	
(1.)—Oil, Tallow, Grease, Waste, etc.	9,185	15	9				
(2.)—Small Stores	2,923	12	7				
6TH.—MAINTENANCE AND RENEWALS OF LOCOMOTIVE ENGINES AND MACHINERY.				12,109	12	4	
(1.)—Wages	43,512	10	0				
(2.)—Overtime Allowances	1,769	15	0				
(3.)—Materials	68,778	15	3				
7TH.—SERVICES OF OTHER LINES.				1,14,061	8	3	
(1.)—Hire of Locomotives							
8TH.—UNCLASSIFIED EXPENDITURE.							
Loss on Stores, etc.							
Total				4,21,097	15	1	

* Includes Home payments

Rupces 1,372-13-6.

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

ABSTRACT C.
Carriage and Waggon Expenses.

1ST.—GENERAL SUPERINTENDENCE.							
	RS.	A.	P.	RS.	A.	P.	
(1.)—Salaries	221	10	5				
(2.)—Allowances, including travelling	22	0	6				
(3.)—Foremen	1,209	8	6				
(4.)—Allowances of do., including travelling	23	5	0				
(5.)—Overtime allowances	39	8	4				
(6.)—Office Expenses	929	9	9				
2ND.—REPAIRS AND RENEWALS OF VEHICLES AND MACHINERY.				2,445	10	6	
Coaching Vehicles—							
(1.)—Wages	4,098	0	4				
(2.)—Overtime	106	10	4				
(3.)—Materials	7,379	0	4				
Goods Vehicles—				11,583	11	0	
(1.)—Wages	4,978	4	2				
(2.)—Overtime	85	5	10				
(3.)—Materials	12,557	0	1				
3RD.—CLEANING CARRIAGES AND WAGGONS, AND OILING.				17,620	10	1	
(1.)—Labour, including wages of Oilers, Carriage Cleaners, and Examiners							
(2.)—Stores, including oil, grease, and other stores for consumption on running vehicles	3,936	8	11				
4TH.—UNCLASSIFIED EXPENDITURE.				14,218	13	7	
Loss on Stores, etc.							
Total				49,805	6	1	

ABSTRACT D.
Traffic Expenses.

1ST.—SALARIES, WAGES, ETC.							
	RS.	A.	P.	RS.	A.	P.	
(a.)—General Superintendence.							
(1.)—Traffic Manager, Assistant do., and District Superintendents	15,136	0	8				
(2.)—Office Establishment	9,570	0	5				
(3.)—Travelling Allowances	2,005	6	10				
(4.)—Contingencies	1,722	9	7				
(b.)—Station Staff.				28,434	1	6	
(1.)—Station Masters, Clerks, Porters, Pointsmen, Gatekeepers of level crossings, Signalmen, Station Servants, etc.							
(c.)—Train Staff.				76,520	7	4	
(1.)—Guards and Assistant Guards	16,935	7	8				
(2.)—Overtime allowances	40	9	5				
Total				16,976	1	1	
				1,21,930	9	11	

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

Traffic Expenses.—(Concluded.)

	RS.	A.	P.	RS.	A.	P.
2ND.—FUEL, LIGHTING, WATER, AND GENERAL STORES.						
(1.)—Fires, lights, water and general stores for carriages, stations, offices, etc.	11,352	4	5			
(2.)—Waggon covers, ropes, etc.	8,079	5	3			
(3.)—Office and station fittings and furniture	472	5	6			
3RD.—CLOTHING.						
For Guards, Porters, etc.				19,903	15	2
4TH.—PRINTING, STATIONERY, AND TICKETS.						
5TH.—HORSES, HARNESS, VANS, OMNIBUSES, PROVENDER, etc.—(including charges for delivery and collection of goods).				508	13	8
6TH.—MISCELLANEOUS EXPENSES.				9,305	4	6
7TH.—SERVICES OF OTHER LINES.						
(1.)—Hire of vehicles						
(2.)—Mileage of foreign stock						
(3.)—Use of stations				83	15	0
8TH.—UNCLASSIFIED EXPENDITURE.						
Loss on stores, etc.						
Total...				1,51,732	10	3

*ABSTRACT E.
General Charges.*

	RS.	A.	P.	RS.	A.	P.
1ST.—HOME EXPENDITURE—						
(1.)—Directors and Secretary						
(2.)—Auditors and Accountants						
(3.)—Consulting Engineer and Inspecting Officers' fees and travelling allowances				9,236	7	4
(4.)—Office expenses				695	1	9
2ND.—SALARIES OF INDIAN MANAGEMENT, INCLUDING OFFICES—						
				9,931	9	1
(1.)—Agent's Office	7,652	15	3			
(2.)—Auditor's Office	13,180	2	5			
(3.)—Accountant's Office	3,859	12	6			
(4.)—Paymaster's (Cashier's Office)....	7,454	15	6			
(5.)—Store Department	9,270	9	2			
(6.)—Medical do.	5,813	12	2			
(7.)—Rents				7,797	2	3
(8.)—Contingencies including furniture and fittings				13,191	14	11
(9.)—Stationery				3,859	12	6
(10.)—Medicine				7,888	12	8
				9,270	9	2
				6,393	8	2
				2,342	8	3
				1,214	0	4
				1,071	13	6
				53,070	0	1

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

General Charges.—(Concluded.)

	RS.	A.	P.	RS.	A.	P.
3RD.—POLICE—						
(1.)—Supervision	670	15	4			
(2.)—Constables	3,188	9	6			
(3.)—Contingencies	164	2	4			
4TH.—ADVERTISING—						
5TH.—ELECTRIC TELEGRAPH—						
(1.)—Salaries	1,161	5	0			
(2.)—Working establishment	7,438	12	6			
(3.)—Travelling expenses	834	3	5			
(4.)—Office expenses, contingencies, etc.	405	8	6			
(5.)—Maintenance, labour, and Stores	6,851	1	3			
6TH.—CLEARING ACCOUNTS WITH OTHER LINES—						
7TH.—UNCLASSIFIED EXPENDITURE—						
Loss on Stores, etc.						
Total...				16,690	14	8
				977	8	4
				85,472	8	4

ABSTRACT G.

Special and Miscellaneous Expenditure.

	RS.	A.	P.	RS.	A.	P.
1ST.—LAW CHARGES—						
2ND.—COMPENSATION—						
(1.)—Claims for Goods, etc.						
(2.)—Personal injury						
3RD.—RATES AND TAXES	81	13	4			
4TH.—CONTRIBUTIONS TO SPECIAL FUNDS						
(1.)—Fire Insurance Fund				81	13	4
				*40,678	6	0
Total ..				17,546	4	1
				58,558	4	9

* Income-tax on net traffic earnings for year ending 31st March 1870 ... Rs. 38,261 6 2
Assessment on buildings, etc., for year 1870 ... " 2,416 15 10
Total... " 40,678 6 0

Proceedings of the Madras Government, Public Works Department.
8th June 1871.

ABSTRACT II.
Coaching Traffic.

[illegible]

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

ABSTRACT I.
Goods Traffic.

	Rate per Ton per mile	Weight in Tons.	Amount.
1ST.—MERCHANDISE, GENERAL.			
First Class	12 Pies.	81,241	ES. A. P. 5,43,188 13 4
Second do.	14 "	25,404	2,37,626 2 4
Third do.	18 "	15,679	2,03,350 10 6
Fourth do.	24 "	5,607	1,07,277 1 10
Fifth do.	36 "	3,640	87,795 13 10
Special	8 "	3,962	9,067 5 4
2ND.—GOVERNMENT STORES			
3RD.—RAILWAY MATERIALS FOR CONSTRUCTION			
4TH.—LIVE STOCK.			
(1.)—Horses	No.	446	4,311 11 0
(2.)—Cattle	294	1,639	7 0
(3.)—Sheep	3,498	1,170	4 0
5TH.—GOVERNMENT LIVE STOCK.			
(1.)—Horses	4,338	7,112	6 0
(2.)—Cattle	108	730	11 0
(3.)—Sheep ... ..	.....	.....	.....
6TH.—MINERALS.			
(1.)—For the Public ... ..	.....	.....	.....
(2.)—For the Company (Construction only) ... ..	.....	.....	.....
7TH.—RENTS AND DEMURRAGE.			
8TH.—INTEREST ON OUTSTANDING BILLS.			
Less outstandings irrecoverable. ... ..	.....	.....	.....
Total.....	.....	.....	12,88,577 8 3

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

ABSTRACT K.
Sundries.

										Amount.		
										RS.	A.	P.
Interest on Revenue balances deposited with Government										7,758	0	0
Hire of Locomotives										9,115	0	0
Hire of Vehicles										67,404	13	8
Mileage of Vehicles and Sheets over foreign lines										1,710	7	3
Use of Stations jointly occupied										8,114	0	7
Clearing accounts with other lines										.....		
Tolls on Bridges										.....		
Rents of Dwelling-houses										8,918	1	1
Do. of Refreshment-rooms										4,442	5	4
Fees on Share, Transfers, etc.										.....		
Sale of unclaimed Goods										.....		
Sale of Revenue Stores										.....		
												
												
												
1. Maintenance										3,994	10	3
2. Locomotive										886	4	9
3. Carriage and Waggon										.....		
4. Traffic										1,439	2	3
5. General										124	10	1
										6,444	11	4
Electric Telegraph Earnings										1,13,907	7	3
										6,346	4	8

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

Net Profit Statement.

[illegible]

(Signed) J. CRAMP,
Ag. Chief Accountant.

F. CHURCH,
Chief Auditor.

Approved and passed.
H. L. PRENDERGAST, Captain, R. E.,
Ag. Consulting Engineer to Government.

(Signed) R. B. ELWIN,
Agent and Manager.
Examined and found correct.
(Signed) F. G. HANKIN, Major,
Acting Government Examiner.

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

NORTH-WEST LINE.

Revenue Account for the half-year ending 30th June 1870.

Cr.

Dr.

Expenditure.	Amount.	Per cent. of Revenue.	Earnings.			Amount.
			Rs.	A.	P.	
To Maintenance of Way, Works, and Stations (Abstract A.)	Rs. 63,624 4 3	9.68	By Coaching Traffic ...	...	...	2,06,050 11 11
„ Locomotive Expenses ...	1,27,142 10 10	19.34	„ Goods Traffic ...	...	...	4,29,755 14 2
„ Carriage and Waggon Expenses ...	15,788 11 7	2.40	„ Electric Telegraph Earnings ...	...	...	1,376 4 8
„ Traffic Expenses ...	1,07,853 9 2	16.40	„ Sundries ...	...	...	5,994 10 1
„ General Charges ...	24,839 9 4	3.73	„ Contributions from Insurance and other Funds—	...	...	14,324 13 10
„ Special and Miscellaneous Expenditure. (Do. G.)	32,899 12 0	5.00	Fire Insurance Fund ...	...	...	
Balance Net Earnings...	3,72,153 9 2	56.60				
	2,85,948 13 6	43.40				
Total...	6,57,502 6 8	100.00				6,57,502 6 8

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

ABSTRACT A.
Maintenance of Way, Works, and Stations.

1ST.—SALARIES, OFFICE EXPENSES, AND GENERAL SUPERINTENDENCE—	RS.	A.	P.	RS.	A.	P.
(1.)—Engineers' Salaries ...	4,191	14	1			
(2.)—Allowances of do., including travelling expenses of all kinds ...	503	9	6			
(3.)—Inspectors and Plate-layers of all classes ...	2,834	9	1			
(4.)—Allowances of do. do. ...	.....					
(5.)—Overtime allowances ...	.....					
(6.)—Office expenses ...	1,528	3	10			
2ND.—MAINTENANCE AND RENEWAL OF PERMANENT-WAY—						
(1.)—Wages, including labour and immediate Superintendence, (Overseers, etc.,) on Permanent-way.	28,572	7	6			
(2.)—Materials ...	5,956	0	7			
3RD.—REPAIRS OF BRIDGES, ETC.—WAGES AND MATERIALS—						
(1.)—Bridges ...	714	2	9			
(2.)—Tunnels ...	.....					
(3.)—Miscellaneous, including earth-work, roads, fencing, etc. ...	2,670	10	10			
4TH.—REPAIRS OF STATIONS AND BUILDINGS—WAGES AND MATERIALS—						
(1.)—Repairs of buildings of every description, including station-yards and signals, but excepting quarters of the Staff ...	2,583	11	3			
(2.)—Repairs of Staff quarters ...	1,000	6	10			
5TH.—MAINTENANCE BY CONTRACT.						
6TH.—UNCLASSIFIED EXPENDITURE—						
(1.)—Plantations ...	.....					
(2.)—Tools and Plant ...	535	10	10			
(3.)—Loss on Stores, etc. ...	12,532	13	2			
Total...	.....					

Miles maintained.				Departmentally.	By Contract.	Total.
Railway Line.	{ Double ...	..	..	.....	.....	.....
Sidings	{ Single ...	..	..	153 1/2	.....	153 1/2
	..	..	..	15	.....	15
Total...				.....	.....	168 1/2

* Includes Home Payments, Rupees 127-1-5.

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

ABSTRACT B.
Locomotive Expenses.

	RS.	A.	P.	RS.	A.	P.
1ST.—GENERAL SUPERINTENDENCE—						
(1.)—Salaries of Locomotive Superintendent and Assistants ...	*1,095	7	3			
(2.)—Allowances of do., including travelling allowances ...	65	8	4			
(3.)—Foremen ...	5,213	8	1			
(4.)—Allowances of do., including travelling allowances ...	123	15	10			
(5.)—Overtime allowances ...	132	0	0			
(6.)—Office expenses ...	3,281	9	2			
2ND.—RUNNING EXPENSES (WAGES CONNECTED WITH THE WORKING OF LOCOMOTIVE ENGINES)—				9,912	0	8
(1.)—Wages of Drivers and Firemen ...	15,222	8	11			
(2.)—Overtime allowances ...	2,861	15	7			
(3.)—All labour connected with fueling, cleaning, and looking after Engines in yards ...	4,419	1	8			
(4.)—Contingent expenses, including clothing and travelling expenses ...	78	10	8			
3RD.—FUEL—				22,582	4	10
(1.)—Coal ...						
(2.)—Coke ...						
(3.)—Patent Fuel ...	Cwts. 210,112					
(4.)—Wood ...	" 8,846					
	" 2,565					
	lbs. 14,242,798					
4TH.—WATER—				47,005	8	5
(1.)—Wages of Pumpers and all labour connected with the water supply ...						
(2.)—Coal and other stores for Engines, etc. ...	2,484	6	8			
(3.)—Maintenance and renewal of do. ...	702	2	6			
	22	3	5			
5TH.—OIL, TALLOW, AND OTHER STORES, (expended on Engines in Work)—				3,208	12	7
(1.)—Oil, Tallow, Grease, Waste, etc. ...	3,356	6	8			
(2.)—Small Stores ...	756	10	11			
6TH.—MAINTENANCE AND RENEWALS OF LOCOMOTIVE ENGINES AND MACHINERY—				4,113	1	7
(1.)—Wages ...	17,877	1	3			
(2.)—Overtime allowances ...	662	13	7			
(3.)—Materials ...	21,780	15	11			
7TH.—SERVICES OF OTHER LINES—				40,320	14	9
(1.)—Hire of Locomotives ...						
8TH.—UNCLASSIFIED EXPENDITURE—						
Loss on Stores, etc. ...						
Total...				1,27,142	10	10

* Includes Home Payments, Rupees 432-11-11.

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

ABSTRACT C.
Carriage and Waggon Expenses.

	RS.	A.	P.	RS.	A.	P.
GENERAL SUPERINTENDENCE—						
(1.)—Salaries ...	76	5	6			
(2.)—Allowances, including travelling ...	7	9	2			
(3.)—Foremen ...	580	3	0			
(4.)—Allowances of do., including travelling ...	15	6	5			
(5.)—Overtime allowances ...	15	9	2			
(6.)—Office expenses ...	316	3	2			
2ND.—REPAIRS AND RENEWALS OF VEHICLES AND MACHINERY—				1,011	4	5
Coaching Vehicles—						
(1.)—Wages ...	1,369	6	9			
(2.)—Overtime ...	37	0	9			
(3.)—Materials ...	2,489	13	3			
Goods Vehicles—				3,896	4	9
(1.)—Wages ...	1,673	3	0			
(2.)—Overtime ...	31	6	9			
(3.)—Materials ...	4,238	11	0			
3RD.—CLEANING CARRIAGES AND WAGGONS, AND OILING—				5,943	4	9
(1.)—Labour, including wages of Oilers, Carriage Cleaners and Examiners ...	1,072	10	5			
(2.)—Stores, including oil, grease, and other stores for consumption on running vehicles ...	3,865	3	3			
4TH.—UNCLASSIFIED EXPENDITURE—						
Loss on Stores, etc. ...						
Total...				15,788	11	7

ABSTRACT D.
Traffic Expenses.

	RS.	A.	P.	RS.	A.	P.
1ST.—SALARIES, WAGES, ETC.—						
(a.)—General Superintendence—						
(1.)—Traffic Manager, Assistant do., and District Superintendents ...	6,273	0	10			
(2.)—Office Establishment ...	3,014	5	0			
(3.)—Travelling allowances ...	1,604	2	2			
(4.)—Contingencies ...	307	14	0			
(b.)—Station Staff—				11,199	6	0
(1.)—Station Masters, Clerks, Porters, Pointsmen, Gatekeepers of Level Crossings, Signalmen, Station Servants, etc. ...						
(c.)—Train Staff—				18,455	2	11
(1.)—Guards and Assistant Guards ...	4,192	8	1			
(2.)—Overtime allowances ...	14	5	9			
Total...				4,206	13	10
Total...				33,861	6	9

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

Traffic Expenses.—(Concluded)

	RS.	A.	P.	RS.	A.	P.
2ND.—FUEL, LIGHTING, WATER, AND GENERAL STORES—						
(1.)—Fires, lights, water and general stores for Car-						
riages, Stations, Offices, etc.	2,751	4	1			
(2.)—Waggon covers, ropes, etc.	1,674	5	1			
(3.)—Office and Station fittings and furniture ...	71	0	4			
3RD.—CLOTHING—				4,496	9	6
For Guards, Porters, etc.						
4TH.—PRINTING, STATIONERY, AND TICKETS				30	0	0
5TH.—HORSES, HARNESS, VANS, OMNIBUSES, PROVENDER,				3,440	0	3
ETC.—(including charges for delivery and						
collection of goods)						
6TH.—MISCELLANEOUS EXPENSES						
7TH.—SERVICES OF OTHER LINES—				28	1	0
(1.)—Hire of vehicles						
(2.)—Mileage of foreign stock	66,002	7	8			
(3.)—Use of Stations						
8TH.—UNCLASSIFIED EXPENDITURE—				66,002	7	8
Loss on Stores, etc.						
Total...				1,07,858	9	2

ABSTRACT E.

General Charges.

	RS.	A.	P.	RS.	A.	P.
1ST.—HOME EXPENDITURE—						
(1.)—Directors and Secretary				2,898	5	8
(2.)—Auditors and Accountants						
(3.)—Consulting Engineer and Inspecting Officers' fees and travelling allowances				189	14	3
(4.)—Office expenses						
2ND.—SALARIES OF INDIAN MANAGEMENT, INCLUDING OFFICES—				3,088	3	11
	RS.	A.	P.	RS.	A.	P.
(1.)—Agent's Office	2,093	5	10	18	12	6
(2.)—Auditor's Office	3,600	9	2	3	3	6
(3.)—Accountant's Office	1,054	6	6			
(4.)—Paymaster's (Cashier's) Office	2,036	8	9	120	11	10
(5.)—Store Department	2,091	15	7			
(6.)—Medical Department	1,785	8	0	328	5	4
				2,112	2	4
				3,603	12	8
				1,054	6	6
				2,157	4	7
				2,091	15	7
				2,113	13	4

Proceedings of the Madras Government, Public Works Department,
8th June 1871.

General Charges.—(Continued.)

	RS.	A.	P.	RS.	A.	P.
(7.)—Rents	1,011	1	1			
(8.)—Contingencies, including furniture and fittings	1,155	2	1			
(9.)—Stationery	320	4	9			
(10.)—Medicine	292	13	0			
3RD.—POLICE—				15,912	11	11
(1.)—Supervision	226	0	0			
(2.)—Constables	705	9	10			
(3.)—Contingencies	46	13	8			
4TH.—ADVERTISING				978	7	6
5TH.—ELECTRIC TELEGRAPH—				309	12	9
(1.)—Salaries	792	6	8			
(2.)—Working Establishment	1,367	14	7			
(3.)—Travelling expenses	305	5	8			
(4.)—Office expenses, Contingencies, etc.	133	13	6			
(5.)—Maintenance, Labour, Stores	1,950	12	10			
6TH.—CLEARING ACCOUNTS WITH OTHER LINES.				4,550	5	3
7TH.—UNCLASSIFIED EXPENDITURE—						
Loss on Stores, etc.						
Total...				24,839	9	4

ABSTRACT G.

Special and Miscellaneous Expenditure.

	RS.	A.	P.	RS.	A.	P.
1ST.—LAW CHARGES...				30	2	6
2ND.—COMPENSATION—						
(1.)—Claims for goods, etc.						
(2.)—Personal injury						
3RD.—RATES AND TAXES				14,324	13	10
4TH.—CONTRIBUTIONS TO SPECIAL FUNDS—						
(1.)—Fire Insurance Fund						
Total...				114,324	13	10
				* 5,363	11	5
				3,181	0	3
				32,899	12	0

* Income Tax on Net Traffic Earnings for year ending 31st March 1870
Assessment, etc., for the year 1870

	RS.	A.	P.
	15,288	9	10
	75	1	7
Total...	15,363	11	5

Net Profit Statement.

Proceedings of the Madras Government, Public Works Department, 8th June 1871.			
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
By Traffic earnings paid to Government during half year ...	7,04,841 2 3		
Deduct earnings paid in during January and February, 1870, taken to account in half-year ending December 1869 ...	1,80,887 9 7		
Interest due by Government ...	9,077 14 1		
General ...	1,226 0 4		
Traffic earnings of previous half-year, paid to Government during the months of July and August 1870 ...		5,13,649 10 3	
Contributions from Insurance Fund ...		1,29,527 14 7	
		14,324 13 10	
Total Traffic Receipts ...		6,57,502 6 8	
Balance, i. e., Traffic earnings up to June 1870, realized on 1st September 1870, namely:—			
Construction Account ...			
Government ...			
Public Companies and Traders ...			
Foreign Railways ...			
Traffic Department ...			
Steam Boat Service ...			
Sundries ...			
Total ...	6,57,502 6 8		
paid to Government as per above Statement		6,57,502 6 8	
expenses as per Revenue Account		3,72,153 9 2	
		2,85,348 13 6	
			Balance being net profit for the six months...
ed) J. CRAMP, Acting Chief Accountant.		(Signed) R. B. ELWIN, Agent and Manager.	
(Signed) F. CHURCH, Chief Auditor.		(Signed) F. G. HANKIN, Major, Acting Government Examiner.	
Approved and passed.		(Signed) H. L. PRENDERGAST, Captain, R. E., Actg. Consulting Engineer to Government.	

*Proceedings of the Madras Government, Public Works Department,
8th June 1871.*

Certificate respecting the Permanent-way, etc.

I HEREBY certify that the whole of the Company's Permanent-way, Stations, Buildings, Telegraph, Fencing, etc., have, during the past half-year, been maintained in good working condition and repair.

MADRAS,
2nd September 1870.

(Signed) T. H. GOING,
Acting 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.

1st September 1870.

(Signed) W. J. COLLINSON,
Acting Locomotive Superintendent.

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

MADRAS,
21st September 1870.

(Signed) H. L. PRENDERGAST, Captain, R.E.,
Acting Consulting Engineer for Railways.

No. 114.

ORDER THEREON, 8th June 1871, No. 1,540.

RAILWAY, No. 10.

ORDERED that the following letter
be sent:—

(Here enter No. 1,541, dated 8th June 1871.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Edw. T. O'Connor.

Edw. T. O'Connor.

1871

PUBLIC WORKS.

To

THE ACTING CONSULTING ENGINEER

FOR RAILWAYS.

1st June 1871

Recd.

Encl.

1871

JUNE

No. 113-114

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 8th June 1871.

No. 115.

To

No. 1,541.

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

RAILWAY, No. 11.

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 30th June 1870.

2. On the South-West Line the total receipts and expenditure were Rupees 22,40,797 and 10,98,612 exhibiting a net profit of Rupees 11,42,185. Compared with the results of the corresponding half of 1869 these results show a decrease of Rupees 40,457 under receipts; an increase of Rupees 61,843 under expenditure; and a falling off of Rupees 1,02,300 in the net profits. The train and engine mileage were 562,284 and 723,764, respectively, indicating an excess of 5,113 and 5,378 over the results of the first half of 1869.

3. The passenger traffic was as follows:—

	Up to 30th June 1869.		Up to 30th June 1870.		Increase.		Decrease.	
	No.	Receipts.	No.	Receipts.	No.	Receipts.	No.	Receipts.
1st Class	4,796	62,659	4,608	57,737	188	4,922		
2nd do.	38,818	67,184	51,391	75,152	12,573	7,968		
3rd do.	747,691	580,697	709,609	531,549	38,082	49,148		
Cooly do.	70,505	27,760	103,302	40,774	32,797	13,014		

4. These figures show an increase both in numbers and receipts in the second and cooly classes, but a falling off in the first and third-class traffic.

5. The goods traffic was as follows:—

		Tons.	Rupees.
Up to 30th June 1869	...	160,636	13,27,305
Do. do. 1870	...	153,023	12,75,576
Decrease...		7,613	51,729

6. Under revenue expenditure the causes of the differences under the various heads of charge between the results of the working of the first half of the years 1869 and 1870 will be found explained in paragraphs 25 to 30 of the Consulting Engineer's review.

7. On the North-West Line the receipts for the half-year under review were Rupees 6,57,502 against Rupees 6,54,114 in the corresponding half of 1869, while the expenditure during these periods was Rupees 3,72,154 and 2,63,903 respec-

tively. There was thus a decrease of Rupees 1,04,863 in the net profits. The train and engine mileage were 187,384 and 222,232.

8. The passenger traffic was as follows:—

	Up to 30th June 1869.		Up to 30th June 1870.		Increase.		Decrease.	
	No.	Receipts.	No.	Receipts.	No.	Receipts.	No.	Receipts.
1st Class	414	4,690	859	6,564	445	1,874	.....	.....
2nd do.	3,121	5,514	4,038	8,852	917	3,338	.....	.....
3rd do.	223,585	162,605	240,525	161,288	16,940	.....	.....	1,317

9. These figures show that there was an increase of Rupees 3,895 in the gross receipts during the half-year ending 30th June 1870 as compared with the corresponding half of 1869.

10. The goods traffic was as follows:—

	Tons.	Rupees.
Up to 30th June 1869...	41,637	4,28,764
Do. do. 1870...	49,813	4,25,956

11. The revenue expenditure amounted to Rupees 3,72,154, and exhibits an excess of Rupees 1,08,251 over the expenditure of the first half of 1869. This excess will be found explained in paragraph 61 of the review.

12. I am to invite attention to Colonel Orr's letter of the 18th February 1871, No. 502, regarding the causes which have influenced the falling off in the traffic of the Madras Railway during the second quarter of the half-year under review.

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

Colonel, R.E.,
Secretary to Government.

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 197.

From

Major J. L. Phendryast, R.E.,
Consulting Engineer for Railways,

To

Colonel J. C. Barendse, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

Sir,

I have the honour to submit the
Revenue account and Traffic Analysis
of the South-West and North-West
Lines of the Madras Railway for
the half-year ended the 30th June 1870.

No. 12,3, 7417.

The statements marginally
noted, referred to in G.O. No. 363 dated
6th February 1871, are also appended.

I have the honour to be

Sir,
Your most obedient servant,

Colonel J. C. Barendse, R.E.,

Consulting Engineer for Railways.

Madras
14th May 1871

Recd 6th February/11 No 129-130
 1150446

Departt
1870
 RAILWAY DEPARTMENT.

From *48*
 The Consulting Engineer
 for Railways,

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

Dated *4th May* 1871.
 Received *8th*

No. 197
En: 5th May
40-1541-8
 the Revenue *of the South-West and North-West Lines of the Madras Railway for the 1/2 year ended 30th 11/10*

Enclosed find the following letter

Recd:-

1870-11-17

Recd 19/6/11

No 113
15/11/11 R-16

[FEBRUARY 1870]

THE
MONTHLY GUIDE
TO RAILWAYS
 IN THE MADRAS PRESIDENCY.

MADRAS RAILWAY.

MADRAS and ARCONUM, TIRUPUTTY, CUDDAPAH, GOOTY,
 ARCOT, VELLORE, JOLLARPETT, BANGALORE, SALEM,
 COIMBATORE, PALGHAT and BETPOOR.
N. W. LINE OPEN TO GOOTY.

PUBLISHED UNDER AUTHORITY.

Sold at all the principal Railway Stations and can be obtained at the Office
 of the Madras Advertising and Printing Company (Limited).—167,
 Popham's Broadway, Madras.

PRINTED BY C. D'CRUIZ AT THE M. A. & P. CO.—(Limited)
 MOUNT ROAD BRANCH.

MADRAS RAILWAY.

TABLE I.

SOUTH WEST LINE TO ARCONUM, VELLORE, JOLLARPETT,

Miles from Madras.	STATIONS.	WEEK DAYS.					
		1		2		3	
		1, 2, 3, Class & Goods.	1, 2, & 3 Class.	1, 2, & 3 Class.	3 & Cooly Class and Goods.	3 & Cooly Class and Goods.	3 & Cooly Class and Goods.
34	Madras Dep	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
13	Peram core	6 0	7 0	7 0	9 10	9 10	9 10
17	Avady	6 15	7 15	7 15	9 35	9 35	9 35
25	Pinnalore	6 39	7 39	7 39	10 15	10 15	10 15
29	Trivellore	6 52	7 49	7 49	10 35	10 35	10 35
36	Cudumbatoor	7 12	8 20	8 20	11 7	11 7	11 7
42	Chinnampett	7 22	8 30	8 30	11 23	11 23	11 23
42	Arconum Junc. Arr	7 42	8 45	8 45	11 43	11 43	11 43
161	Cuddapah	8 0	9 0	9 0	12 20	12 20	12 20
257	Gooty	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Do. dept. for E and W Tr...	2 50	7 45	7 45	—	—	—
	Arconum Junc ... Dep	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
55	Sholinghur	6 0	—	—	—	—	—
65	Arcot	—	9 5	9 5	12 45	12 45	12 45
73	Tiruvellur	—	—	—	—	—	—
80	Vellore	—	10 5	10 5	1 40	1 40	1 40
88	Veerinjepoorum	—	10 23	10 23	2 15	2 15	2 15
95	Gooriatum	—	10 40	10 40	2 50	2 50	2 50
105	Mailputty	—	10 55	10 55	3 20	3 20	3 20
112	Amboor	—	—	—	3 50	3 50	3 50
122	Vaniembady	—	11 30	11 30	4 50	4 50	4 50
132	Jollarpett Junc. ... Arr	—	12 16	12 16	5 35	5 35	5 35
216	Bangalore	—	12 40	12 40	6 15	6 15	6 15
	Do. dept. for West Train...	—	1 5	1 5	7 5	7 5	7 5
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		6 30	9 0	9 0	—	—	—
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		9 0	—	—	—	—	—

As the accommodation for first and 2nd Class Passengers by the Night Station than MADRAS, JOLLARPETT, BANGALORE and SALEM are requested may be provided.

TRAINS FROM MADRAS. AND BANGALORE.

WEEK DAYS.						SUNDAYS.						REMARKS.						
4			5			6			1				2			3		
1, 2, 3 & 1, 2, Class Goods. & Goods.			Goods.			1, 2, 3, and Goods.			1, 2, 3, and Class.				1, 2, & Class Goods.					
P.	M.		P.	M.		P.	M.		A.	M.			A.	M.		P.	M.	
2	30		5	0		7	15		6	0		7	0		5	0		NOTE.—A black line thus denotes that the Train does not proceed further.
2	55		5	25		7	40		6	15		7	15		5	25		
3	30		5	55		—	—		6	39		7	49		5	55		
3	45		6	19		—	—		6	52		—	—		6	19		
4	15		6	42		—	—		7	12		8	20		6	42		
4	30		—	—		—	—		7	22		—	—		—	—		
4	55		—	—		—	—		7	42		8	45		—	—		
5	20		7	30		—	—		8	0		9	0		7	30		
—	—		—	—		A. M.	P. M.		P. M.	P. M.		—	—		—	—		
—	—		—	—		6	20		2	50		—	—		—	—		
—	—		—	—		P. M.	P. M.		7	45		—	—		—	—		
—	—		—	—		12	25		A. M.	P. M.		—	—		—	—		
—	—		—	—		—	—		6	0		—	—		—	—		
5	30		8	0		10	0		—	—		9	58		8	0		
6	10		—	—		—	—		—	—		9	40		—	—		
6	45		9	25		11	28		—	—		10	5		9	25		
7	20		—	—		—	—		—	—		10	23		—	—		
8	0		10	15		—	—		—	—		10	40		10	15		
—	—		10	25		12	30		—	—		10	55		10	25		
—	—		—	—		—	—		—	—		—	—		—	—		
—	—		11	15		1	28		—	—		11	30		11	15		
—	—		—	—		2	33		—	—		11	56		—	—		
—	—		—	—		—	—		—	—		12	16		—	—		
—	—		12	50		—	—		—	—		12	40		12	50		
—	—		1	30		4	0		—	—		1	5		1	30		
—	—		—	—		—	—		—	—		—	—		—	—		
—	—		A. M.	P. M.		A. M.	P. M.		P. M.	P. M.		A. M.	P. M.		A. M.	P. M.		
—	—		7	0		11	30		6	30		7	0		7	0		
—	—		P. M.	P. M.		11	30		A. M.	P. M.		P. M.	P. M.		P. M.	P. M.		
—	—		8	30		—	—		9	0		8	30		—	—		
—	—		P. M.	A. M.		—	—		A. M.	P. M.		P. M.	P. M.		—	—		

Passengers intending to join those trains at any other trains is limited, notice to the Station Master in order that accommodation to give 24 hours' notice to the Station Master in order that accommodation

TO SALEM, COIMBATORE, PALGHAT, AND BEYPOOR.

TABLE I.

SOUTH WEST LINE TRAINS FROM MADRAS-

Miles from Madras	STATIONS.	WEEK DAYS		
		1	2	3
		1, 2 & Goods.	1, 2, & 3 Class.	
		A. M.	P. M.	
	Jollarett Junc. .. Dep	—	1 25	—
136½	Tripatore.. ..	—	1 40	—
151½	Samulputty	—	2 15	—
166	Morapoor	—	2 53	—
180	Mullapuram	—	3 38	—
192½	Shervaroy Hills ..	—	4 5	—
206½	Salem Suramungalam Arr	—	4 40	—
	Salem (Do.) Dep	—	5 0	—
219½	McDonald's Choultry ..	—	5 30	—
230½	Sunkery Droog... ..	—	6 7	—
243	Erode Junc. .. Arr	—	6 45	—
G.S.)	Trichinopoly Arr	—	—	—
I.R.)	Negapatnam	—	—	—
	Erode Junc. Dep	—	7 5	—
252½	Peranduray	—	7 35	—
266½	Wutkallee	—	8 17	—
275	Avenashy Road.. ..	—	8 45	—
286	Somancor	—	9 15	—
301½	Coimbatore Pothanoor Arr	—	10 0	—
	Coimbatore (Do.) Dep	7 45	—	—
308	Muddakuray	8 0	—	—
316½	Walliar	8 31	—	—
323½	Conjecode	8 55	—	—
332	Palghat .. { Arr	9 20	—	—
	.. { Dep	9 25	—	—
337½	Purley	9 43	—	—
347	Luckany	10 13	—	—
351½	Wootapollium	10 30	—	—
359½	Shoranoor	10 59	—	—
366½	Puttamby	11 22	—	—
378½	Coottiporam	11 54	—	—
387½	Tiroor .. { Arr	12 20	—	—
	.. { Dep	12 25	—	—
392½	Fanoor	12 42	—	—
397½	Perpangady	1 0	—	—
406½	Beypoor... .. Arr	1 30	—	—

N. B.—Letters intended for Station Masters at Salem and Coimbatore

WEEK DAYS.						SUNDAYS.		
4	5	6	1, 2, and 3, C. & Goods.	A.	M.	1, 2, & 3 Class.	A.	M.
—	A. M.	A. M.	—	—	—	P. M.	—	—
—	2 0	4 50	—	—	—	1 25	—	—
—	2 15	5 10	—	—	—	1 40	—	—
—	3 0	6 8	—	—	—	2 15	—	—
—	—	7 7	—	—	—	2 53	—	—
—	4 35	8 0	—	—	—	3 38	—	—
—	5 28	8 43	—	—	—	4 5	—	—
—	6 5	9 30	—	—	—	4 40	—	—
—	6 30	10 15	—	—	—	5 0	—	—
—	—	10 55	—	—	—	5 30	—	—
—	7 50	11 40	—	—	—	6 7	—	—
—	8 28	12 25	—	—	—	6 45	—	—
—	P. M.	P. M.	—	—	—	—	P. M.	—
—	1 52	7 0	—	—	—	—	—	—
—	6 15	—	—	—	—	—	—	—
—	A. M.	A. M.	—	—	—	—	A. M.	—
—	8 40	1 15	—	—	—	7 5	—	—
—	9 10	1 55	—	—	—	7 35	—	—
—	9 53	2 40	—	—	—	8 17	—	—
—	10 28	3 25	—	—	—	8 45	—	—
—	11 0	4 10	—	—	—	9 15	—	—
—	11 50	5 0	—	—	—	10 0	—	—
—	12 20	—	—	—	—	—	—	—
—	12 36	—	—	—	—	—	—	—
—	1 6	—	—	—	—	—	—	—
—	1 30	—	—	—	—	—	—	—
—	1 55	—	—	—	—	—	—	—
—	2 0	—	—	—	—	—	—	—
—	2 18	—	—	—	—	—	—	—
—	2 48	—	—	—	—	—	—	—
—	3 5	—	—	—	—	—	—	—
—	3 30	—	—	—	—	—	—	—
—	3 53	—	—	—	—	—	—	—
—	4 27	—	—	—	—	—	—	—
—	4 55	—	—	—	—	—	—	—
—	5 0	—	—	—	—	—	—	—
—	5 15	—	—	—	—	—	—	—
—	5 30	—	—	—	—	—	—	—
—	6 0	—	—	—	—	—	—	—
—	P. M.	P. M.	—	—	—	—	P. M.	—

should be respectively addressed to Suramungalam and Pothanoor.

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

* Will stop by Signal to take up and set down Passengers.

FROM SALEM, VELLORE, AND ARCONUM.

TABLE II.

10

SOUTH WEST LINE TRAINS TO MADRAS—

		C		B		3	
		1		2		3	
		Goods.		1, 2 & Goods.		1, 2, 3 & Goods.	
		P.	M.	P.	M.	A.	M.
214	Salem	3	15	9	0	—	—
226	Shervaroy Hills ... Dep	4	5	9	45	—	—
240	Mullapuram ...	5	10	10	35	—	—
255	Morapoor ..	6	0	—	—	—	—
269	Samulputty...	6	50	—	—	—	—
274	Tripatore...	7	40	—	—	—	—
358	Jollarpett Junc. Arr.	8	0	—	—	—	—
Bangalore		—		—		—	
Do. dept. for Madras ...		—		—		—	
Jollarpett Junc Dep		—		—		—	
283	Vaniembady ...	11	30	—	—	—	—
293	Amboor ..	8	45	—	—	—	—
300	Mailputty...	—	—	—	—	—	—
310	Gooriatum ...	—	—	—	—	—	—
318	Veerinjepoorum ...	—	—	—	—	—	—
325	Vellore...	11	1	—	—	—	—
333	Tiruvellum { Arr	12	15	—	—	—	—
341	Arcot { Dep	12	30	—	—	—	—
350	Sholinghur ...	—	—	—	—	—	—
363	Arconum Junc. ...	1	22	—	—	—	—
579	Gooty	2	40	—	—	—	—
483	Cuddalore	—	—	—	—	—	—
370	Arconum Junc. Dep	—	—	—	—	—	—
376	Chinamapett	—	—	—	—	—	—
380	Cudumbatoor ...	3	15	—	—	—	—
388	Trivellore...	—	—	—	—	—	—
393	Tinnanore...	—	—	—	—	—	—
402	Arady...	—	—	—	—	—	—
406	Perambore...	—	—	—	—	—	—
406	Madras	—	—	—	—	—	—
As the accommodation for 1st and 2nd Class Passengers by the Night		—		—		—	
than MADRAS, JOLLARPETT, BANGALORE, and SALEM are requested to give		—		—		—	
provided.		—		—		—	

		4		5		6		SUNDAY.		1		2		3	
		3 & Cooly Cls. & Gds.		1, 2, 3, & Goods.		1, 2 & 3 Class.		1, 2, & Goods.		1, 2, 3 & Goods.		1, 2, & Goods.		1, 2, & 3 Class.	
		A.	M.	A.	M.	A.	M.	A.	M.	A.	M.	A.	M.	A.	M.
		—	—	9	45	—	—	9	09	9	45	—	—	—	—
		—	—	10	25	—	—	9	45	10	25	—	—	—	—
		—	—	11	10	—	—	10	35	11	10	—	—	—	—
		—	—	11	50	—	—	—	—	11	50	—	—	—	—
		—	—	12	30	—	—	12	5	12	30	—	—	—	—
		—	—	1	5	—	—	12	50	1	5	—	—	—	—
		—	—	1	20	—	—	1	5	1	20	—	—	—	—
		—	—	P.	M.	—	—	A.	M.	P.	M.	—	—	—	—
		—	—	6	30	—	—	7	0	6	30	—	—	—	—
		—	—	A.	M.	—	—	P.	M.	A.	M.	—	—	—	—
		—	—	9	0	—	—	8	30	9	0	—	—	—	—
		6	0	1	40	—	—	1	30	1	40	—	—	—	—
		6	45	2	5	—	—	2	0	2	5	—	—	—	—
		7	30	2	30	—	—	2	33	2	30	—	—	—	—
		8	5	—	—	—	—	—	—	2	45	—	—	—	—
		8	48	3	15	—	—	—	—	3	15	—	—	—	—
		9	40	3	50	—	—	4	12	3	50	—	—	—	—
		10	0	4	0	—	—	4	20	4	0	—	—	—	—
		10	23	—	—	—	—	—	—	4	17	—	—	—	—
		11	0	4	32	—	—	5	10	4	35	—	—	—	—
		11	46	—	—	—	—	—	—	4	53	—	—	—	—
		12	45	5	10	—	—	6	15	5	15	—	—	—	—
		—	—	A.	M.	—	—	—	—	—	—	—	—	—	—
		—	—	6	0	—	—	—	—	—	—	—	—	—	—
		—	—	10	50	—	—	—	—	—	—	—	—	—	—
		—	—	P.	M.	—	—	—	—	—	—	—	—	—	—
		1	15	5	20	—	—	6	25	5	20	—	—	—	—
		1	42	—	—	—	—	6	10	—	—	—	—	—	—
		2	9	—	—	—	—	—	—	—	—	—	—	—	—
		2	35	6	0	—	—	6	42	7	12	6	0	—	—
		3	10	6	19	—	—	7	2	7	34	6	19	—	—
		3	30	—	—	—	—	7	15	7	49	—	—	—	—
		4	10	6	55	—	—	8	15	6	55	—	—	—	—
		4	35	7	15	—	—	8	40	7	15	—	—	—	—
		P	M	P	M	P	M	A	M	P	M	P	M	P	M

B—3rd Class
Passengers are
conveyed by
8-15 A. M. Train
from ARCONUM
TRIVELLORE
TINNANORE
ARADY and PE-
RAMBORE to
MADRAS.

* Will stop
by signal to take
up and set down
Passengers.

C—3rd Class
Passengers are
conveyed by
8-0 A. M. Train
between COIM-
BATORE and JOL-
LARPETT.

A—Passengers
wishing to alight
at PERAMBORE
must advise the
guard at ARCO-
NUM.

trains is limited, Passengers intending to join those trains at any other Station
24 hours' notice to the Station Master in order that accommodation may be

TABLE V.

12

NORTH

TRAINS FROM MADRAS, COIMBATORE,
TIRUPPETTY, CUDDAPAH

Miles from Madras.	STATIONS.		1
			Goods.
42½	Madras	...	A. M.
30½	Arconum Junction	...Dep	—
206½	Coimbatore	...	—
216½	Salem	...Dep	—
80½	Bangalore	...	—
	Vellore	...	—
	Arconum Junction	...Dep	—
	(Arrival from West)		—
56½	Arconum Junc.	...	A. M.
59½	Tirutany	...Dep	—
69½	Nagery	...	—
78	Puttoor	...	—
83½	Poody	...	—
	Tirupetty	...	—
97	Tirupetty	...	—
109	Tirupetty	...Arr	6 0
121½	Codoor	...Dep	0 0
129½	Codoor	...Arr	5 0
136½	Reddypally	...Dep	—
147	Rajampett	...	—
161½	Nundalore	...	—
	Wontimettah	...	—
	Cuddapah	...	—
176	Cuddapah	...Arr	—
185½	Camalipoor	...	—
195½	Yerragoontla	...Dep	—
210½	Moodanoor	...	—
227½	Kondapuram	...	—
242½	Tadputri	...	—
257½	Royal Cheroo	...	—
	Gooty	...	—
		...Arr	A. M.

13

WEST LINE

SALEM, BANGALORE, AND VELLORE TO
AND GOOTY.

WEEK DAYS						SUNDAYS.			
2		3		4		1		2	
1, 2, 3 Class & Goods.		1, 2, 3 Class & Goods.		1, 2 Class & Goods.		1, 2, 3, Class & Goods.		1, 2, 3 Class & Goods.	
A.	M.	P.	M.	P.	M.	A.	M.	A.	M.
6	0	2	30	7	15	6	0	—	—
8	0	5	20	19	0	8	0	—	—
—	—	A.	M.	—	—	—	—	—	—
—	—	4	15	—	—	—	—	—	—
—	—	9	45	—	—	—	—	—	—
—	—	9	0	—	—	—	—	—	—
—	—	4	0	—	—	—	—	—	—
—	—	5	10	—	—	—	—	—	—
8	15	5	30	10	15	8	15	—	—
8	40	6	0	—	—	8	40	—	—
9	8	6	30	—	—	9	8	—	—
9	36	7	5	—	—	9	36	—	—
10	6	7	40	—	—	10	6	—	—
10	25	8	0	12	40	10	25	—	—
10	40	—	—	1	0	10	40	—	—
—	—	—	—	—	—	—	—	—	—
12	0	—	—	2	40	12	0	—	—
12	10	—	—	3	0	12	10	—	—
12	50	—	—	—	—	12	50	—	—
1	14	—	—	—	—	1	14	—	—
1	34	—	—	—	—	1	34	—	—
2	5	—	—	—	—	2	5	—	—
2	50	—	—	6	20	2	50	—	—
—	—	—	—	* A.	M.	—	—	—	—
3	10	—	—	6	50	3	10	6	50
3	51	—	—	7	42	3	51	7	42
4	18	—	—	8	15	4	18	8	15
4	45	—	—	8	50	4	45	8	50
5	26	—	—	9	40	5	26	9	40
6	13	—	—	10	40	6	13	10	40
—	—	—	—	—	—	—	—	—	—
7	45	—	—	12	25	7	45	12	25
P.	M.	P.	M.	P.	M.	P.	M.	P.	M.

* 3rd Class from Cuddapah.

TABLE VI.

14

NORTH

TRAINS from GOOTY, CLIDDAH, and
COIMBATORE

Miles from Gooty.		STATIONS.		NORTH	
				1	
				Goods.	
				A. M.	
15	Gooty...				
39	Loyal Cheroo ...	...	Dep	—	
47½	Tadputri ...	...	...	—	
62	Kondipuram ...	...	...	—	
72	Moodanoor ...	...	...	—	
81½	Yerragoontla ...	...	...	—	
96½	Camalapuram ...	...	...	—	
110½	Cuddapah ...	...	...	...	
121	Cuddapah ...	...	Arr.	...	
127½	Wontimettah ...	...	Dep.	...	
135½	Nundalore ...	...	...	...	
148½	Rajampett ...	...	...	...	
166½	Reddypully ...	...	...	...	
173½	Codoor ...	...	...	...	
179½	Ballypully ...	...	Arr	8 20	
188½	Tirupetty ...	...	Dep	9 0	
198	Tirupetty ...	...	...	10 0	
207	Poodu ...	...	Arr	—	
215½	Puttoor ...	...	Dep.	—	
253	Naggery ...	...	...	—	
389	Tirutany ...	...	...	—	
379	Arconum Junction ...	...	Arr.	—	
474	Vellore ...	...	...	—	
257½	Bangalore ...	...	...	—	
	Salem ...	...	...	—	
	Coimbatore ...	...	Arr.	—	
	Arconum Junction ...	...	Dep.	—	
	Madras ...	...	Arr.	—	

WEST LINE.

TIRUPETTY, to VELLORE, BANGALORE, SALEM,
and MADRAS.

15

WEEK DAYS.

SUNDAYS.

WEEK DAYS.				SUNDAYS.					
2		3		4		1		2	
1, 2 & 3 Class & Goods		1, 2, & 3 Class & Goods.		1, 2 & 3 Class & Goods.		1, 2 & 3, Class & Goods		1, 2, & 3 Class & Goods.	
A.	M.	A.	M.	P.	M.	A.	M.	P.	M.
—	—	6	0	1	15	6	0	1	15
—	—	—	—	—	—	—	—	—	—
—	—	7	22	3	0	7	22	3	0
—	—	8	9	3	55	8	9	3	55
—	—	8	50	4	45	8	50	4	45
—	—	9	17	5	20	9	17	5	20
—	—	9	45	5	54	9	45	5	54
—	—	10	25	6	45	10	25	6	45
—	—	10	50	* 7	15	10	50	—	—
—	—	11	35	—	—	11	35	—	—
—	—	12	5	—	—	12	5	—	—
—	—	12	26	—	—	12	26	—	—
—	—	12	50	—	—	12	50	—	—
...	—	1	30	10	35	1	30	—	—
—	—	1	45	10	45	1	45	—	—
—	—	—	—	—	—	—	—	—	—
—	—	3	5	12	15	3	5	—	—
—	—	3	15	12	40	3	15	—	—
5	45	3	33	—	—	3	33	—	—
6	15	4	0	—	—	4	0	—	—
4	45	4	30	—	—	4	30	—	—
15	—	5	0	—	—	5	0	—	—
7	45	5	25	3	15	5	25	—	—
8	15	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
9	5	—	—	—	—	—	—	—	—
10	55	—	—	—	—	—	—	—	—
P.	M.	—	—	—	—	—	—	—	—
6	30	—	—	—	—	—	—	—	—
5	0	—	—	—	—	—	—	—	—
10	0	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
8	25	5	50	3	15	5	50	—	—
11	0	8	0	5	35	8	0	—	—
A.	M.	P.	M.	A.	M.	P.	M.	—	—
—	—	—	—	—	—	—	—	—	—

1st & 2nd Class only from Cuddapah

TABLE III.

TRAINS from MADRAS, VELLORE, BEYPOOR, PALGHAT, COIMBATORE, and SALEM, to BANGALORE.

Miles to Bangalore.	STATIONS.	WEEK DAYS.						SUNDAYS.					
		1, 2 & Goods.		1, 2 & 3 Goods.		1, 2 & 3 Goods.		1, 2 & 3 Goods.		1, 2 & 3 Goods.		1, 2 & 3 Goods.	
		P. M.	Dep.	P. M.	Dep.	P. M.	Dep.	P. M.	Dep.	P. M.	Dep.	P. M.	Dep.
216½	MADRAS	...	...	...	...	...	...	...	...	...	...	...	...
135½	Vellore	...	...	...	...	...	...	...	...	...	...	...	...
84½	Jollarpett Junction.	...	...	...	...	...	...	...	...	...	...	...	...
358½	Beypoor	...	...	...	...	...	...	...	...	...	...	...	...
284½	Palghat	...	...	...	...	...	...	...	...	...	...	...	...
254½	Coimbatore	...	...	...	...	...	...	...	...	...	...	...	...
159½	Salem	...	...	...	...	...	...	...	...	...	...	...	...
62½	Jollarpett	...	...	...	...	...	...	...	...	...	...	...	...
40½	Coopum	...	...	...	...	...	...	...	...	...	...	...	...
24½	Colar Road	...	...	...	...	...	...	...	...	...	...	...	...
11½	Malloor	...	...	...	...	...	...	...	...	...	...	...	...
...	Cadjoedy	...	...	...	...	...	...	...	...	...	...	...	...
...	Bangalore.	...	...	...	...	...	...	...	...	...	...	...	...

16

BANGALORE

TABLE IV.

TRAINS from BANGALORE to MADRAS, VELLORE, SALEM, COIMBATORE, PALGHAT and BEYPOOR.

Miles from Bangalore.	STATIONS.	WEEK DAYS.						SUNDAYS.					
		1, 2 & 3rd Class.		1, 2 & 3rd Class.		1, 2 & 3rd Class.		1, 2 & 3rd Class.		1, 2 & 3rd Class.		1, 2 & 3rd Class.	
		A. M.	Dep.	A. M.	Dep.	A. M.	Dep.	A. M.	Dep.	A. M.	Dep.	A. M.	Dep.
11½	Bangalore.	...	...	...	...	...	...	...	...	...	...	...	...
24½	Cadjoedy	...	...	...	...	...	...	...	...	...	...	...	...
40½	Malloor	...	...	...	...	...	...	...	...	...	...	...	...
...	Colar Road	...	...	...	...	...	...	...	...	...	...	...	...
62½	Coopum	...	...	...	...	...	...	...	...	...	...	...	...
84½	Jollarpett Junction.	...	...	...	...	...	...	...	...	...	...	...	...
159½	Jollarpett Junction.	...	...	...	...	...	...	...	...	...	...	...	...
254½	Salem	...	...	...	...	...	...	...	...	...	...	...	...
284½	Coimbatore	...	...	...	...	...	...	...	...	...	...	...	...
358½	Palghat	...	...	...	...	...	...	...	...	...	...	...	...
...	Beypoor	...	...	...	...	...	...	...	...	...	...	...	...
135½	Jollarpett Junction.	...	...	...	...	...	...	...	...	...	...	...	...
173½	Vellore	...	...	...	...	...	...	...	...	...	...	...	...
216½	Arcohum June	...	...	...	...	...	...	...	...	...	...	...	...
...	MADRAS	...	...	...	...	...	...	...	...	...	...	...	...

BRANCH LINE.

17

Rates for Passengers, Palanquins, and Dogs.

FROM MADRAS TO		1st Class.		2nd Class.		3rd Class.		Cooly Class.		PALANQUINS.		Dogs.	
		Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Each.	Each.	Each.	Each.
		RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.
Perambore	...	...	...	...	...	...	...	...	...	...	...	...	...
Avady...	...	0 6	0 7	0 2	0 4	0 1	0 2	0 1	0 2	...	...	0 8	...
Tinianore	...	1 4	1 8	0 5	0 13	0 4	0 5	0 2	0 3	...	...	...	...
Trivellore	...	1 11	2 1	0 8	1 2	0 5	0 7	0 3	0 4	...	...	...	...
Cudumbatour	...	2 7	3 0	0 11	1 10	0 7	0 8	0 4	0 5	...	...	0 8	...
Chinnamapett	...	3 6	...	0 15	...	0 8	0 9	0 5	0 6	...	...	...	...
Arconum Junction	...	4 1	4 15	1 2	2 11	0 11	0 11	0 6	0 7	...	...	...	...
Tirutany	...	4 13	...	1 5	...	0 13	...	...	...	...	...	...	...
Nagerry	...	5 10	...	1 9	...	0 15	...	...	...	...	...	...	...
Puttur	...	6 9	...	1 13	...	1 2	...	...	...	...	...	...	...
Poody...	...	7 5	...	2 1	...	1 4	...	...	...	...	...	...	...
Tirupetty	...	7 14	9 10	2 8	5 4	1 5	...	...	...	...	...	...	...
Codoor	...	10 4	12 8	2 13	6 13	1 11	...	...	...	...	...	...	...
Reddypully	...	11 7	...	3 8	...	1 15	...	...	...	...	...	...	...
Rajampett	...	12 3	...	3 6	...	2 1	...	...	...	...	...	...	...
Nundaloor	...	12 14	...	3 9	...	2 2	...	...	...	...	...	...	...
Wontimettah	...	13 13	...	3 13	...	2 5	...	...	...	...	...	...	...
Cuddapah	...	15 3	18 9	4 4	10 2	2 12	...	...	...	...	...	...	...
Canalapur	...	16 8	...	4 9	...	2 15	...	...	...	...	...	...	...
Yerragoonda	...	17 7	...	5 2	...	3 1	...	...	...	...	...	...	...
Moodanoor	...	18 6	...	...	...	...	...	...	...	...	...	...	...

T M N

Kondharam...	19 13	...	5 8	...	3 5	...	...	...	...	...	...	...	...
Tadpatri	21 6	...	5 15	...	4 1	...	...	...	...	...	...	...	...
Gooty	24 3	...	6 12	...	...	...	...	...	...	...	...	...	...
Sholinghur	...	5 4	1 7	...	0 14	...	...	...	...	...	...	...	...
Arcoot	...	6 2	1 11	...	4 1	...	...	...	...	...	...	...	...
Tiruvellum	...	6 14	1 14	...	...	...	...	...	...	...	...	...	...
Vellore...	...	7 10	...	5 5	...	...	...	...	...	...	...	...	...
Gooriatum	...	9 0	2 2	2 8	5 1	...	...	...	...	...	...	...	...
Malliputty	...	9 15	...	2 12	6 0	...	...	...	...	...	...	...	...
Amboor	...	10 10	...	2 15	...	...	...	...	...	...	...	...	...
Vaniembady	...	11 9	14 2	3 8	7 11	...	...	...	...	...	...	...	...
Jollarpett	...	12 6	15 2	3 7	8 4	...	...	...	...	...	...	...	...
Coopam	14 7	...	4 0	...	...	...	...	...	...	...	...	...	...
Colar Road.	16 8	...	4 9	...	...	...	...	...	...	...	...	...	...
Malloor	18 0	...	5 0	...	...	...	...	...	...	...	...	...	...
Cadgoody	19 4	...	5 5	...	...	...	...	...	...	...	...	...	...
Bangalore	20 6	24 14	5 10	13 9	3 6	...	...	...	...	...	...	...	...
Tripatore	12 14	15 11	3 9	8 9	2 2	...	...	...	...	...	...	...	...
Samulputty	14 4	...	3 15	...	2 6	...	...	...	...	...	...	...	...
Morapoor	15 9	...	4 5	...	2 10	...	...	...	...	...	...	...	...
Mullapuram	16 14	...	4 11	...	2 13	...	...	...	...	...	...	...	...
Shervaray Hills	18 0	22 6	5 0	12 0	3 0	...	...	...	...	...	...	...	...
Salem	19 7	23 12	5 6	12 15	3 4	...	...	...	...	...	...	...	...
Sunkery Droog	21 11	...	6 0	...	3 10	...	...	...	...	...	...	...	...
Erode...	22 13	27 3	6 5	13 14	2 13	...	...	...	...	...	...	...	...
Avenashly Road	25 18	...	7 3	...	4 5	...	...	...	...	...	...	...	...
Somanoor	26 13	...	7 7	...	4 8	...	...	...	...	...	...	...	...
Coimbatore	28 5	32 10	7 14	15 7	4 12	...	...	...	...	...	...	...	...

Rates for Passengers, Palanquins, and Dogs.

FROM ABCONUM TO		1st Class.		2nd Class.		3rd Class.	PALANQUINS.	
		Day.	Night.	Day.	Night.		Each.	Each.
Mangas	.....	RS. 4.	RS. 4.	RS. 4.	RS. 4.	RS. 4.	RS. 4.	RS. 4.
Perambore	.....	4 1	4 15	1 2	2 11	0 11	0 7	2 11
Arcy	.....	4 1	4 15	1 2	2 11	0 10	0 7	2 11
Tinnalore	.....	2 13	3 7	0 13	1 14	0 8	0 5	—
Trivellore	.....	2 6	2 14	0 10	1 9	0 6	0 4	—
Cudumbatoor	.....	1 10	1 15	0 7	1 1	0 4	0 3	0 6
Chinnampet	.....	1 5	...	0 6	...	0 4	0 3	—
Tirutany	.....	0 12	...	0 3	...	0 2	0 2	—
Nagerry	.....	1 10	...	0 7	...	0 5	2 0	0 8
Puttur	.....	2 9	...	0 11	...	0 7	—	—
Poodi	.....	3 6	...	0 15	...	0 9	—	—
Timpetty	.....	8 14	4 11	1 1	2 9	0 11	2 9	0 8
Codoor	.....	6 5	7 11	1 12	4 3	1 1	4 15	1 0
Reddypally	.....	7 7	...	2 1	...	1 4	—	—
Rajampett	.....	8 4	...	2 5	...	1 6	—	—
Nundalore	.....	8 13	...	2 7	...	1 8	—	—
Wontmetth	.....	9 14	...	2 12	...	1 10	—	—
CUDDAH	.....	11 3	13 10	3 2	7 7	1 11	6 9	1 4
Canalapoore	.....	12 9	...	3 8	...	2 2	7 7	1 4
Yerragootla	.....	13 7	...	3 12	...	2 4	—	—
Noodanoor	.....	14 6	...	4 0	...	2 6	9 9	1 8
Kondiparam	.....	15 12	...	4 6	...	2 10	—	—
Taduturi	.....	17 6	...	4 13	...	2 14	11 9	1 8
Goody	.....	20 3	...	5 10	...	3 6	13 7	1 13

North West Line.

Sholingbur	...	1 4	...	0 5	...	0 8	0 2	—	—	—
Arrot	...	2 3	2 10	0 13	1 7	0 6	0 4	2 0	0 8	—
Truvellum	...	2 15	...	0 18	...	0 8	0 5	—	—	—
VELORE	...	3 9	4 6	1 0	2 6	0 10	0 7	2 6	0 8	—
Goortattum	...	5 0	6 1	1 6	3 5	0 13	0 9	—	—	—
Malputty	...	5 15	...	1 10	...	1 0	0 11	—	—	—
Amboor	...	6 11	...	1 14	...	1 2	0 12	5 1	1 0	—
Vantembady	...	7 10	9 5	2 2	5 1	1 4	0 14	5 10	1 0	—
DOLLARPET	...	8 7	10 5	2 6	5 10	1 7	0 15	5 10	1 0	—
Coopum	...	10 8	...	2 15	...	1 12	...	7 0	1 4	—
Colar road	...	12 8	...	3 7	...	2 1	...	8 5	1 4	—
Malloor	...	14 1	...	3 15	...	2 6	...	9 6	1 4	—
Cadgoody	...	15 3	...	4 4	...	2 9	...	10 4	1 8	—
BANGALORE	...	16 5	19 15	4 9	10 14	2 12	...	10 14	1 8	—
Tripatore	...	8 15	10 14	2 8	5 15	1 8	...	5 15	1 0	—
Saunulputty	...	10 4	...	2 13	...	1 11	...	—	—	—
Morapoor	...	11 10	...	3 4	...	1 15	...	—	—	—
Mullapuram	...	12 15	...	3 10	...	2 3	...	—	—	—
Shervaroy Hills	...	14 1	17 3	3 15	9 6	2 6	...	9 6	1 4	—
SALEM	...	15 6	18 13	4 4	10 4	2 9	...	10 4	1 8	—
McDonald's Choultry	...	16 10	...	4 10	...	2 12	...	11 12	1 8	—
Stunkerydroog	...	17 10	...	4 14	...	3 2	...	12 9	1 12	—
ERODE	...	18 14	...	5 4	...	3 5	...	—	—	—
Peranduray	...	19 11	...	5 8	...	3 8	...	—	—	—
Wutkallee	...	21 0	...	5 13	...	3 10	...	14 9	1 12	—
Avenashy Road	...	21 14	...	6 1	...	3 13	...	—	—	—
Somanoor	...	22 14	...	6 6	...	4 1	...	16 4	2 0	—
COIMBATORE	...	24 6	...	6 12	...	—	...	—	—	—

Rates for Passengers, Palanquins and Dogs.

FROM CUDDAPAH

TO

Madras

Parambore

Tinnalore

Trivello Junction

Arconum Junction

Tirutany

Nagery

Puttoor

Pooddy

Tinloor

Coddypully.

Rajampett

Nundaloor

Wontimettah..

Camalapoore.

Yerrangoontla..

Moodanoor.

Kondipuram

Tadputri

Gooty

Arconum Junction

Trivello Junction

Tirutany

Nagery

Puttoor

Pooddy

Tinloor

Coddypully

Rajampett

Nundaloor

Wontimettah

Cuddapah

Camalapoore

Yerrangoontla

Moodanoor

Kondipuram

Tadputri

Gooty

Arconum Junction

Trivello Junction

Tirutany

Nagery

Puttoor

1st Class.

Day.

Night.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

2nd Class.

Day.

Night.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

3rd Class.

Day.

Night.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

Palanquins.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Each.

Rates for Passengers, Palanquins and Dogs.

FROM GOOTY

TO

Madras

Parambore

Arconum Junction

Tirutany

Nagery

Puttoor

Pooddy

Tinloor

Coddypully

Rajampett

Nundaloor

Wontimettah

Cuddapah

Camalapoore

Yerrangoontla

Moodanoor

Kondipuram

Tadputri

1st Class.

Day.

Night.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

2nd Class.

Day.

Night.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

3rd Class.

Day.

Night.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

RS. A.

Rates for Passengers Palanquins and Dogs.

FROM ERODÉ.	1st Class.		2nd Class.		3rd Class.	PALANQUINS.		Dogs.
	Day.		Night.			Each.		
	RS. A.	RS. A.	RS. A.	RS. A.		Each.	Each.	
Madras ...	23 13	27 3	6 5	13 14	3 13	15 3	1 12	...
Pennabore ...	22 13	27 3	6 5	13 14	3 12	15 0	1 12	...
Pinnalore...	21 2	...	5 11	...	3 8	...	...	...
Traveltore...	20 7	...	5 11	...	3 7	13 10	1 12	...
Arconum Junction	18 14	...	5 4	...	3 2	12 9	1 12	...
Trutany	19 10	...	5 7	...	3 4	13 1	1 12	...
Naxery	20 7	...	5 11	...	3 7	13 10	1 12	...
Pattoor	21 5	...	5 15	...	3 9	14 3	1 12	...
Poddy	22 2	...	6 2	...	3 11	...	...	...
Virupetty	22 11	...	6 5	...	3 12	15 2	1 12	...
Arcon	16 11	...	4 10	...	2 13	11 2	1 8	...
Vellure	15 6	...	4 4	...	2 9	10 3	1 4	...
Coimbatore	13 14	...	3 14	...	2 5	9 4	1 4	...
Amboor	12 3	...	3 6	...	2 1	8 2	1 4	...
Vannamboli	11 4	...	3 2	...	1 14	7 8	1 4	...
Vallarpett Junction	10 7	12 1	2 14	5 10	1 12	6 15	1 4	...
Coimbatore	12 8	...	3 7	...	2 1	8 6	1 4	...
Cholur Road	14 9	...	4 1	...	2 7	9 11	1 4	...
Madur	16 2	...	4 8	...	2 11	10 12	1 4	...
Changanady	17 4	...	4 13	...	2 14	...	...	...
Changapora	18 6	21 11	5 2	10 14	3 1	12 4	1 8	...

24

Tripatore ...	9 15	...	2 12	...	1 11	6 10	1 4	...
Samulputty ...	8 10	...	2 6	...	1 7	...	...	...
Morapoor ...	7 4	...	2 0	...	1 3	4 13	1 0	...
Vullapuram ...	6 15	...	1 10	...	1 0	3 15	1 0	...
Shervaroy Hills ...	4 13	...	1 5	...	0 13	3 8	1 0	...
Salem ...	3 8	...	0 15	...	0 10	2 5	0 8	...
McDonald's Choultry ...	2 3	...	0 10	...	0 6	...	...	...
Sunkerydroog ...	1 4	...	0 5	...	0 4	0 13	0 8	...
Perundray ...	0 14	...	0 4	...	0 3	...	...	...
Wutkaltee ...	2 4	...	0 10	...	0 6	...	...	...
Avenashy Road ...	3 0	...	0 13	...	0 8	2 0	0 8	...
Somanoor ...	4 1	...	1 2	...	0 11	...	...	...
COIMBATORE ...	5 9	...	1 9	...	0 15	3 11	1 0	...
Muddikerry ...	6 2	...	1 11	...	1 0	...	...	...
Wallur ...	6 15	...	1 15	...	1 3	4 10	1 0	...
Cojiccode ...	7 10	...	2 2	...	1 4	...	...	...
Palizhant ...	8 6	...	2 5	...	1 6	5 9	1 0	...
Purley ...	8 15	...	2 8	...	1 8	...	...	...
Luckady ...	9 12	...	2 11	...	1 10	...	...	...
Wottapallium ...	10 4	...	2 13	...	1 11	6 13	1 4	...
Shoranoor ...	11 0	...	3 1	...	1 13	7 5	1 4	...
Puttamby ...	11 10	...	3 4	...	1 15	...	...	...
Coottipuram ...	12 11	...	3 8	...	2 2	...	...	...
Uroor ...	13 10	...	3 12	...	2 4	9 1	1 4	...
Tanoor ...	14 1	...	3 15	...	2 6	...	...	...
Perpungady ...	14 9	...	4 1	...	2 7	...	...	...
BEYFOOR ...	15 5	...	4 4	...	2 9	10 8	1 8	...

25

TABLE VI.

Miles from Gooty.
15
30
47½
62
72
81½
96½
110½
121
127½
135½
148
160
177
191
209

Rates for Passengers, Palanquins, and Dogs.											
FROM BEYPOOR TO		1st Class.		2nd Class.		3rd Class.		PALANQUINS.		DOGS.	
		Day.		Night.		Day.		Each.		Each.	
		RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.
SALEM	...	18	12	—	—	5	3	3	2	12	8
McDonald's Choultry	...	17	9	—	—	4	14	2	15	8	1
Sunbury Droog	...	16	8	—	—	4	9	2	12	11	0
Erond	...	15	5	—	—	4	4	2	9	10	3
Perandury	...	14	7	—	—	3	10	2	7	—	—
Wukeloo	...	13	2	—	—	3	7	2	3	—	—
Avenashy Road	...	12	6	—	—	3	7	2	3	—	—
Sumanoor	...	11	6	—	—	3	7	2	3	—	—
Coimbatore	...	9	14	—	—	2	3	1	14	8	4
Muddikutty	...	8	7	—	—	2	3	1	10	6	9
Wallar	...	7	13	—	—	1	14	1	9	1	7
Conjeode	...	6	13	—	—	1	12	1	7	—	—
Palghat	...	6	8	—	—	1	9	1	5	—	—
Purly	...	5	10	—	—	1	7	1	3	4	10
Woolpottum	...	4	7	—	—	1	2	0	15	—	—
Shoranoor	...	3	12	—	—	1	0	0	14	3	7
Puttamby	...	2	10	—	—	0	13	0	12	2	15
Cootipuram	...	1	13	—	—	0	9	0	7	—	—
Tirour	...	0	14	—	—	0	5	0	5	2	0
Tanoor	...	—	—	—	—	0	3	0	4	—	—
Perpungady	...	—	—	—	—	—	—	—	—	—	—

Rates for Passengers, Palanquins, and Dogs.

FROM SALEM TO		1st Class.		2nd Class.		3rd Class.		PALANQUINS.		DOGS.	
		Day.		Night.		Day.		Each.		Each.	
		RS.	A.	RS.	A.	RS.	A.	RS.	A.	RS.	A.
Madras	...	19	7	23	12	5	6	3	4	12	15
Perambore	...	19	7	23	12	5	6	3	4	12	15
Avady	...	18	3	22	4	5	1	3	1	—	—
Tinnalore	...	17	12	22	15	4	15	2	15	—	—
Trivellore	...	17	0	20	12	4	11	11	13	11	5
Arconum Junction	...	15	6	18	13	4	4	2	9	10	4
Tirutany	...	16	2	—	—	4	8	2	11	10	12
Nagerry	...	17	1	—	—	4	12	2	14	11	6
Puttoor	...	17	15	—	—	5	0	3	0	—	—
Poodu	...	18	12	—	—	5	6	3	4	12	14
Timpetty	...	19	5	—	—	5	6	3	4	12	14
Arcoot	...	13	5	16	4	3	11	2	4	8	14
Vellore	...	11	15	14	9	3	5	2	0	7	15
Gooriatum	...	10	7	12	12	2	14	1	12	6	15
Amboor	...	8	13	10	12	2	7	1	8	5	4
Vaniambady	...	7	14	9	10	2	3	1	5	5	4
Jollapett Junction	...	7	1	8	10	1	15	4	11	4	11
Coopun	...	9	2	11	2	2	8	1	8	6	11
Colar Road	...	11	1	13	8	3	1	1	14	7	6
Malloor	...	12	11	15	8	3	8	2	2	8	7
Cadgoody	...	13	14	16	15	3	14	9	4	2	5
Bangalore	...	14	15	18	4	4	2	9	15	1	8

Rates for Passengers, Palanquins and Docs.

From SALEM
(Concluded.)

1st Class.		2nd Class.		3rd Class.		PALANQUINS		Docs.
Day.	Night.	Day.	Night.	Day.	Night.	Each.	Each.	
Tripatore	6 9	8 0	1 13	4 6	1 2	4 6	1 0	
Samulputty	5 4	6 7	1 7	3 8	0 14	—	—	
Morapoor	3 14	—	—	—	—	—	—	
Mullapum	2 9	3 2	0 11	1 11	0 7	—	—	
Shervaray Hills	1 7	1 12	0 6	0 15	0 4	2 0	0 8	
McDonald's Choultry..	1 4	—	—	—	—	—	—	
Sunkery Droog	2 4	—	—	—	—	—	—	
Faranduray	3 5	—	—	—	—	—	—	
Wutkalles	4 5	—	—	—	—	—	—	
Avenashy Road	5 10	—	—	—	—	—	—	
Somanoor	6 6	—	—	—	—	—	—	
Colmarose	7 7	—	—	—	—	—	—	
Munditakuray	8 15	—	—	—	—	—	—	
Wallar	9 8	—	—	—	—	—	—	
Conjeonole	10 5	—	—	—	—	—	—	
Talkhaut	11 0	—	—	—	—	—	—	
Purley	11 13	—	—	—	—	—	—	
Luckady	12 6	—	—	—	—	—	—	
Wootapollim	13 2	—	—	—	—	—	—	
Shoranoor	13 10	—	—	—	—	—	—	
Puttanby	14 6	—	—	—	—	—	—	
Contipouram	15 0	—	—	—	—	—	—	
Tiroor	16 2	—	—	—	—	—	—	
Tanoor	17 0	—	—	—	—	—	—	
Perpengaddy	17 7	—	—	—	—	—	—	
Rivvooor	17 15	—	—	—	—	—	—	
...	18 12	—	—	—	—	—	—	

28

Rates for Passengers, Palanquins and Dogs.

FROM COIMBATORE TO		1st Class.		2nd Class.		3rd Class.		PALANQUINS		Docs.
		Day.		Night.		Day.		Each.		
		RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	
MADRAS	...	28 5	32 10	7 14	15 7	4 12	18 14	2 4	4	
Perambore	...	28 5	32 10	7 14	15 7	4 11	18 14	2 0	4	
Arconum Junction	...	24 6	—	6 12	—	4 1	16 4	2 0	—	
Arcoot ...	...	22 4	—	6 3	—	3 11	14 13	1 12	—	
Vellore ...	...	20 13	—	5 13	—	3 8	13 14	1 12	—	
Vaniembady	...	16 13	—	4 11	—	2 13	11 3	1 8	—	
JOLLARPETT JUNCTION	...	15 15	—	4 7	—	2 11	10 10	1 8	—	
Coopum	...	18 0	—	5 0	—	3 0	—	—	—	
Colar Road	...	20 1	—	5 9	—	3 6	—	—	—	
Malloor	...	21 9	—	6 0	—	3 10	—	—	—	
Cadgoody	...	22 13	—	6 5	—	3 13	—	—	—	
BANGALORE	...	23 13	—	6 10	—	4 0	15 14	2 0	—	
Tripatore	...	15 8	—	4 5	—	2 9	10 5	1 8	—	
Sandipatty	...	14 8	—	3 15	—	2 6	—	—	—	
Morapoor	...	12 12	—	3 9	—	2 2	—	—	—	
Mullapuram	...	11 7	—	3 3	—	1 15	—	—	—	
Shervay Hills..	...	10 5	—	2 14	—	1 12	6 14	1 4	—	
SALEM	...	8 15	—	2 8	—	1 8	5 15	1 0	—	
McDonald's Choultry...	...	7 11	—	2 2	—	1 5	4 7	1 0	—	
Sunkery Droog ...	...	6 11	—	1 14	—	1 2	4 7	1 0	—	

29

From COIMBATORE (Concluded)		1st Class.		2nd Class.		3rd Class.		PALAN- QUINS.	
		Day.	Night.	Day.	Night.			Each.	Each.
Erane ..	Rs. A.	5 9	—	Rs. A.	1 9	Rs. A.	3 11	Rs. A.	—
Peranduray ..	4 11	—	—	1 6	—	0 15	—	0 13	—
Wutkalce ..	3 6	—	—	0 15	—	0 9	—	—	—
Avenashy Road ..	2 9	—	—	0 11	—	0 7	—	—	—
Sennoor ..	1 8	—	—	0 7	—	0 4	—	—	—
Muddikuray ..	0 9	—	—	0 2	—	0 2	—	—	—
Wallar ..	1 7	—	—	0 5	—	0 4	—	—	—
Conjcode ..	2 1	—	—	0 7	—	0 6	—	—	—
Palghat ..	2 13	—	—	0 10	—	0 8	—	—	—
Purley ..	3 6	—	—	0 12	—	0 9	—	—	—
Lockady ..	4 4	—	—	0 15	—	0 11	—	—	—
Wootapollum ..	4 11	—	—	1 1	—	0 13	—	—	—
Shornoor ..	5 7	—	—	1 3	—	0 15	—	—	—
Puttanby ..	6 2	—	—	1 6	—	3 2	—	—	—
Cootipooram ..	7 4	—	—	1 10	—	3 10	—	—	—
Tircoor ..	8 1	—	—	1 13	—	1 0	—	—	—
Tancoor ..	8 9	—	—	1 14	—	1 3	—	—	—
Perpangady ..	9 0	—	—	1 14	—	5 6	—	—	—
Bayboor ..	9 14	—	—	2 3	—	1 7	—	—	—
						1 10	—	—	—
						6 0	—	—	—
						1 4	—	—	—

30

Rates for Passengers, Palanquins and Dogs.

FROM JOLLARPETT TO		1st Class.		2nd Class.		3rd Class.		PALAN- QUINS.	
		Day.	Night.	Day.	Night.			Each.	Each.
MADRAS ..	Rs. A.	12 6	15 2	Rs. A.	8 4	Rs. AS.	2 1	Rs. A.	1 6
Perambore ..	12 6	15 2	3 7	8 4	2 0	1 6	8 4	1 4	—
Trivellore ..	9 15	12 2	2 12	6 10	1 11	1 2	6 10	1 4	—
Arconum Junction...	8 7	10 5	2 6	5 10	1 7	0 15	5 10	1 0	—
Tirutany..	9 2	—	—	2 8	—	1 8	—	—	—
NWL Tirupetty.	12 5	—	—	3 7	—	2 1	—	—	—
Arcot ..	6 5	7 11	1 12	4 3	1 1	0 11	4 3	1 0	—
Vellore ..	4 14	5 15	1 6	3 4	0 13	0 9	3 4	1 0	—
Gooriatum ..	3 8	...	0 15	...	0 9	0 6	2 5	0 8	—
Amboor ..	1 13	2 3	0 8	1 3	0 5	0 3	—	—	—
Vaniambady ..	0 14	1 1	0 4	0 9	0 3	0 2	0 8	—	—

65

Rates for Passengers, Palanquins and Dogs.

From COIMBATORE (Concluded.)	1st Class.		2nd Class.		3rd Class.		PALAN- QUINS.	
	Day.		Night.		Day.		Each.	
	Day.	Night.	Day.	Night.	Day.	Night.	Each.	Each.
Enons ..	Rs. A. 5 9	Rs. A. 1 9	Rs. A. 1 9	Rs. A. 1 9	Rs. A. 0 15	Rs. A. 0 15	Rs. A. 3 11	Rs. A. 1 0
Perandury ..	4 11	1 5	1 5	1 5	0 13	0 13	3 11	1 0
Wutkalice ..	3 6	0 15	0 15	0 15	0 9	0 9	2 0	0 8
Avenshy Road ..	2 9	0 11	0 11	0 11	0 7	0 7	2 0	0 8
Soumanoor ..	1 8	0 7	0 7	0 7	0 4	0 4	2 0	0 8
Muddikurry ..	0 9	0 2	0 2	0 2	0 4	0 4	2 0	0 8
Wallar ..	1 7	0 5	0 5	0 5	0 4	0 4	2 0	0 8
Conjicode ..	2 1	0 7	0 7	0 7	0 6	0 6	2 0	0 8
Palghat ..	2 13	0 10	0 10	0 10	0 8	0 8	2 0	0 8
Purley ..	3 6	0 12	0 12	0 12	0 9	0 9	2 0	0 8
Lackady ..	4 4	0 15	0 15	0 15	0 11	0 11	2 0	0 8
Woodapallium ..	4 11	1 1	1 1	1 1	0 13	0 13	2 0	0 8
Shornoor ..	5 7	1 3	1 3	1 3	0 13	0 13	2 0	0 8
Putlamby ..	6 2	1 6	1 6	1 6	1 0	1 0	2 0	0 8
Cootipooram ..	7 4	1 10	1 10	1 10	1 3	1 3	2 0	0 8
Tiroor ..	8 1	1 13	1 13	1 13	1 7	1 7	2 0	0 8
Tanoor ..	8 9	1 14	1 14	1 14	1 8	1 8	2 0	0 8
Perpengady ..	9 0	2 0	2 0	2 0	1 10	1 10	2 0	0 8
Beyrook ..	9 14	2 3	2 3	2 3	1 10	1 10	2 0	0 8

Rates for Passengers, Palanquins and Dogs.

From JOLLARPETT TO	1st Class.		2nd Class.		3rd Class.		PALAN QUINS.	
	Day.		Night.		Day.		Each.	
	Day.	Night.	Day.	Night.	Day.	Night.	Each.	Each.
MADRAS ...	Rs. A. 12 6	Rs. A. 15 2	Rs. A. 3 7	Rs. A. 8 4	Rs. A. 2 1	Rs. A. 1 6	Rs. A. 8 4	Rs. A. 1 4
Zerambore ..	12 6	15 2	3 7	8 4	2 0	1 6	8 4	1 4
Trivellore ...	9 15	12 2	2 12	6 10	1 11	1 2	6 10	1 4
Arconum Junction...	8 7	10 5	2 6	5 10	1 7	0 15	5 10	1 0
Tirutany..	9 2	—	2 8	—	1 8	—	6 1	1 0
N W L Tirupetty.	12 5	—	3 7	—	2 1	—	8 3	1 4
Arcoot ...	6 5	7 11	1 12	4 3	1 1	0 11	4 3	1 0
Vellore ...	4 14	5 15	1 6	3 4	0 13	0 9	3 4	1 0
Gooriattum ..	3 8	—	0 15	—	0 9	0 6	2 5	0 8
Amboor ...	1 13	2 3	0 8	1 3	0 5	0 3	—	—
Vaniembady ...	0 14	1 1	0 4	0 9	0 3	0 2	2 0	0 8

Rates for Passengers, Palanquins and Dogs.

From JOLLARPETT
(Concluded.)

	1st Class.		2nd Class.		3rd Class.		PALANQUINS.	
	Day.		Night.		Night.		Each.	
	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.
Coopum	2 1	2 8	0 9	1 6	0 6	0 6	2 0	0 3
Colar Road	4 2	5 1	1 2	2 12	0 11	2 12	0 8	
Malloor	5 10	6 14	1 9	3 12	0 15	3 12	1 0	
Cadgoody	6 14	8 6	1 14	4 9	1 2	—	—	
BANGALORE	8 0	9 12	2 3	5 5	1 5	5 5	1 0	
Tripatore	0 8	0 9	0 2	0 5	0 1	2 0	0 5	
Samulputty	1 14	2 5	0 8	1 4	0 5	—	—	
Mullapuram	3 8	—	0 14	—	0 9	—	—	
Shervaroy Hills	4 8	5 8	1 4	3 0	0 12	—	—	
SALEM	5 10	6 14	1 9	3 12	0 15	3 12	1 0	
Sunkerydroog	7 1	8 10	1 15	4 11	1 8	4 11	1 0	
Erode Junction	9 5	—	2 9	—	1 12	6 15	1 4	
Avenaby Road	10 7	—	2 14	—	2 4	6 15	1 4	
Somanoor	13 7	—	3 13	—	2 4	6 15	1 4	
COIMBATORE	14 7	17 8	4 6	7 5	2 4	10 10	1 4	

33

Rates for Passengers, Palanquins and Dogs.

From BANGALORE
TO

	1st Class.		2nd Class.		3rd Class.		PALANQUINS.	
	Day.		Night.		Night.		Each.	
	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.
MADRAS	20 6	24 14	5 10	13 9	3 6	13 9	1 12	
Perambore	20 6	24 14	5 10	13 9	3 5	13 9	1 12	
Trivellore	17 15	21 14	5 0	11 15	3 0	11 15	1 8	
Arconum Junction	16 5	19 15	4 9	10 14	2 12	10 14	1 8	
Arcoot	14 4	17 7	3 15	9 8	2 6	9 8	1 8	
Vellore	12 12	15 9	3 9	8 8	2 2	8 8	1 4	
Goriatum	11 6	—	3 2	—	1 14	7 9	1 4	
Vaniambady	8 13	10 12	2 7	5 14	1 8	5 14	1 0	
JOLLARPETT JUNCTION	8 0	9 12	2 3	5 5	1 5	5 5	1 0	
Coopum	5 13	7 2	1 10	3 14	1 0	3 14	1 0	
Colar Road	3 14	4 11	1 1	2 9	0 10	2 9	0 8	
Malloor	2 4	2 12	0 10	1 8	0 6	2 0	0 8	
Cadgoody	1 2	1 6	0 5	0 12	0 3	—	0 8	
Tripatore	8 7	10 5	2 6	5 10	1 7	5 10	1 0	
SALEM	14 15	18 4	4 2	9 15	2 8	9 15	1 8	
ERODE JUNCTION	18 6	21 11	5 2	10 14	3 1	12 4	1 8	
COIMBATORE	23 13	27 2	6 10	12 7	4 0	15 14	2 0	

33

Third Class Passengers are conveyed as under—

WESTWARDS.

- From Madras to Perambore, Avady, Tinnanore, Cudumbator and Chinamapett, by 6-0 A. M. 9-10 A. M. and 2-30 P. M. Trains.
- From Madras to Avady, Trivellore, Arconum, Arcot and Vellore, by the 7-0 A. M. 9-10 A. M. and 2-30 P. M. Trains.
- From Madras to Goviattum, Vaniembady and Jollarpett, by the 7-0 A. M. and 9-10 A. M. Trains.
- From Madras to Arconum, Bangalore and Stations between Trivellore and Coimbatore, by the 7-0 A. M. Train.
- From Madras to Arconum and North West Line Stations by 6-0 A. M. Train.
- From Madras to Arconum North West Line Stations up to Tirupetty by 2-30 P. M. Train from Madras.
- From Jollarpett to Coimbatore by the 7-15 P. M. Train from Madras.
- From Jollarpett to Bangalore by the 5-50 A. M. Train.
- From Cuddapah to all Stations North by 6-50 A. M. Train.
- From Bangalore and Stations on the Branch to Jollarpett and Salem by the 2 A. M. Train from Bangalore.
- From Salem to P. O. Avenashy Road, Coimbatore, Bangalore and Jollarpett by the 6-00 A. M. Train from Salem.

EASTWARDS.

- From Beypoor to Tiroor, Palghaut, Coimbatore, Avenashy Road Erode and Salem by the 5-15 A. M. Train.
- From Coimbatore to Tripatore, Jollarpett, Bangalore, Vellore, Arcot, Arconum, North West Line Stations (as far as Tirupetty) and Madras by the 4-15 A. M. Train from Coimbatore.
- From Coimbatore to Jollarpett by the 8-0 A. M. Train.
- From Bangalore to Jollarpett, Vellore, Arcot, Arconum, North West Line Stations (as far as Tirupetty) and Madras by the 9 A. M. Train.
- From Bangalore to Jollarpett by the 11-30 A. M. Train.
- From Jollarpett to Vaniembady, Vellore, Arcot, Arconum, Trivellore and Madras by the 6 A. M. and 1-40 P. M. Trains.
- From Vellore to Arcot, Arconum, North West Line Stations Trivellore, Avady, Perambore and Madras by the 6-0 A. M. Train from Vellore.
- From Arconum to Trivellore, Tinnanore and Madras by the 8-15 A. M. Train from Beypoor and 6-0 A. M. from Gooty.
- From Gooty and Stations on North West Line to Arconum, Arcot, Vellore, and Madras by the 6-0 A. M. Train.
- From Gooty to Cuddapah and intermediate Stations by 1-15 P. M. Train.
- From Tirupetty, Naggery and Tirutany to Arconum, Arcot, & Vellore and Madras by the 5-45 A. M. Train from Tirupetty.

MADRAS RAILWAY.

THE FOLLOWING RULES ARE PUBLISHED FOR GENERAL INFORMATION.

1. No Passenger will be allowed to take his seat in or upon any Carriage used on the Railway, without having paid his fare.
2. Passengers must show their Tickets to the Guard when required, and deliver them up to the persons authorized to receive them, before leaving the Station.
3. Passengers not producing or delivering up their Tickets will be required to pay the fare from the place where the Train originally started.
4. Passengers at the Road Stations will only be booked additionally upon there being room in the Carriage.
5. Every person attempting to defraud the Company by any manner, endeavouring to evade the payment of his fare is liable to a penalty of Fifty Rupees.
6. Any person attempting to get into or upon, or to board any Carriage after the Train has been put in motion is liable to a penalty of Twenty Rupees.
7. Any person smoking in a Carriage or Station is liable to a penalty of Twenty Rupees; and if after being warned and told to desist he persists in smoking, he will be liable to a penalty of Twenty Rupees, to be paid from the proceeds and the forfeiture of his fare.
8. Any person found intoxicated, or under the influence of any intoxicating liquor, or who is in any manner interfering with the conduct of the Company, or obstructing any Officer of the Company in the discharge of his duty, is liable to a penalty of Twenty Rupees, and to removal from the premises, and to forfeit his fare.

9. Any Passenger wilfully damaging, or removing any Lamp, Number, Plate, or any part of any Carriage, Wagon, Truck, or other property of the Railway Company, will be liable to a fine of Fifty Rupees... Rs. 50
10. No person, unless duly authorized, will be permitted to ride on the Engine or Tender, under a penalty of Twenty Rupees 20
11. No Male person shall enter a Carriage or waiting Room reserved for Females, under a penalty of one Hundred Rupees 100
12. Any person trespassing on the Railway, or on the Stations, or on any part of the Company's premises, will be liable to a fine of Twenty Rupees and to a further penalty of Fifty Rupees, for persisting, after due notice has been given { 20 } 50
13. Any person driving any Animal across the Railway, except at the appointed times and places, will be liable to a penalty of Fifty Rupees... 50
14. The owner of Cattle, found trespassing on any part of the Company's premises, is liable to a penalty of Ten Rupees for each Animal .. 10
15. Any person carrying dangerous goods, without due notice and permission having been given, shall be liable to a fine of Two Hundred Rupees.... 200
16. The Officers and Servants of the Railway Company are required to enforce the strict observance of the above Rules, and are empowered if necessary to apprehend offenders.

ROBERT B. ELWIN,
Agent and Manager.

Sanctioned by Government in Extract Minutes of Consultation No. 180, dated 12th June 1866, in conformity with the Act of the Legislative Council, No. 18 of 1854, dated 12th August 1854, entitled "An Act relating to Railways in India."

J. C. ANDERSON, LIEUT. COL. R. E.,
Consulting Engineer for Railways.

MADRAS, 13th June, 1865.

MADRAS RAILWAY.

THE FOLLOWING RULES ARE PUBLISHED FOR GENERAL INFORMATION.

1. No Passenger will be allowed to take his seat in or upon any Carriage used on the Railway, without having paid his fare.
2. Passengers must show their Tickets to the Guard when required, and deliver them up to the persons authorised to receive them, before leaving the Station.
3. Passengers not producing or delivering up their Tickets will be required to pay the fare from the place whence the Train originally started.
4. Passengers at the Road Stations will only be booked conditionally upon there being room in the Carriages.
5. Every person attempting to defraud the Company by, in any manner, endeavouring to evade the payment of his full fare is liable to a penalty of Fifty Rupees. 50
6. Any person attempting to get into or upon, or to quit any Carriage after the Train has been put in motion, is liable to a penalty of Twenty Rupees. 20
7. Any person smoking in a Carriage or Station, is liable to a penalty of Twenty Rupees; and if after being warned any person shall persist in smoking, he will be liable, in addition to the penalty of Twenty Rupees, to removal from the premises and the forfeiture of his fare. 20
8. Any person found intoxicated, committing a nuisance or wilfully interfering with the comfort of other Passengers, or obstructing any Officer of the Company in the discharge of his duty, is liable to a penalty of Twenty Rupees, and to removal from the premises, and to forfeit his fare. 20

9. Any Passenger wilfully damaging, or removing any Lamp, Number, Plate, or any part of any Carriage, Wagon, Truck, or other property of the Railway Company, will be liable to a fine of Fifty Rupees. 50
10. No person, unless duly authorized, will be permitted to ride on the Engine or Tender, under a penalty of Twenty Rupees 20
11. No Male person shall enter a Carriage or waiting Room reserved for Females, under a penalty of one Hundred Rupees 100
12. Any person trespassing on the Railway, or on the Stations, or on any part of the Company's premises, will be liable to a fine of Twenty Rupees and to a further penalty of Fifty Rupees, for persisting, after due notice has been given ... } 20
... } 50
13. Any person driving any Animal across the Railway, except at the appointed times and places, will be liable to a penalty of Fifty Rupees. 50
14. The owner of Cattle, found trespassing on any part of the Company's premises, is liable to a penalty of Ten Rupees for each Animal 10
15. Any person carrying dangerous goods, without due notice and permission having been given, shall be liable to a fine of Two Hundred Rupees. 200
16. The Officers and Servants of the Railway Company are required to enforce the strict observance of the above Rules, and are empowered if necessary to apprehend offenders.

ROBERT B. ELWIN,
Agent and Manager.

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

J. C. ANDERSON, LIEUT. COL. R. E.,

Consulting Engineer for Railways.

MADRAS, 13th June, 1865.

10. No Message can be received without the Signature of the sender.

11. No Message of more than 50 words in all can be sent at one time by any individual or Firm, and no second Message till after the lapse of one hour, unless the Line be free and not required by any one else.

12. In case of extreme pressure of business, Signallers in charge of Offices may refuse to receive for despatch any Message beyond the number which experience shows may be cleared off within the day. The Messages in such cases are not to be received and kept for despatch the following day, but must be returned so as to prevent accumulation.

13. In cases of interruption *on any line*, Signallers in charge of Offices have the power to refuse the receipt of Messages for transmission to Stations, communication with which is interrupted.

14. In every case, all persons tendering Messages for places beyond the interrupted Station, will be informed of the interruption, advised not to leave the Message, and acquainted that a refund will not be made in case of delay from this cause.

15. No stranger can be admitted behind the Counter of the Telegraph Office except by a special Order from an Officer of the Company.

It is requested that all irregularities and delays may be notified to H. E. Church, Traffic Manager, Madras.

MADRAS, }
1st October, 1866. }

ROBERT B. ELWIN
Agent and Manager.

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

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

The Company will not be responsible for any injury to Horses Conveyed by GOODS' Train, whether arising from fear, Sudden Starting of the Train, or from any other cause. Owners will be required to signify on paper their assent to these conditions of carriage before a Horse is loaded.

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

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

Rates for Horses and Carriages.

FROM MADRAS TO	HORSES.		CARRIAGES.	
	One Horse.	IF ONE PROPERTY. 2 Horses. 3 Horses.	Four Wheel.	Two Wheel.
Arconum Junction	RS. A. 4 1	RS. A. 6 1	RS. A. 6 12	RS. A. 4 1
Tirupetty	7 14	11 13	15 12	13 2
Cuddapah	15 3	22 13	30 6	25 6
Tadpatri	21 6	32 1	42 12	35 10
Goody	24 3	36 5	48 6	40 5
Arcoot ...	6 2	9 2	12 3	10 3
Vellore ...	7 10	11 6	15 3	12 11
Gooriattum	9 0	13 8	18 0	15 0
Jollarpett	12 6	18 9	24 12	20 10
Colar Road	16 8	24 12	33 0	27 8
Malloor	18 0	27 0	36 0	30 0
Bangalore	20 6	30 8	40 11	33 15
Tripatore	12 14	19 4	25 11	21 7
Mullapuram	16 14	25 5	33 12	28 6
Salem ...	19 7	29 2	38 13	32 6
Erode ...	22 13	34 8	45 9	38 0
Avenashy Road	25 13	38 11	51 9	43 0
Coimbatore	28 5	42 8	58 10	47 3
Palghaut	31 2	46 11	62 4	51 14
Wootapollum	33 0	49 8	66 0	55 0
Shoranoor	33 12	50 10	67 8	58 4
Tiroor ...	36 6	54 9	72 12	60 10
Beypoor ...	38 3	57 4	76 5	63 10
				38 3

Rates for Horses and Carriages.

FROM JOLLARPETT TO	HORSES.		CARRIAGES.	
	One Horse.	IF ONE PROPERTY. 2 Horses 3 Horses.	Four Wheel.	Two Wheel.
Madras...	RS. A. 12 6	RS. A. 18 9	RS. A. 24 12	RS. A. 20 10
Arconum Junction	8 7	12 10	16 14	14 1
Tirupetty	12 5	18 7	24 9	20 8
Cuddapah	19 8	29 4	39 0	32 8
Tadpatri	25 11	38 9	51 6	42 13
Goody	28 8	42 12	57 0	47 8
Arcoot ...	6 5	9 7	12 9	10 8
Vellore...	4 14	7 5	9 12	8 2
Gooriattum ...	3 8	7 3	6 15	5 13
Vaniembady ...	3 0	8 0	3 0	5 0
Colar Road	4 2	6 3	8 4	6 14
Malloor	5 10	8 7	11 4	9 6
Bangalore	8 0	11 5	15 15	13 5
Tripatore ...	3 0	3 0	3 0	5 0
Shervaray Hills...	6 10	8 7	11 4	9 6
Salem ...	7 1	10 9	14 1	11 12
Erode ...	10 7	15 10	20 13	17 6
Avenashy Road...	13 7	20 2	26 13	22 6
Coimbatore ...	15 15	23 15	31 14	26 9
Palghaut ...	18 12	28 2	37 8	31 4
Wootapollum ...	20 10	30 15	41 4	34 6
Shoranoor ...	21 6	32 1	42 12	35 10
Tiroor ...	24 0	36 0	43 0	40 0
Beypoor ...	25 13	38 11	51 9	43 0
				25 13

Rates for Horses and Carriages.

FROM BANGALORE TO	HORSES.		CARRIAGES.	
	One Horse.	If One Property. 2 Horses. 3 Horses.	Four Wheel.	Two Wheel.
Madras	Rs. A.	Rs. A.	Rs. A.	Rs. A.
Arconum Junction.	20 6	30 8	40 11	33 15
N.W.L.	16 5	24 8	32 10	27 3
Cuddapah	27 8	41 3	54 15	45 13
Tadputri	33 11	50 8	67 5	58 2
Gooty	36 8	54 11	72 15	60 13
Arconum Junction.	14 4	21 6	28 8	23 12
Gooty	12 12	19 2	25 8	21 4
Jollapett	11 6	17 0	22 11	18 15
EB.L. Colar Road	8 0	11 15	15 5	13 5
Malloor...	3 14	5 12	7 11	6 7
Tripatore...	3 0	3 6	4 3	5 0
Shervaray Hills...	8 7	12 11	16 14	14 1
Salem...	13 10	20 6	27 3	22 11
Erode...	14 15	22 6	29 13	24 14
Coimbatore...	18 6	27 9	36 12	30 10
Palghat...	23 13	35 12	47 10	39 1
Beyoor	26 12	40 1	53 7	44 9
	33 11	50 8	67 5	58 2
	3 14	5 12	7 11	6 7
	3 0	3 6	4 3	5 0
	8 7	12 11	16 14	14 1
	13 10	20 6	27 3	22 11
	14 15	22 6	29 13	24 14
	18 6	27 9	36 12	30 10
	23 13	35 12	47 10	39 1
	26 12	40 1	53 7	44 9
	33 11	50 8	67 5	58 2

Rates for Horses and Carriages.

FROM CUDDAPAH TO	HORSES.		CARRIAGES.	
	One Horse.	If One Property. 2 Horses. 3 Horses.	Four Wheel.	Two Wheel.
Madras ...	Rs. A.	Rs. A.	Rs. A.	Rs. A.
Arconum Junction ...	16 3	22 13	30 6	25 5
Tirutany...	11 3	16 12	22 5	18 10
Nagery...	10 7	15 10	20 13	17 6
Tirupetty...	9 9	14 6	19 2	15 15
Reddypally	7 5	11 0	14 10	12 3
Tadputri	3 12	6 10	7 8	6 4
Gooty	6 3	9 5	12 6	10 5
Arconum Junction ...	9 0	13 8	18 0	15 0
Vellore ...	13 6	20 0	26 10	22 3
Jollapett	14 12	22 1	29 7	24 9
B.B.L. Bangalore	19 8	29 4	39 0	32 8
Tripatore	27 8	41 3	54 15	45 13
Shervaray Hills ...	20 0	29 15	39 15	33 5
Salem	25 4	37 13	50 7	42 1
Erode	26 9	39 13	53 1	44 4
Avenashy Road...	30 0	45 0	60 0	50 0
Coimbatore	32 15	49 6	65 13	54 14
Palghat	35 7	53 3	70 14	59 1
Shoranoor	38 6	57 8	76 11	63 15
Tiror	40 14	61 5	81 12	68 2
Beyoor	43 8	65 4	87 0	72 8
	45 5	67 15	90 9	75 8
	20 0	29 15	39 15	33 5
	25 4	37 13	50 7	42 1
	26 9	39 13	53 1	44 4
	30 0	45 0	60 0	50 0
	32 15	49 6	65 13	54 14
	35 7	53 3	70 14	59 1
	38 6	57 8	76 11	63 15
	40 14	61 5	81 12	68 2
	43 8	65 4	87 0	72 8
	45 5	67 15	90 9	75 8

Rates for Horses and Carriages.

FROM COIMBATORE TO	HORSES.			CARRIAGES.		
	One Horse	IF ONE PROPERTY.		Four Wheel.	Two Wheel.	
		2 Horses	3 Horses		RS. A.	RS. A.
Madras	...	RS. A. 28 5	RS. A. 42 8	RS. A. 56 10	47 3	28 5
Arconum Junction	...	24 6	36 9	48 12	40 10	24 6
Cuddapah	...	35 7	53 3	70 14	69 1	35 7
N.W.L. Tadputri	...	41 10	62 7	83 4	69 6	41 10
Gooty	...	44 7	66 11	88 14	74 1	44 7
Arcoot	...	22 4	33 5	44 7	37 1	22 4
Vellore	...	20 13	31 4	41 10	34 11	20 13
Vaniembady	...	16 13	25 3	33 9	28 0	16 13
Jollanpett	...	15 15	23 15	31 14	26 9	15 15
B. B. L. Bangalore	...	23 13	35 12	47 10	39 11	23 13
Tripatore	...	15 8	23 3	30 15	25 13	15 8
Salem	...	8 15	13 6	17 13	14 14	8 15
Erode	...	5 9	8 5	11 1	9 4	5 9
Avenshy Road	...	3 0	3 13	5 1	5 0	3 0
Palghaut	...	3 0	4 4	5 10	5 0	3 0
Wootapollium	...	4 11	7 1	9 6	7 13	4 11
Shoranoor	...	5 7	8 3	10 14	9 1	5 7
Thiroor	...	8 1	12 2	16 2	13 7	8 1
Beypoor	...	9 14	14 12	19 11	16 7	9 14

Rates for Horses and Carriages.

FROM BEYPOOR TO	HORSES.			CARRIAGES.		
	One Horse	IF ONE PROPERTY.		Four Wheel.	Two Wheel.	
		2 Horses	3 Horses		RS. A.	RS. A.
Madras	...	RS. A. 38 3	RS. A. 57 4	RS. A. 76 5	63 10	38 3
Arconum Junction	...	34 2	51 3	68 4	56 14	34 2
Cuddapah	...	45 5	67 15	90 9	75 8	45 5
N.W.L. Tadputri	...	51 8	77 3	102 15	85 13	51 8
Gooty	...	54 5	81 7	108 9	90 8	54 5
Arcoot	...	32 0	47 15	63 15	53 5	32 0
Vellore	...	30 9	45 14	61 2	50 15	30 9
Vaniembady	...	26 10	39 15	53 4	44 6	26 10
Jollanpett	...	25 13	38 11	51 9	43 0	25 13
B. B. L. Bangalore	...	33 11	50 8	67 5	56 2	33 11
Tripatore	...	25 5	38 0	50 10	42 3	25 5
Salem	...	18 12	28 2	37 8	31 4	18 12
Erode	...	15 5	22 15	30 9	25 8	15 5
Avenshy Road	...	12 6	18 9	24 12	20 10	12 6
Coimbatore	...	9 14	14 12	19 11	16 7	9 14
Palghaut	...	6 15	10 7	13 14	11 9	6 15
Wootapollium	...	5 3	7 12	10 5	8 10	5 3
Shoranoor	...	4 7	6 10	8 13	7 6	4 7
Thiroor	...	3 0	3 0	3 9	5 0	3 0

RATES FOR PARCELS.

DISTANCE.	10 lbs. and Under.		11 to 20 lbs.		21 to 40 lbs.		41 to 80 lbs.		81 to 100 lbs.		101 to 125 lbs.		126 to 150 lbs.		151 to 200 lbs.		201 to 250 lbs.	
	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. AS.	RS. AS.	R. A.	R. A.
1 to 50 Miles.	0 4	0 6	0 8	0 12	1 2	1 8	2 2	2 8	3 2	3 6	4 0	4 4	4 8	5 2	5 6	6 0	6 4	6 8
51 " 100 "	0 6	0 9	0 12	1 2	1 8	2 2	2 8	3 2	3 6	4 0	4 4	4 8	5 2	5 6	6 0	6 4	6 8	7 2
101 " 150 "	0 8	0 12	1 0	1 4	1 8	2 2	2 8	3 2	3 6	4 0	4 4	4 8	5 2	5 6	6 0	6 4	6 8	7 2
151 " 200 "	0 10	0 15	1 4	2 0	2 4	2 8	3 2	3 6	4 0	4 4	4 8	5 2	5 6	6 0	6 4	6 8	7 2	7 6
201 " 250 "	0 12	1 2	1 8	2 4	2 8	3 2	3 6	4 0	4 4	4 8	5 2	5 6	6 0	6 4	6 8	7 2	7 6	8 0
251 " 300 "	0 14	1 5	1 12	2 10	2 14	2 18	2 22	2 26	3 0	3 4	3 8	4 2	4 6	5 0	5 4	5 8	6 2	6 6
301 " 350 "	1 0	1 8	2 0	3 0	3 4	3 8	4 2	4 6	5 0	5 4	5 8	6 2	6 6	7 0	7 4	7 8	8 2	8 6
351 " 400 "	1 2	1 11	2 4	3 12	3 16	3 20	3 24	3 28	3 32	3 36	3 40	3 44	3 48	3 52	3 56	4 0	4 4	4 8
401 " 450 "	1 4	1 14	2 8	3 16	3 20	3 24	3 28	3 32	3 36	3 40	3 44	3 48	3 52	3 56	4 0	4 4	4 8	5 2
451 " 500 "	1 6	2 1	2 12	4 2	4 6	4 10	4 14	4 18	4 22	4 26	4 30	4 34	4 38	4 42	4 46	4 50	4 54	4 58
501 " 550 "	1 8	2 4	3 0	4 8	5 2	5 6	6 0	6 4	6 8	7 2	7 6	8 0	8 4	8 8	9 2	9 6	10 0	10 4
551 " 600 "	1 10	2 7	3 4	4 14	4 18	4 22	4 26	4 30	4 34	4 38	4 42	4 46	4 50	4 54	4 58	5 0	5 4	5 8
601 " 650 "	1 12	2 10	3 8	5 4	5 8	6 2	6 6	7 0	7 4	7 8	8 2	8 6	9 0	9 4	9 8	10 2	10 6	11 0
651 " 700 "	1 14	2 13	3 12	5 10	5 14	5 18	5 22	5 26	5 30	5 34	5 38	5 42	5 46	5 50	5 54	5 58	6 0	6 4

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

" Parcels of Newspapers from Madras are carried at half the Rates charged for other Parcels."

ICE, FISH AND VEGETABLES.

N. B.—Each Package must be legibly addressed in English, and pre-paid.

Distances.	10 lbs. and under.		11 to 20 lbs.		21 to 40 lbs.		41 to 80 lbs.		81 to 100 lbs.		101 to 125 lbs.		126 to 150 lbs.		151 to 200 lbs.		201 to 250 lbs.	
	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.
50 Mts. & under	0 3	0 5	0 6	0 8	0 12	0 16	0 20	0 24	0 28	0 32	0 36	0 40	0 44	0 48	0 52	0 56	0 60	0 64
100 do	0 5	0 8	0 12	0 16	0 20	0 24	0 28	0 32	0 36	0 40	0 44	0 48	0 52	0 56	0 60	0 64	0 68	0 72
200 do	0 8	0 12	0 16	0 20	0 24	0 28	0 32	0 36	0 40	0 44	0 48	0 52	0 56	0 60	0 64	0 68	0 72	0 76
300 do	0 11	0 15	0 19	0 23	0 27	0 31	0 35	0 39	0 43	0 47	0 51	0 55	0 59	0 63	0 67	0 71	0 75	0 79
400 do	0 14	0 18	0 22	0 26	0 30	0 34	0 38	0 42	0 46	0 50	0 54	0 58	0 62	0 66	0 70	0 74	0 78	0 82
500 do	0 17	0 21	0 25	0 29	0 33	0 37	0 41	0 45	0 49	0 53	0 57	0 61	0 65	0 69	0 73	0 77	0 81	0 85

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

Rules and Regulations for the Conveyance of Parcels.

Parcels will be conveyed at the above rates, but must be fully and plainly addressed in English, unless addressed "to be left until called for."

All Parcels must be delivered at the respective Stations 30 Minutes before the departure of Trains by which they are to be forwarded, or, in any case for loss of, or injury to Gold, Silver, Jewellery, Glass, China, Valuable Papers, Plated Goods, Pictures, Silks, Lace, Shawls and such like valuable articles, unless the value and nature of such articles shall have been declared, and an increased charge for their safe conveyance accepted by an authorized servant of the Company:

neither will they be responsible for loss of, or injury to Parcels when insecurely packed, nor for loss or damage by leakage. Perishable Parcels will only be conveyed at "Owner's risk," and must be pre-paid.

HACKNEY CARRIAGE FARES.

HACKNEY CARRIAGE FARES FROM THE ROYAPOORAM AND PERAMBORE RAILWAY STATIONS.			RATES FOR CART AND COOLY HIRE FROM THE ROYAPOORAM TERMINUS.		
Locality.	From Royapo- ram Station.	From Perum- bore Station.	Locality.	Per Cart.	Per Cooly.
Adyar.....	Rs. A. 2 0	R. A. 2 6	Adyar.....	Rs. A. 1 4	R. A. 0 5
Club.....	1 4	1 6	Club.....	1 0	0 4
Ennore.....	3 4	1 4	Ennore.....	1 0	0 8
Fort.....	1 0	3 12	Fort.....	1 8	0 2
Kilpauk.....	1 8	1 8	Kilpauk.....	0 8	0 4
Mount.....	3 0	1 0	Mount.....	1 6	0 6
Nungumbankum..	1 8	3 0	Nungumbankum..	1 8	0 5
Pursewalkum.....	1 4	1 0	Pursewalkum.....	1 0	0 4
Perambore.....	1 4	1 0	Perambore.....	0 12	0 5
Palaveram.....	4 0	0 0	Palaveram.....	0 12	0 10
Red Hills.....	3 0	4 0	Red Hills.....	2 0	0 8
Royapooram.....	0 8	2 0	Royapettah.....	1 6	0 4
St. Thomé.....	1 8	2 0	Royapooram.....	1 0	0 1
Travatoor.....	1 8	2 0	St. Thomé.....	0 3	0 4
Vepery.....	1 0	2 8	Triplicane.....	1 0	0 3
Casemode.....	0 12	1 0	Vepery.....	0 10	0 2
Chepauk.....	1 4	1 0	Town as far as the General Hospital.....	0 6	0 1
Chintadrepett.....	1 4	1 0	Town as far as the Market.....	0 0	0 0
General Hospital.....	1 0	1 0			
Luz.....	1 8	1 0			
Milapore.....	1 8	1 0			
Poodoopett.....	1 4	5 0			
Poonamallee.....	3 0	3 0			
Sydapett.....	1 0	1 0			
Tondiarpett.....	1 4	1 4			
Yeyasarapaudy.....	0 12	1 4			
Town as far as the "Sailor's Home".....	1 4	1 4			
Mount Road (as far as Neil's Statue.....	1 4	1 4			

These Conveyances cannot be hired by the Day.

100 Rs. of Dragee allowed free if one Passenger occupies a Carriage.
150 Rs. each if Two Passengers occupy a Carriage.

HACKNEY CARRIAGE FARES, FROM THE BANGALORE STATION.		Fare.	
Locality.		Rs.	P.
		A.	0.
Fort..	.....	1	8
New Barracks.....	.....	1	8
Artillery Quarters...	.....	1	4
Arab Lines.....	.....	1	4
Hussar Barracks...	.....	1	0
Infantry Barracks...	.....	1	0
Bank.....	.....	1	0
Cubbon's Hotel...	.....	1	0
Per day.....	.....	2	8
Per Half-day...	.....	1	8

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

It is requested that all instances of inconviction or over-charge may be notified to

H. E. CHURCH, Traffic Manager.

INDIAN TRAMWAY COMPANY, (Limited.)

TIME AND FARE TABLE.

From and after Friday the First of October 1869.

DOWN TRAINS FROM ARCONUM TO CONJEVERAM		RATES OF FARE											
Distance.	STATIONS.	DAILY TRAIN.											
		1 2, 3 Class & Goods	1 2, 3 Class & Goods	1 2, 3 Class & Goods	First Class	Second Class	Third Class	Average per Mile	Dogs each	Truck rates for Horses, &c.			
		A M P	M	Rs	A P	Rs	A P	A P	Rs	A P	Rs	A P	
	Arconum Dep	9 15	6 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
9	Pulloor.....	9 66	6 40	0 9	0 4	0 6	0 3	0 4	0 0	0 0	0 0	0 0	
11	Chengleroyen's Choultry ...	10 6	6 50	0 11	0 5	0 6	0 3	8 4	0 0	0 0	0 0	0 0	
13	Conjeveram Arr.	10 45	7 30	1 3	0 9	0 6	0 6	4 0	4 0	0 0	0 0	0 0	

UP TRAINS FROM CONJEVERAM TO ARCONUM.																		
Distance.	STATIONS	DAILY TRAINS.			RATES OF FARE.													
		1 2, 3 Class & Goods			First Class	Second Class	Third Class	Per Mile	Dogs each	Truck rates for Horses, &c.	A P	A P	A P					
		A. M.	P.	M														
	Conjeveram Dep	6	30	3	30	0	0	0	0	0	0	0	0	0	0	0	0	
7 7	Chengleroyen's Choultry.....	7	10	4	10	0	8	0	0	4	0	2	8	2	8	4	0	0
9 3	Pulloor.....	7	20	4	20	0	10	0	0	5	0	3	4	3	4	0	0	0
13 13	Arconum Arr.	8	0	5	0	1	3	0	9	6	0	6	4	6	4	0	0	0

NOTICE.—Madras Time is kept at all Stations. The Doors of the Booking Offices will be opened 30 Minutes and closed 5 Minutes before the starting time of each Train. The Trains are arranged to run in connection with the Morning and Evening Trains on the Madras Line. Passengers can go and return from Madras to Conjeveram and vice versa the same day. For further information and rates and conditions for the conveyance of Passengers and Goods, see the Company's Rules and Regulations which are exhibited at each Station. By Order,

B M HOLLOWAY,
Resident Engineer and Traffic Manager.

GREAT SOUTHERN OF TIME TABLE ON AND WESTWARD

The times shown in these tables are those at which the Trains are intended to be kept under all circumstances, nor do they hold themselves responsible for

Miles from Nega-patam.	STATIONS.	No 1.	
		A.	M.
...	Negapatam		
3	Sickle		
7	Keevalore		
14	Trivalore		
18	Kulikeri		
25	Kordachary		
30	Nedamungalum		
36	Ammapettah		
39	Saliamungalum		
49	Tanjore		
59	Boodalore		
74	Teroovembore...		
82	Trichinopoly		
91	Ellamanore		
103	Kulitalay		
109	Lalapettah		
116	Cuttalay		
127	Caroor		
136	Poogalore		
144	Cudumudy		
156	Passoor		
168	Erode		
...	Erode		
...	Coimbatore		
...	Salem		
...	Jollarpett		
...	Bangalore		
...	Madras		

INDIA RAILWAY.

AFTER 1st SEPTEMBER 1869.

depart from the various Stations, but the Company cannot guarantee these times delay.

TRAINS.

WEEK DAYS.				SUNDAYS.			
No. 2		No. 3.		No. 4.		No. 2.	
A.	M.	A.	M.	P.	M.	A.	M.
8	30	Goods.		1	45	8	30
8	39	...	...	1	56	8	39
8	51	...	...	2	10	8	51
9	15	13	15	2	35	9	15
9	27	...	...	2	52	9	27
9	60	...	...	3	21	9	50
10	12	1	0	3	46	10	12
10	30	...	...	4	7	10	30
10	38	...	...	4	19	10	38
11	10	2	0	5	0	11	10
11	38	...	...	5	32	11	38
12	16	...	...	6	19	12	16
12	45	...	...	6	45	12	45
P.	M.	...	...	...	...	P.	M.
1	0	...	...	...	...	1	0
1	30	...	...	...	...	1	30
2	10	...	...	...	...	2	10
2	30	...	...	...	...	2	30
2	54	...	...	...	...	2	54
3	30	...	...	...	...	3	30
4	0	...	...	...	...	4	0
4	35	...	...	...	...	4	35
5	15	...	...	...	...	5	15
6	0	...	...	...	...	6	0
6	45	7	5	...	...	6	45
8	35	10	0	...	...	8	35
1	5	...	...	...	...	1	5
7	0	...	...	...	...	7	0
8	40	...	...	...	...	8	40
A.	M.	P.	M.	A.	M.	P.	M.

EASTWARD

Miles from Erode.	STATIONS.	No. 5.		No. 6.	
		A. M.	P. M.	A. M.	P. M.
...	Madras	Dep.	...	...	...
...	Bangalore	...	...	...	...
...	Jollarpett	...	...	...	...
...	Salem	...	...	...	...
...	Coimbatore	...	...	...	...
...	Erode	Arr.	...	...	...
1	Erode	Dep.	...	...	...
12	Passoor	...	...	...	...
24	Cudumandy	...	...	...	...
32	Poogalore	...	...	...	...
41	Caroor	...	...	...	...
52	Cuttalay	...	...	...	...
59	Lalapettah	...	...	...	...
65	Kulitalay	...	...	...	...
77	Ellamanore	...	...	...	...
86	Trichinopoly	Arr.	...	...	...
94	Teroovembore	Dep.	...	6 30	...
109	Boodalore	...	...	6 50	...
...	...	...	...	7 35	...
119	Tanjore	...	...	8 20	...
129	Saliamungalum	...	...	8 45	...
132	Ammappettah	...	...	8 55	...
138	Nedamungalum	...	...	9 25	...
143	Kordachary	...	...	9 50	...
150	Kulikery	7 0	...	10 13	...
154	Trivalore	...	...	10 36	...
161	Keevalore	...	...	11 0	...
165	Sickle	7 50	...	11 15	...
168	Negapatam	Arr.	8 30	11 30	...

TRAINS

WEEK DAYS.

No. 7.			No. 8.			SUNDAYS.		
A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.
7 0	...	5 0	...	...	...	7 0	...	5 0
9 0	...	8 30	...	...	...	9 0	...	8 30
1 25	...	2 0	...	...	...	1 25	...	2 0
5 0	...	6 30	...	...	...	5 0	...	6 30
6 45	1 15	6 50	8 25	11 5	1 10	6 45	1 15	6 50
P. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.
...	9 0	...	2 0	...	...	...	9 0	...
...	9 35	...	2 45	...	...	...	9 35	...
...	10 20	...	3 30	...	...	...	10 20	...
...	11 0	...	4 0	...	...	...	11 0	...
...	11 30	...	4 30	...	...	...	11 30	...
...	12 10	...	5 10	...	...	...	12 10	...
...	12 35	...	5 30	...	...	...	12 35	...
...	12 52	...	5 50	...	...	...	12 52	...
...	1 30	...	6 30	...	...	...	1 30	...
...	1 53	...	7 0	...	...	...	1 53	...
...	P. M.	...	...	...	...	...	P. M.	...
...	2 15	...	...	...	...	...	2 15	...
...	2 30	...	...	...	...	...	2 30	...
...	3 17	...	...	...	...	...	3 17	...
...	3 52	...	...	...	...	...	3 52	...
...	4 19	...	...	...	...	...	4 19	...
...	4 28	...	...	...	...	...	4 28	...
...	4 47	...	...	...	...	...	4 47	...
...	5 0	...	...	...	...	...	5 0	...
...	5 20	...	...	...	...	...	5 20	...
...	5 35	...	...	...	...	...	5 35	...
...	5 53	...	...	...	...	...	5 53	...
...	6 5	...	...	...	...	...	6 5	...
...	6 15	...	...	...	...	...	6 15	...

1. **PASSENGERS.**—Can be booked at Intermediate Stations only on condition that there shall be room in the train and Class of Carriages for which their tickets shall have been issued. To ensure being booked, Passengers should be at the Station at least 15 minutes before the time mentioned in the tables. The door of the booking office will be closed punctually at the hours mentioned. Passengers cannot be re-booked at Road side Stations, to proceed by the train in which they have arrived.

2. **TICKETS.**—The tickets given to Passengers on payment of their fares, will be required to be produced to the Company's servants, or given up to them whenever demanded. Passengers unable or refusing to produce their tickets are liable to be charged the fare from the most distant station from whence the train started. The tickets are not transferable, are only available for the Stations named thereon, and can only be used on the day of issue.

Tickets which have been torn or mutilated, particularly when the date or progressive number is off, will not be recognised, and the holder will be charged full fare.

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

Passengers are requested to examine their tickets before leaving the booking office counter, as mistakes in tickets or money cannot be afterwards recognised.

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

4. **PASSENGERS.**—Travelling in their own Private Carriages will be charged first class fare in addition to the charge made for the Vehicle.

5. **PASSENGER'S LUGGAGE.**—First Class Passengers, will be allowed free of charge, 82 lbs. Second Class passengers 25 lbs., and Third Class 15 lbs. All baggage in excess of this (whether in the owner's charge or not) will be charged at 2 pice per maund per mile.

All Luggage must be pre-paid at the Booking Station, and to insure being booked it must be delivered at the Station 20 minutes before the time stated for the departure of the train.

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

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

6. **LOST LUGGAGE.**—Articles found in the Carriages or on the Railway are placed in a Lost Luggage office at the Negapatam Station where application should be made for lost Articles. A fee of two annas will be charged for each article of Luggage when claimed at the lost Luggage office but if not claimed within one month, an additional storage charge of annas 4 per month, after the first month, will be made. All lost Luggage if not claimed within six months, will be sold by the Company to pay expenses.

7. **THE COMPANY WILL NOT BE RESPONSIBLE** for loss of, or injury to any Gold, Silver, Jewellery, Writings, Securities and Valuable Papers, Plated Goods, Pictures, Glass, China Articles of Ivory, Ebony, Sandal-Wood, and such like valuables; Silks Manufactured or unmanufactured, Wrought or not Wrought up with other Materials; Shawls, Laces, Cloths, Tissues embroidered with the precious metals, or of which such metals form part unless the same shall have been accepted by an authorized Servant of the Company, and an increased charge or charges paid.

8. **SPECIAL OR RE-SERVED ACCOMMODATION.**—In the ordinary Train may be had on application to the Assistant Traffic Manager Trichinopoly, on 24 hours' notice being given.

9. **TO PREVENT ACCIDENTS** it is requested that no Passenger will lean upon, or open the Carriage door, or step from or into any Carriage when the train is in motion; any person doing so is liable to be prosecuted for a breach of the Company's Bye-Law No. 6 viz:

Any person attempting to get into or upon, or to quit any Carriage after the train has been put in motion, is liable to a penalty of Twenty Rupees.

10. **PARCELS.**—Are received and booked at all Stations on the line. Parcels and packages under 56 lbs. weight each,

are conveyed by Passengers Trains exclusively at Parcel rates, and all Parcels weighing above 56 lbs. each are likewise forwarded by Passenger Trains and charged at Parcel rates, if "Per Goods Train," be not distinctly marked thereon. N. B.—Parcels must be delivered at the Station 30 minutes before the Departure of Train.

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

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

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

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

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

16. COMPLAINTS.—It is requested that any incivility, want of attention or any other irregularity may be immediately notified to Mr. Alfred Stanton, Assistant Traffic Manager, Trichinopoly, or to the undersigned

DAVID LOGAN,

Acting Agent and Traffic Manager.

NEGAPATAM,
31st August 1868,

MADRAS CARRYING COMPANY.

OFFICES AND AGENCIES.

Agents.

Offices.

Head Office,
Madras Agency,

A. DeSouza,

Mount Road, Madras.
Do.

Do. Do. (Branch)

No. 9, 2nd Line Beach.

Do. Do. (do)

Railway Station, Salt Cotaaur.

Coimbatore Station Agent R. DeBrass, Railway Station & Supt.

Mettapollum	Agent	R. Gallyot.
Coonoor	do	J. S. Richter.
Ootacamund	do	C. D. Cabral—Clarendon Hall.
Cuddapah	do	V. Sawmy Chetty
Arcot	do	P. Vurdarajooloo Moodelly.
Wallajahpett	Agent & Supt.	C. Pavaday Pillay.
Vellore	Agent	C. Vurdarajooloo Pillay.
Vaniembaddy	do	Balakistna Moodelly.
Coopum	do	M. Swaminatha Moodelly.
Colar Station	do	C. Vencatasooboo Moodelly.
Do. Town	do	W. B. Chinnya Chetty
Bangalore	Agent & Supt.	R. P. Collins—Shoolay & Pettah.
Mysore	Agent	A. Gungadra Moodelly.
Morapoor	do	C. Armooga Moodelly.
Salem	do	V. Vencatasoobiah.
Carroor	do	V. Balakishnah.
Trichinopoly	Supt. & Agent	C. Abboy Naidoo.
Madura	Agent	P. Ramasawmiah.
Tanjore	do	M. Ragavaingar.
Needommongalem	do	Cunnoosawmy.
Combaconum	do	C. Soondramiah.
Negapatam	do	M. Jaganathia Moodelly.
Coimbatore Town	Acting Agent	J. N. DeBrass.
Palghaut	Agent	K. Vurthayen Iyer.
Beypoor	do	J. M. Trek.
Calicut	do	F. Trek.
Gooty	Agent	M. Narrainsawmy
Bellary	Agent	G. DeSouza.
Kordacharry	do	A. Sambasivyer.

20
2

RULES.—1. The Madras Carrying Company give Public notice, that they will not be responsible for any accident caused by the restiveness of their cattle, Bad Roads, the breaking of a wheel or wheels, interference on the part of Passengers or their servants, or any other cause whatever, excepting by the actual neglect or carelessness of them or the servants employed by them.

2. Passengers are held responsible for any accident which may occur through any interference on their part or on the part of their servants, with the Company's drivers or other servants of the Company while on duty; and for any damage or injury which may be done to the Company's cattle or vehicles by such interference or otherwise.

3. Fares for conveyance by the Company's vehicles must be prepaid, and Passengers must adhere to the Company's rules as to the number of Passengers and quantity of Baggage allowed in a vehicle. The maximum load allowed in any one transit is 2 Passengers inside, 1 servant outside and 80 lbs. Luggage.

4. Passengers' Luggage conveyed in the Company's vehicles along with Passengers is entirely at the owner's risk, the Company make no charge for such Luggage, neither will they be responsible for it.

MADRAS CARRYING

ARRANGEMENTS FOR THE CONVEY-

RATES FOR CONVEY-

Miles.	FROM	TRANSIT.							
		One Passenger with Native Servant.				Two Passengers with one Native Servant.			
		Single Horse Carriage with relays.		Bullock Transit with relays.		Single Horse Carriage with relays.		Bullock Transit with relays.	
		Par Horse Carriage with relays.		1st Class.		Par Horse Carriage with relays.		1st class.	
		Second Class.				Second class.			
27	Coimbatore to Mettapollium	R.A.	R.A.	R.A.	R.A.	R.A.	R.A.	R.A.	R.A.
6	Mettapollium to Kullar	15 0	20 0	12 0	0 0	20 0	25 0	15 0	0 0
15	Mettapollium to Coonoor	3 0	4 0	3 0	0 0	5 0	6 0	4 0	0 0
12	Coonoor to Ootacamund	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
12	Ootacamund to Coonoor	0 0	13 0	9 0	0 0	0 0	18 0	12 0	0 0
24	Do. to Coonoor and back same day	0 0	10 0	9 0	0 0	0 0	14 0	12 0	0 0
15	Coonoor to Kullar or Mettapollium	0 0	14 0	12 0	0 0	0 0	19 0	15 0	0 0
33	Kullar to Coimbatore.	0 0	6 0	0 0	0 0	0 0	0 0	0 0	0 0
27	Mettapollium to Coimbatore	20 0	26 0	17 0	0 0	26 0	33 0	21 0	0 0
	Coonoor to Kotagerry	18 0	23 0	16 0	0 0	24 0	30 0	18 0	0 0
	Between	0 0	18 0	12 0	0 0	0 0	24 0	15 0	0 0
8	Bangalore and Mysore	0 0	0 0	20 0	0 0	0 0	0 0	25 0	0 0
3	Coonoor and Wellington	0 0	5 0	2 0	0 0	0 0	6 0	3 0	0 0
4	Coimbatore Station and Town	0 0	5 0	2 0	0 0	3 0	6 0	2 0	0 0
84	Trichinopoly and Madura	2 5	5 0	2 0	0 0	3 0	6 0	2 5	0 0
52	Gooty and Bellary	0 0	0 0	20 0	0 0	0 0	0 0	35 0	25 0
5	Do. Transit only without Bullocks	0 0	0 0	30 0	20 0	0 0	0 0	20 0	15 0

COMPANY.

ANCE OF PASSENGERS, GOODS, PARCELS, &c.

ANCE OF PASSENGERS.

Common cart with relays of Bullocks.	Spring Cart.	Common Cart.	One Passenger only.																	
			One pair of Bullocks without relays.	Horse or Pony with Saddle for Lady or Gentleman.	Palanquin.	Tonjon.	Monchiel.	Chairs.		Coolies each.										
								Covered.	Uncovered											
R.	A.	R.	A.	R.	A.	R.	A.	R.	A.	R.	A.	R.	A.	R.	A.	R.	A.			
7	0	7	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0			
1	8	2	0	1	8	2	0	0	0	0	0	0	0	0	0	0	0			
18	0	0	0	10	0	8	0	15	8	14	0	9	8	10	0	6	8			
6	0	0	0	5	0	5	0	12	8	10	0	6	8	0	0	0	0			
6	0	0	0	5	0	3	8	12	8	10	0	6	8	0	0	0	0			
0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0			
0	0	0	0	9	0	6	0	15	8	14	0	9	8	10	0	6	8			
9	0	9	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0			
8	0	8	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0			
0	0	10	0	11	0	7	8	18	0	16	0	14	0	12	0	9	0			
0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0			
18	0	1	8	1	0	1	8	3	8	3	0	2	8	2	0	0	0			
0	0	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
18	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0			
15	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0			
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

See Notes next Page.

See Notes next Page.

NOTES.—*Passengers' Luggage*—Each Passenger travelling by Horse or Bullock Transit will be allowed 40 lbs. of luggage; but no luggage allowed for Servants.

To ensure regularity and arrival at destination in time, luggage in excess of this weight should be delivered at the Company's Office Mount Road Madras (it will be sent for if an order is given) by 12 noon two clear days before the departure of Passengers from Madras. Spring Trolleys and Carts are kept expressly for the conveyance of baggage and furniture.

• *Through-Booking*.—Through-Tickets including both Railway fares and Transit charges are issued to Ootacamund and Coonoor and vice versa, from Madras, Bangalore and Trichinopoly.

KULLAR & POTHANORE.—When Passengers do not book through from or to Ootacamund or Coonoor, but use the Company's conveyances only between Kullar, or Mettapolpassenger will be made over and above the ordinary rates charged to through passengers.

GOOTY & BELLARY.—Transits on this road can only be engaged through the Agencies at Gooty and Bellary. For the journey from Gooty to Bellary the engagement must be made through the Agent Gooty and at Bellary for the journey Bellary to Gooty.

As the Railway will so soon open through to Bellary the Company do not consider it expedient to put their own Bullocks upon this road and to make fixed arrangements with the villagers for the hire of Bullocks by the month seems impossible; the Company will therefore either hire the Bullocks from the villagers for each trip made or they will supply Transits only leaving travellers to make their own arrangements for the hire of Bullocks.

The rates of hire for Transits only are for a
Four wheeled..... Rs. 20 each trip.
Two do " 15 do.

Passengers can only be booked at intermediate Stations, when the Company's Conveyances are not engaged by parties Travelling on through-Tickets. The Company do not guarantee to set down Passengers at places other than their own Stations unless special arrangements are made.

Refreshment rooms with beds and baths attached for the convenience of travellers by the Company's conveyances are kept at Mettapollium and Coonoor.

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

TO OR FROM.	Two Wheeled.			Four Wheeled.			Horses are forwarded to these Agencies at reasonable rates by special arrangement.
	Rs.	A.	P.	Rs.	A.	P.	
Madras and Mysore...	35	5	6	50	0	0	
Bangalore...	22	5	6	35	14	6	
Bellary...	50	0	0	70	0	0	
Cuddapah	17	3	0	28	5	0	
Trichinopoly	35	0	0	55	0	0	
Coimbatore	30	0	0	49	0	0	
Mettapollium	34	0	0	53	0	0	
Coonoor...	45	0	0	65	0	0	
Ootacamund...	50	0	0	70	0	0	
Madura...	48	0	0	75	0	0	
Bangalore and Coonoor ..	40	0	0	55	0	0	
" Ootacamund ..	45	0	0	60	0	0	

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

NOTES.—*Passengers' Luggage*—Each Passenger travelling by Horse or Bullock Transit will be allowed 40 lbs. of luggage; but no luggage allowed for Servants.

To ensure regularity and arrival at destination in time, luggage in excess of this weight should be delivered at the Company's Office Mount Road Madras (it will be sent for if an order is given) by 12 noon two clear days before the departure of Passengers from Madras. Spring Trolleys and Carts are kept expressly for the conveyance of baggage and furniture.

Through-Booking.—Through-Tickets including both Railway fares and Transit charges are issued to Ootacamund and Coonoor and vice versa, from Madras, Bangalore and Trichinopoly.

KULLAR & POTHANORE.—When Passengers do not book through from or to Ootacamund or Coonoor, but use the Company's conveyances only between Kullar, or Mettapollium and Pothanore or vice versa an extra charge of Rs. 2 each passenger will be made over and above the ordinary rates charged to through passengers.

GOOTY & BELLARY.—Transits on this road can only be engaged through the Agencies at Gooty and Bellary. For the journey from Gooty to Bellary the engagement must be made through the Agent Gooty and at Bellary for the journey Bellary to Gooty.

As the Railway will so soon open through to Bellary the Company do not consider it expedient to put their own Bullocks upon this road and to make fixed arrangements with the villagers for the hire of Bullocks by the month seems impossible; the Company will therefore either hire the Bullocks from the villagers for each trip made or they will supply Transits only leaving travellers to make their own arrangements for the hire of Bullocks.

The rates of hire for Transits only are for a
Four wheeled..... Rs. 20 each trip.
Two do " 15 do.

Passengers can only be booked at intermediate Stations, when the Company's Conveyances are not engaged by parties Travelling on through-Tickets. The Company do not guarantee to set down Passengers at places other than their own Stations unless special arrangements are made.

Refreshment rooms with beds and baths attached for the convenience of travellers by the Company's conveyances are kept at Mettapollium and Coonoor.

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

TO OR FROM.	Two Wheeled.			Four Wheeled.			Horses are forwarded to these Agencies at reasonable rates by special arrangement.
	Rs.	A.	P.	Rs.	A.	P.	
Madras and Mysore...	35	5	6	50	0	0	
Bangalore...	22	5	6	35	14	6	
Bellary...	50	0	0	70	0	0	
Cuddapah...	17	3	0	28	5	0	
Trichinopoly...	35	0	0	55	0	0	
Coimbatore...	30	0	0	49	0	0	
Mettapollium...	34	0	0	53	0	0	
Coonoor...	45	0	0	66	0	0	
Ootacamund...	50	0	0	70	0	0	
Madura...	48	0	0	75	0	0	
Bangalore and Coonoor...	40	0	0	55	0	0	
" Ootacamund	45	0	0	60	0	0	

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

RATES FOR CONVEYANCE

FROM MADRAS TO	10 lbs. and under.			11 to 50 lbs.			21 to 40 lbs.		
	R.	A.	P.	R.	A.	P.	R.	A.	P.
Arcot...	0	10	0	0	15	0	1	4	0
Bangalore...	1	0	0	1	8	0	2	0	0
Bellary...	1	0	0	1	8	0	4	0	0
Beypoor...	2	0	0	3	0	0	2	1	0
Cuddapah...	1	8	0	2	3	0	1	10	0
Coopum	0	13	0	1	4	0	1	11	0
Colar Road	0	14	0	1	4	0	1	11	0
Coonoor	0	14	0	1	4	0	4	0	0
Coimbatore	2	6	0	3	3	0	2	10	0
Calicut...	1	6	0	1	13	0	3	4	0
Caroor	1	12	0	2	7	0	2	6	0
Combaconum	1	3	0	1	13	0	3	12	0
Gooty...	1	14	0	2	9	0	2	4	0
Mysore...	1	2	0	1	11	0	4	4	0
Morapoor...	1	14	0	2	13	0	1	11	0
Metapollum	0	14	0	1	4	0	3	8	0
Madura	1	14	0	2	8	0	7	5	0
Nedamungalam	4	6	0	5	15	0	2	13	0
Negapatam...	1	7	0	2	2	0	3	3	0
Ootacamund	1	10	0	2	6	0	4	12	0
Pothanore...	2	14	0	3	12	0	2	10	0
Salem...	1	6	0	1	15	0	2	2	0
Trichinopoly	1	2	0	1	9	0	2	13	0
Tanjore	1	7	0	2	1	0	3	0	0
Vellore	1	9	0	2	4	0	1	4	0
Vaniambady	0	10	0	0	15	0	1	7	0
Wallaiapett	0	12	0	1	1	0	1	4	0
	0	10	0	0	15	0			

Parcels weighing more than 250 lbs. will be charged in proportion to the rate for 250 lbs. Parcels charged at the above rates are forwarded by passenger train and Horse Conveyance.

CONVEYANCE OF GOODS.

The Company undertake to back Goods at through rates from and to any places where they have Agencies—Spring Trillies and Carts are kept expressly for the conveyance of baggage and Furniture.

OF PARCELS

41 to 80 lbs.	81 to 100 lbs.	101 to 125 lbs.	126 to 150 lbs.	151 to 200 lbs.	201 to 250 lbs.
R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.
1 10 0	2 6 0	3 2 0	3 10 0	4 10 0	5 2 0
2 12 0	3 14 0	5 0 0	5 14 0	7 4 0	8 2 0
5 12 0	7 0 0	8 8 0	10 0 0	12 8 0	15 0 0
4 4 0	5 12 0	7 4 0	8 10 0	10 6 0	11 14 0
2 5 0	3 4 0	4 2 0	5 0 0	6 2 0	6 14 0
2 5 0	3 4 0	4 2 0	4 14 0	5 14 0	6 10 0
2 5 0	3 4 0	4 2 0	4 14 0	5 14 0	6 10 0
5 12 0	8 4 0	10 12 0	13 2 0	15 12 0	18 0 0
3 10 0	5 0 0	6 4 0	7 8 0	9 0 0	10 2 0
4 10 0	6 4 0	8 0 0	9 8 0	11 6 0	13 0 0
3 7 0	4 14 0	6 4 0	7 9 0	9 2 0	10 8 0
5 6 0	7 0 0	8 12 0	10 6 0	12 4 0	13 14 0
3 2 0	4 6 0	5 10 0	6 10 0	8 2 0	9 2 0
6 0 0	8 8 0	10 8 0	12 6 0	14 8 0	16 6 0
2 5 0	3 4 0	4 2 0	5 14 0	10 12 0	12 6 0
4 12 0	6 0 0	7 8 0	8 14 0	20 14 0	24 0 0
10 2 0	12 4 0	14 14 0	17 8 0	10 10 0	12 2 0
4 1 0	5 11 0	7 6 0	8 14 0	11 14 0	13 9 0
4 10 0	6 7 0	8 4 0	9 15 0	17 12 0	20 0 0
6 8 0	9 4 0	12 4 0	14 14 0	9 0 0	10 2 0
3 10 0	5 0 0	6 4 0	7 8 0	7 4 0	8 2 0
2 14 0	4 0 0	5 0 0	6 0 0	10 3 0	11 10 0
3 15 0	5 8 0	7 1 0	8 8 0	11 1 0	12 10 0
4 5 0	6 0 0	7 11 0	9 4 0	4 10 0	5 10 0
1 10 0	2 6 0	3 2 0	3 10 0	5 0 0	5 2 0
1 15 0	2 12 0	3 8 0	4 2 0	4 10 0	
1 10 0	2 6 0	3 2 0	3 10 0	4 10 0	

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

Cartage &c.—For the removal of Furniture, &c. Spring trillies with Bullocks and drivers are supplied in Madras, Cuddapah, Bangalore, Bellary, Salem, Trichinopoly, Coimbatore, Beypoor, Negapatam, and Calicut, at the rate of

73

Rs. 3 8-0 per day of 10 hours and Rs. 2-0-0 per half day of not over 6 hours, if employed within the limits of the above named Towns, and 4-8-0 per day if employed beyond such limits.

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

Rates of an earlier date are cancelled.

The foregoing fares, rates and conditions of carriage are liable to be altered from time to time.

MOUNT ROAD,
MADRAS,
1st Feby. 1870.

MADRAS CARRYING COMPANY.

SAMUEL BATES.
J. T. MURRAY.

HACK ESTABLISHMENT AT,
OOTACAMUND & COONOR,

To be had on hire by day or month.

At OOTACAMUND,
Horses or Ponies with good Saddles for Ladies
or Gentlemen.

Neat single bodied Basket & other Phaetons with pony
& harness Complete.

Palanquin Coaches with pair of horses
& harness Complete,

Bullock Coaches with Bullocks.
At COONOR,

Saddle Horses or Ponies,
Palanquin Coaches with pair of horses
& harness Complete.

Bullock Coaches with Bullocks.
For terms apply to the Company's Agents.

MOUNT ROAD,
MADRAS,
1st Feby. 1870.

SAMUEL BATES.
J. T. MURRAY.

74

MADRAS CARRYING COMPANY.

RAILWAY REFRESHMENT ROOMS.

Refreshments to be obtained at the various Refreshment Rooms.

AT ARCONUM—Tea, Coffee, Toast, Biscuits and Butter { 6-15 A. M.
9 do 7
5 P. M.

Dinner..... 7-30 P. M.

VELLORE.—Breakfast..... 10-40 A. M.

Tea, Coffee, Toast, Biscuits and Butter { 3-50 P. M.
10-15 do

JOLLARPETT—Cold Supper, Tea, Coffee, Toast, Biscuits and Butter... 1-0 A. M.

Hot Tiffin, Soup, &c..... 1-0 P. M.

SALEM—Breakfast..... 9-5 A. M.

Tiffin..... 4-40 P. M.

Dinner..... 8-30 do

Tea, Coffee, Toast, Biscuits and Butter.. 6-0 A. M.

ERODE—Tea, Coffee, Toast Biscuits and Butter.. 6-50 A. M.

8-28 do

COIMBATORE—Tea, Coffee, Toast, Biscuits and Butter.. 6-13 P. M.

Tiffin..... 4-0 A. M.

Dinner..... 11-50 A. M. and 3 P. M.

* CUDDAPAH—Tea, Coffee, Toasts &c. { 10-0 P. M.
6-20 A. M.

* GOOTY—Tea, Coffee, Toast &c. { 10-25 A. M.
6-0 A. M.

Charges.

Breakfast, Tiffin or Supper each..... RS. A. P
1 0 0

Dinner..... 1 8 0

Children "half price.

A Cup of Tea or Coffee with slice of Bread or Toast and Butter... 0 4 0

A Cup of Tea or Coffee..... 0 2 0

A plain Tea with Biscuits or Toast and Butter.. 0 12 0

* Meals only when ordered.

A small plate of Sandwiches.....	0	4	0
A large plate of Do.....	0	8	0
Curry and Rice for one.....	0	8	0
A plate of Soup and slice of Bread.....	0	4	0

Breakfast, Tiffin, Dinner, &c. &c. can be specially prepared and Fresh Milk for Children supplied, at any time at any refreshment Room on an order by letter or telegram addressed direct to the respective Butlers, or orders may be given through any of the Company's Agents. When specially ordered Eight annas extra each person charged.

English preserved Meats, Soups, Salmon, Sausages &c. &c. can be had at all the Refreshment Rooms.

Wines, Spirits, Beer, Lemonade, Soda Water, &c. &c. of the best, can be obtained at all the Refreshment Rooms. For prices see printed list exhibited in each Room.

Cheroots.	Large per Bundle	8 annas.
	small Do.	6 Do.

MOUNT ROAD,
MADRAS,
1st Feb'y. 1870.

SAMUEL BATES.
J. T. MURRAY.

T. A. MOOTOOSAWMY PILLAY & CO. CARRYING AGENCY.

ARRANGEMENTS FOR THE CONVEYANCE OF PASSENGERS, LUGGAGE, GOODS AND PARCELS.

Rates for Conveyance of Goods per Maund of 82 lbs.

FROM	To Madras 1st, 2nd, and 3rd Class	To Coimbatore Railway Station and Coimbatore Town	To Mettupalayam	To Kullar	To Coonoor	To Wellington	To Ootacamund	To Kotecherry
Madras 1st, 2nd, and 3rd Class only	0	1	1	1	2	2	3	7
Coimbatore Railway Station and Coimbatore Town	1	0	0	0	1	1	1	0
Mettupalayam	1	0	0	0	1	1	1	1
Kullar	1	0	0	0	1	1	1	1
Coonoor	2	0	0	0	1	1	1	1
Wellington	2	0	0	0	1	1	1	1
Ootacamund	2	0	0	0	1	1	1	1

N. B.—Goods from Kotecherry for transmission to other Stations will be sent in Cart-loads only vide charges for Passengers.

Parcels Rate.

To and from Coimbatore Town and Railway Station.	10lbs. and under.	20lbs. and above 10.	40lbs. and above 20.	60lbs. and above 40.	80lbs. and above 60.	100lbs. and above 80.	125 lbs. and above 100.	150 lbs. and above 125.
Mettoopolium.....	Rs. A. 0 4	Rs. A. 0 6	Rs. A. 0 8	Rs. A. 0 10	Rs. A. 0 12	Rs. A. 1 0	Rs. A. 1 2	Rs. A. 1 4
Coonoor.....	Rs. A. 1 0	Rs. A. 1 4	Rs. A. 1 12	Rs. A. 2 4	Rs. A. 3 0	Rs. A. 3 8	Rs. A. 4 4	Rs. A. 4 12
Wellington.....	Rs. A. 1 2	Rs. A. 1 6	Rs. A. 1 14	Rs. A. 2 8	Rs. A. 3 4	Rs. A. 3 12	Rs. A. 4 8	Rs. A. 5 0
Ootacamund.....	Rs. A. 1 4	Rs. A. 1 8	Rs. A. 2 0	Rs. A. 2 12	Rs. A. 3 8	Rs. A. 4 0	Rs. A. 4 12	Rs. A. 5 8
Kotegherry.....	Rs. A. 1 4	Rs. A. 1 8	Rs. A. 2 0	Rs. A. 2 12	Rs. A. 3 8	Rs. A. 4 4	Rs. A. 4 12	Rs. A. 5 8

N. B.—Parcels from Kotegherry for transmission to other Stations must be delivered or sent by the senders to the Company's Agents at Coonoor or Mettoopolium.
Rates (including Tolls) for conveyance of Passengers and Luggage.

By Carts

From	To Coim- batore Railway Station.	To Coim- batore Town.	To Metta- pollum.	To Kullar.	To Coonoor.	To Wel- lington.	To Oota- camund.	To Kote- gherry.
Coimbatore Railway Station	Rs. A. ...	Rs. A. 12	Rs. A. 3	Rs. A. 4	Rs. A. 12	Rs. A. 13	Rs. A. 16	Rs. A. 21
Coimbatore Town.....	Rs. A. 12	Rs. A. ...	Rs. A. 3	Rs. A. 3	Rs. A. 11	Rs. A. 12	Rs. A. 15	Rs. A. 20
Mettoopolium	Rs. A. 3	Rs. A. 3	Rs. A. ...	Rs. A. 1	Rs. A. 9	Rs. A. 10	Rs. A. 13	Rs. A. 18
Kullar	Rs. A. 4	Rs. A. 3	Rs. A. 1	Rs. A. ...	Rs. A. 8	Rs. A. 9	Rs. A. 12	Rs. A. 17
Coonoor.. ..	Rs. A. 10	Rs. A. 9	Rs. A. 7	Rs. A. 6	Rs. A. ...	Rs. A. 1	Rs. A. 4	Rs. A. 9
Wellington.....	Rs. A. 11	Rs. A. 10	Rs. A. 8	Rs. A. 7	Rs. A. 1	Rs. A. ...	Rs. A. 4	Rs. A. 9
Ootacamund	Rs. A. 14	Rs. A. 13	Rs. A. 11	Rs. A. 10	Rs. A. 4	Rs. A. 4	Rs. A. ...	Rs. A. 13
Kotegherry	Rs. A. 23	Rs. A. 22	Rs. A. 20	Rs. A. 19	Rs. A. 13	Rs. A. 11	Rs. A. 16	Rs. A. ...

N. B.—Three clear days' notice must be given but under unavoidable circumstances, Carts will be supplied to Passengers, on short notice.
Relays will be posted if required for which the Charge will be Separate.

Parcels Rate.

To and from Madras.	10 lbs.	20 lbs. and above 10.	40 lbs. and above 20.	80 lbs. and above 40.	100 lbs. and above 80.	125 lbs. and above 100.	150 lbs. and above 125.	200 lbs. and above 150.	250 lbs. and above 200.
Coimbatore Railway Station and Town	Rs. 1 2 1 11	A Rs. 2 4	A Rs. 3 6	A Rs. 4 10	A Rs. 5 14	A Rs. 7 2	A Rs. 8 6	A Rs. 9 10	A Rs. 10 6
Mettpollum	1 6 2 1	2 12 4	2 5 10	2 7 0	2 11 14	2 14 2 16	2 16 6	2 16 10	2 16 10
Coonoor	2 2 2 13	3 14 5	3 8 2	3 10 6	3 12 2	3 14 6	3 16 10	3 16 10	3 16 10
Wellington	2 4 3 1	4 0 5	4 6 0	4 8 10	4 10 10	4 12 10	4 14 14	4 17 6	4 17 6
Ootacamund	2 6 3 3	4 4 6	4 6 0	4 8 10	4 10 10	4 12 10	4 14 14	4 17 6	4 17 6
Kotegherry	2 6 3 3	4 4 6	4 6 0	4 8 10	4 10 10	4 12 10	4 14 14	4 17 6	4 17 6

Conveyance of Passengers by Spring Carts.

From.	To Coimbatore Railway Station	To Coimbatore Town	To Mettpollum	To Kullar	To Coonoor	To Wellington	To Ootacamund
Coimbatore Railway Station	Rs. 0 0	1s. 2	1s. 10	1s. 11	2s. 18	3s. 20	4s. 25
Coimbatore Town	2 0	0 0	9 0	10 0	17 0	19 0	24 0
Mettpollum	10 0	9 0	0 0	2 0	12 0	13 0	16 0
Kullar	11 0	10 0	2 0	0 0	11 0	12 0	15 0
Coonoor	16 0	15 0	10 0	9 0	0 0	2 0	7 0
Wellington	17 0	16 0	11 0	10 0	2 0	0 0	7 0
Ootacamund	20 0	19 0	17 0	16 0	7 0	7 0	0 0

These Spring Carts are now being built, if they are ready they will be available for the use of Passengers on and after 1st March 1870.

Relays of Pullicks will be posted for Passengers proceeding to Mettpollum, Coonoor, and Ootacamund from Coimbatore and vice versa.

RULES AND REGULATIONS

1. Consignment of Goods weighing under 250 lbs booked by Parcels' rate only to and from Madras.
2. All goods should be distinctly labelled with the name and address of the consignee; otherwise no claim for delay or miscarriage will be entertained.
3. All charges to be paid on delivery of goods, except by special arrangement. To Shopkeepers a discount of 12-8 per cent. to others 12-8 and for Parcels 6-4 will be allowed for ready payment.
4. Claims for loss or damage should be made in writing on the receipt note accompanying each consignment of goods immediately on delivery otherwise no notice can be taken of the claim.
5. Furniture, Glass, and Glass-ware will be forwarded at owner's risk only and at 50 per cent. higher than the given rates.
6. Goods and other articles which are mentioned in the Railway Classification book as would be sent, at owner's risk and at 50 per cent. higher than the given rates will be subject to the same condition when forwarded through the Company's Agents.
7. Carriage for Passengers, Luggage, and Parcels and Goods sent by the Mails to other stations must be pre-paid no discount will be allowed.
8. Receipts and other documents for Goods &c. sent by Railway must be forwarded to the Agent at Coimbatore Railway Station to enable him to receive the goods from the Railway authorities.
9. Each Passenger travelling by Spring Cart will be allowed 50 lbs. of Luggage.

10. Refreshment room for the convenience of Travellers &c will be opened at Mettappollum from 1st January 1870.

11. Approved Cheques and Currency Notes of Madras Presidency only will be received in payment of charges.

12. Further particulars regarding the rates or arrangements may be obtained on application to any of the agents.

OTTAVADA STREET
BLACK TOWN.

AGENTS.

D. Jaganadam Naidu.....Othavaday Street Black
Town Madras.
H. Gnanaperagasam Pillay....Coimbatore Railway Station
T. M. Mooroogiah Pillay...Mettappollum.
C. Subapachy Moodahar Coimbatore.
T. K. Mootoosawmy Pillay ..Coimbatore.

T. A. MOOTOOSAWMY PILLAY, AND Co.
Proprietors.

HEAD OFFICE.
METTAPPOLLUM
1st February 1870.

Good, and well seasoned Blackwood beams are available for sale, for Particulars apply at the Head Office.

CHURCH MEMORANDA. RELIGIOUS SERVICES

PROTESTANT CHURCHES AND CHAPELS AT THE PRESIDENCY.
Hour of English Services.

ST. GEORGE'S CATHEDRAL.
Mount Road.

Sunday Morn. 11 A. M.
Even. 6 P. M.
The Holy Communion is administered at the 11 o'clock service on the first and third Sundays and at the 8 o'clock service on the remaining Sundays of the month.

CHRIST CHURCH.
Mount Road.

Sunday Morn. 11 A. M.
Even. 6 P. M.
Wednesday 6 P. M.

ST. THOMAS' CHURCH.
St. Thomé.

Sunday Morn. 11 A. M.
Even. 6 P. M.

ST. MARY'S CHURCH.
Fort.

Sunday Morn. 11 A. M.
Even. 6 P. M.
Wednesday 6 P. M.
Saints' Days 7 A. M.

EMMANUEL CHURCH,
Black Town.

Sunday Morn. 8 A. M.
Even. 6 P. M.
Wednesday 6 P. M.
Friday 8 A. M.
Holy Communion on 1st and 3rd Sundays of the month.

FRIFE CHURCH,
Esplanade.

Sunday 6 P. M.

TRINITY CHURCH,
John Pereira's.

Sunday 6 P. M.
Wednesday 6 P. M.

BLACK TOWN CHURCH.

Sunday Morn. 8 A. M.
Even. 6 P. M.
Wednesday 6 P. M.

ST. ANDREW'S CHURCH,
Egmore.

Sunday Morn. 11 A. M.
Even. 6 P. M.

ST. MATTHIAS' CHURCH,
Vepery.

Sunday Morn. 11 A. M.
Even. 6 P. M.
Wednesday 6 P. M.
Holy Days 7 A. M.

Holy Communion at 7 A. M. on the 1st and 3rd Sundays in the month, and at 7 A. M. on Holy Days.

LON. MISSION CHAPEL,
Davidson St. B. Town.

Sunday Morn. 7 A. M.
Even. 6 P. M.
Wednesday 6 P. M.

CHURCH MISSION CHAPEL,
Popham's Broadway.

Sunday Morn. 11 A. M.
Even. 6 P. M.
Wednesday 6 P. M.

WESLEYAN CHAPEL,
Popham's Broadway.

Sunday Morn. 7 A. M.
Evening 6 P. M.
Thursday 6 P. M.

BAPTIST CHAPEL,
New Town.

Sunday Morn. 7 A. M.
Even. 6 P. M.
Wednesday 6 P. M.

FIXED AND MOVEABLE FESTIVALS, &c.

Epiphany	Jan. 6	Ascension Day—Holy Thursday	May 26
Marriage of Queen Victoria	Feb. 10	Pentecost—Whit Sunday	June 5
Septuagesima Sunday	Feb. 13	Trinity Sunday	June 12
Quinquagesima—Shrove Sunday	Feb. 27	Corpus Christi	June 16
St. David	Mar. 1	Accession of Queen Victoria	June 20
Ash Wednesday	Mar. 2	Proclamation of Queen Victoria	June 21
Quadragesima—1st Sunday in Lent	Mar. 6	St. John the Baptist Midsummer Day	June 24
St. Patrick	Mar. 17	Coronation of Queen Victoria	June 28
Birth of Princess Louisa	Mar. 18	Birth of Prince Alfred	Aug. 6
Annunciation—Lady Day	Mar. 25	St. Michael—Michaelmas Day	Sept. 29
Birth of Prince Leopold	Apr. 7	All Saints' Day	Nov. 1
Palm Sunday	Apr. 10	All Souls' Day	Nov. 2
Birth of Princess Beatrice	Apr. 14	Queen's proclamation assuming the Govt. of India from the E. I. C.	Nov. 3
Good Friday	Apr. 15	Birth of Prince of Wales	Nov. 9
Easter Sunday	Apr. 17	Birth of Princess Royal	Nov. 21
St. George	Apr. 23	1st Sunday in Advent	Nov. 27
Low Sunday	Apr. 24	St. Andrew	Nov. 30
Birth of Princess Alice	Apr. 25	St. Thomas	Dec. 21
Birth of Prince Arthur	May. 1	Christmas Day	Dec. 25
Rogation Sunday	May. 22		
Birth of Queen Victoria	May. 24		
Birth of Princess Helena	May. 25		

TIME.—Spend your time in nothing which you know must be repented of. Spend it in nothing on which you might not pray for the blessing of God. Spend it in nothing which you could not review with a quiet conscience on your dying bed. Spend it in nothing which you might not safely and properly be found doing, if death should surprise you in the act.—*Baxter.*

PLACES OF PUBLIC INTEREST.

GOVERNMENT CENTRAL MUSEUM—Open from 9 A. M. to 5 P. M. Sundays excepted.

PEOPLE'S PARK—Open from 6 A. M. to 8 P. M. daily; Sundays excepted.

HOLIDAYS ALLOWED IN GOVERNMENT OFFICES.

GENERAL.		Mukkoti Ekadasi or	1 day.
Christmas with New Year's		Vaikuṇṭha Ekadasi ...	1 day.
Day... ..	8 days.	VAISHNAVA SECT.	
Easter	4 "	Triphicaṇa Feast in April ...	1 "
Queen's Birth-day ...	1 day.	Sri Jayanti ...	1 "
Prince of Wales' Birth day. ...	1 "	SAIVA SECT.	
CHRISTIANS.		Maha Siva Ratri ...	1 "
Ash Wednesday... ..	1 day	TILUGU.	
Ascension Day... ..	1 "	New Year's Day ...	1 "
ROMAN CATHOLICS.		TAMIL.	
Corpus Christi Day... ..	1 day	New Year's Day ...	1 "
HINDUS.		WEAVING THREAD.	
Pongal	2 days	Avani Avittam ...	2 days
Mahalaya Amavasya ...	1 day	MOHAMMEDANS.	
Dusseara Feast (Ayudha Puja) ...	1 "	Bakar 'Id ...	1 day.
Dipavali Feast ...	1 "	Muharram ...	1 day.
Lunar eclipse* ...	1 "	Shab-e-Qariat ...	1 day.
Solar do. ...	1 "	'Id Razaan ...	1 day.

* When between 8 A. M. and 6 P. M.

TABLE OF INCOME OF WAGES, FROM 4 AS. TO 4 RS. PER MONTH, SHOWING THE AMOUNT PER DAY.

Days.	4 As. per Month.			8 As. per Month.			1 Rupee per Month.			2 Rs. per Month.			3 Rs. per Month.			4 Rs. per Month.		
	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.
1	0	0	2	0	0	3	0	0	6	0	1	1	0	1	7	0	2	1
2	0	0	3	0	0	6	0	1	1	0	2	2	0	3	2	0	4	9
3	0	0	5	0	0	10	0	1	7	0	3	2	0	4	9	0	6	4
4	0	0	6	0	1	1	0	2	2	0	4	3	0	6	4	0	8	6
5	0	0	8	0	1	4	0	2	8	0	5	4	0	8	0	0	10	8
6	0	0	10	0	1	7	0	3	2	0	6	5	0	9	7	0	12	9
7	0	0	11	0	1	10	0	3	8	0	7	6	0	11	2	0	14	11
8	0	1	1	0	2	2	0	4	3	0	8	6	0	12	9	1	1	0
9	0	1	2	0	2	5	0	4	10	0	9	7	0	14	4	1	3	2
10	0	1	4	0	2	8	0	5	4	0	10	8	1	1	7	1	7	5
11	0	1	6	0	2	11	0	5	10	0	11	9	1	1	0	1	5	4
12	0	1	7	0	3	5	0	6	11	0	13	10	1	3	2	1	9	7
13	0	1	9	0	3	8	0	6	5	0	12	10	1	3	2	1	9	7
14	0	1	10	0	3	8	0	7	6	0	14	11	1	4	9	1	11	8
15	0	2	0	0	4	0	0	8	0	1	0	0	1	6	4	1	13	10
16	0	2	2	0	4	3	0	8	6	1	1	1	1	8	0	2	0	0
17	0	2	3	0	4	6	0	9	1	1	1	1	1	9	7	2	2	1
18	0	2	5	0	4	9	0	9	7	1	2	2	1	11	2	2	4	3
19	0	2	6	0	5	1	0	10	2	1	3	2	1	12	9	2	6	4
20	0	2	8	0	5	4	0	10	8	1	4	3	1	14	4	2	8	6
21	0	2	10	0	5	7	0	11	2	1	5	4	2	0	0	2	10	8
22	0	2	14	0	5	10	0	11	9	1	6	5	2	1	7	2	12	9
23	0	3	1	0	6	1	0	12	3	1	7	6	2	3	2	2	14	11
24	0	3	2	0	6	5	0	12	10	1	8	6	2	4	9	3	1	0
25	0	3	4	0	6	8	0	13	4	1	9	7	2	6	4	3	3	2
26	0	3	6	0	6	11	0	13	10	1	10	8	2	8	0	3	5	4
27	0	3	7	0	7	2	0	14	5	1	11	9	2	9	7	3	7	5
28	0	3	9	0	7	6	0	14	11	1	12	10	2	11	2	3	9	7
29	0	3	10	0	7	9	0	15	0	1	13	10	2	12	9	3	11	8
30	0	4	0	0	8	0	1	0	0	2	0	0	3	0	0	4	0	0

TABLE OF INCOME OF WAGES,
FROM 5 Rs. TO 10 Rs. PER MONTH,
SHOWING THE AMOUNT PER DAY.

Days	5 Rs. per Month.			6 Rs. per Month.			7 Rs. per Month.			8 Rs. per Month.			9 Rs. per Month.			10 Rs. per Month.		
	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.	R.	A.	P.
1	0	2	8	0	3	2	0	3	8	0	4	3	0	4	9	0	5	4
2	0	5	4	0	6	4	0	7	5	0	8	6	0	9	7	0	10	2
3	0	8	0	0	9	7	0	11	2	0	12	9	0	14	4	1	0	6
4	0	10	8	0	12	9	0	14	11	0	16	11	0	18	11	1	5	8
5	0	13	4	1	0	0	1	2	8	1	5	4	1	8	0	2	0	0
6	1	0	0	1	3	2	1	6	4	1	9	7	1	12	9	2	5	8
7	1	2	8	1	6	4	1	10	1	1	13	10	2	1	7	2	10	0
8	1	5	4	1	9	7	1	13	10	2	2	1	2	6	4	3	0	0
9	1	10	8	2	0	0	2	1	7	2	6	4	2	11	2	3	5	4
10	1	13	4	2	3	2	2	5	4	2	11	8	3	4	9	3	10	6
11	2	0	0	2	6	4	2	9	9	2	14	11	3	9	7	4	0	6
12	2	2	8	2	9	7	3	1	6	3	3	2	3	14	4	4	5	4
13	2	5	4	3	0	0	3	4	3	3	11	8	4	3	2	4	10	0
14	2	8	0	3	7	5	3	8	0	4	0	0	4	8	0	5	5	4
15	2	10	8	3	3	2	3	11	8	4	4	3	4	12	9	5	10	0
16	3	0	0	3	6	4	3	15	5	4	8	6	5	1	7	6	0	6
17	3	2	4	3	12	9	4	3	2	4	12	9	5	6	4	6	5	4
18	3	5	0	4	0	0	4	6	11	5	1	0	5	11	2	6	10	0
19	3	8	0	4	3	2	4	10	8	5	5	4	6	0	0	7	5	4
20	3	10	8	4	6	4	4	14	4	5	9	7	6	4	9	7	10	0
21	3	13	4	4	9	7	5	2	1	5	13	10	6	9	7	7	5	4
22	4	0	0	4	12	9	5	5	10	6	2	1	6	14	4	8	5	0
23	4	2	8	5	0	0	5	9	7	6	6	4	7	3	2	9	0	0
24	4	5	4	5	3	2	5	13	4	6	10	8	7	8	0	8	5	8
25	4	8	0	5	6	4	6	1	0	6	14	11	7	12	9	8	10	0
26	4	10	8	5	9	7	6	4	9	7	3	2	8	1	7	9	0	4
27	4	13	4	5	12	9	6	8	6	7	7	5	8	6	4	9	5	4
28	5	0	0	6	0	0	7	0	0	8	0	0	9	0	0	10	0	0

INDIAN WEIGHTS AND MEASURES.

3 Tolas make 1 Pollum.
40 Pollums " 1 Viss.
8 Visses " 1 Maund.
20 Maunds " 1 Candy.

4 Thumbs make 1 Hand.
3 Hands " 1 Span.
2 Spans " 1 Coud.
2 Couds " 1 Yard.
4 Couds " 1 Thugdum.
1,000 Thugdums " 1 Coss.

This measure is going fast out of use, the English measure taking its place; yards, quarters, and nails for cloth; and feet and inches for other measurements.

2,400 Square feet make 1 Cawnie or Ground.

24 Grounds " 1 Cawnie.
484 Cawnies " 1 Sq. Mile.
121 Cawnies = 160 Acres.

8 Ollocks make 1 Measure.
8 Measures " 1 Marcal.
5 Marcals " 1 Parrah.
80 Parrahs " 1 Garce.
1 Gallon = 27725 Measures.

91 ✓
ADVERTISEMENTS.

ORIENTAL ICE CONFECTIONARY.

BY.

**N. RUTHNUM MOODELLIAR & CO.
BLACKER'S ROAD.**

OPPOSITE TO MESSRS. SPENCER & CO.'S.

DRINKS OF ALL CHOICE WINES OF THE BEST IMPORTERS
A FIRST RATE BILLIARD TABLE.

ALSO COMMISSION AGENTS,

G

91

ADVERTISEMENTS.

ORIENTAL ICE CONFECTIONARY.

BY.
N. RUTHNUM MOODELLIAR & CO.
BLACKERS ROAD.
OPPOSITE TO MESSRS. SPENCER & CO.'S.

DRINKS OF: ALL CHOICE WINES OF THE BEST IMPORTERS
A FIRST RATE BILLIARD TABLE.
ALSO COMMISSION AGENTS.

JUPE AND CO.

GUNMAKERS, No. 185, MOUNT ROAD.
OPPOSITE GOVERNMENT HOUSE.

Have on sale, several strong shooting No. 10 bore double breech loading rifles, polygrooved slowturn, to carry heavy charge of powder. Also double barrelled smooth bore, breach loaders Nos 12 and 16 bores priced very moderately. Double and single barrelled rifles and guns of various bores; with and without cases: these are offered at exceedingly low prices to effect a speedy sale, consignments of goods being shortly expected.

Revolvers new and second hand by TRANTER and other good makers, also on commission sale, a number of first class breech and muzzle loading rifles and guns by eminent makers.

J. & Co. have on hand CURTIS and HARVEY's fine rifle powder, HALL's large grain No. 2, for breech-loaders, and Towerproof gunpowder.

Bulleted Caps for Saloon rifles Nos. 1, 2 & 3.

Shot of sizes, Central fire Caps, Eleys and Joyce's, Eleys, B. L. Cartridge Cases, Nos. 10, 12, 14, 15, 16, 24 and 28.

Thick and thin Wads, Flasks, Pouches, Nipples, Nipple-Keys, Patch and Wad Cutters, Turnscrows, Clarified oil for gun-locks, and every other article required by Sportsmen.

Cartridges made up to order—and B. loading Cases filled.

Every description of Fire-arms cleaned and repaired and Arms re-stocked in a superior style.

J. and Co. confidently state that their method of browning barrels, will bear comparison with the best London work.

ATKINSON'S MOUNT ROAD HOTEL.

The great success this Hotel has met with during the few months it has been opened, and the numerous testimonials the proprietor has received, thoroughly establishes it as the first Hotel in the Presidency. The *cuisine*, attendance, and *comfort's* of the Hotel being second to none.

The following copies from the Visitors' book, are a few of the Testimonials referred to:

LADY (GASPARD) LE MARCHANT remained a fortnight in Mr. ATKINSON's Family Hotel. She found every thing most comfortable, excellent attention and good cookery.

(Sd.) MARGARET ANNE LE MARCHANT.
13th November 1866.

MOUNT ROAD HOTEL, 17TH NOVEMBER, 1866.
SIR WILFORD BRETT, has lived at the Mount Road Hotel, for the last three weeks, and is happy to record his satisfaction as to the comfort, management, attention, and good arrangements of the Establishment, the "cookery" is good, and the proprietor most obliging as well as his attendants.

(Signed) WILFORD BRETT.
MR AND MRS. CLERY stayed at the Mount Road Hotel for 18 days, during which time they found everything very comfortable, the arrangements and attention excellent, and the proprietor exceedingly obliging.

November 27th 1866.
MR. AND MRS MARLOW feel very great pleasure in bearing testimony to the good management of the Hotel; and nothing could exceed Mr. ATKINSON's civility and attention during the fortnight they remained in his house.

Mount Road Hotel, 21st December, 1866.
COL. AND MRS. A. T. CADELL, have much pleasure in testifying that during a three weeks' residence at Mr. ATKINSON's Hotel, they found everything comfortable and to their satisfaction and Mr. ATKINSON has been most civil and obliging.

I HAVE occupied apartments in Mr. ATKINSON's Hotel for the last twelve days, and am happy to record my satisfaction with its management and cleanliness, and the civility and attention of the proprietor and all the Hotel attendants.

(Sd.) J. GASPARD LE MARCHANT.
3rd January 1867.
(True Copies.) Commander-in-Chief.
J. ATKINSON, Proprietor Mount Road Hotel.

PRINTING IN ALL ITS BRANCHES
THE MADRAS ADVERTISING & PRINTING COMPANY—(LIMITED)

JOB AND BOOK WORKS,
CORRECTLY AND NEATLY EXECUTED WITH PROMPTITUDE
Military Forms, and Regimental Books, supplied
according to Regulations.
Orders for Circulars; Bill and Letter Heads, Cheques,
Ledgers, Account Books and other Forms of every description, Policies of Insurance, Invitations, &c. &c. Also
Telugu and Tamil Work.

BOOK BINDING,

In all its Branches will be executed neatly, and at a moderate rate; Copper-Plate Engraving, Gentlemen and Ladies' Visiting Cards struck with great neatness, on reasonable terms,

AT THE
ATHENÆUM AND DAILY NEWS
BRANCH OFFICE, MOUNT ROAD.

The Mount Road Branch is conducted by the Superintendent of the late well-known Pharoah and Co.'s Printing Establishment.

To be had on application at the Mount Road Branch.—Blank Wills; Penal and Mortgage Bonds; General Powers of Attorney; Sea Custom House Permits and Passes; Bills of Lading and Boat Notes. Orders from the Mofussil will meet prompt attention.

GEORGE HOPE ROSS,
Secretary.

A discount of 10 per cent. from Printing and Binding rates allowed to the Missionary Societies, and Charitable Institutions.

FOR SALE

AT THE
ATHENÆUM AND DAILY NEWS OFFICE,
No. 150, Popham House,

AND AT THE BRANCH OFFICE, MOUNT ROAD.

DETAILS OF
Light Infantry Movements,
BY LIEUT. COLONEL R. S. DOBBIE.

This little Book is divided into two parts, describing minutely the "DETAILS" of movements for covering a Regiment and a Brigade. The latter is strictly in accordance with the Field Exercise, and the former, there being nothing ordered on the subject, is made in accordance with it so far as it is practicable: the whole is systematized.

It is a Book which ought to be in the hands of every Volunteer.

CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.

(Incorporated by Royal Charter.)

PAID UP CAPITAL.....£750,000 0 0.
RESERVED FUND.....£150,000 0 0.
BRANCHES and AGENCIES—Bombay, Calcutta, Madras,
Cocanada, Ceylon, Hong Kong, Shanghai, Hankow,
Yokahama, Penang, Singapore and Mauritius.

MADRAS AGENCY.

Office, No. 138, Armenian Street.

EXCHANGE.

The Bank grants Drafts on its Head Office the Branches and Agencies and on the London Joint Stock Bank. Also, on the Head Offices and Branches of the Royal Bank of Scotland, the National Bank of Scotland, the National Bank of Ireland, and the Colonial Branches of the Bank of New South Wales. For the convenience of Travellers the Bank issues Circular Notes on the London Joint Stock Bank for £10 each, negotiable in the Principal Towns and Cities throughout the World. Drafts at 6 months' sight are not granted for less than £50, and amounts under £20 are drawn for on demand only. Bills of Exchange payable in Europe, Great Britain, Ireland, the Australian Colonies, or any of the towns where the Bank is established are purchased or collected.

DEPOSIT.

No deposit received for a smaller amount than Rs. 500, and except for remittance in the Bank's draft no sum below Rs. 100 can be withdrawn.
Interest is allowed on deposits of and above Rs. 1000, and (unless by special arrangement) not exceeding Rs. 50,000, at the following rates per annum.

CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA—(Concluded.)

On deposits repayable on demand 2 per cent.

Do. at 3 months for which receipts including Interest will be given 4 per cent.

Do. at 6 do do 5 "

Do. at 12 do do 6 "

Deposit receipts may generally be availed of for the purchase of the Bank Drafts on England.

REMITTANCE.

The Bank undertakes to remit money to Europe free of charge on account of constituents at the Current rates of Exchange.

RATES OF COMMISSION.

Government Paper, and other Securities received for Safe Custody.

On returning the Securities a Commission of $\frac{1}{4}$ per cent. on their value will be Charged.

The Bank will also Purchase or Sell Government Paper, Bank Shares, or other Securities, and draw Interest and Dividends when due, Commission Charged $\frac{1}{4}$ per cent.

No Charge made when the Proceeds of Sale, or amount of interest or Dividends drawn are remitted in the Bank's Bills.

HOURS OF BUSINESS. 10 to 3.

On Saturday 10 to 1.

S. D. GRANT,

R. P. CARR AND COMPANY,

General Agents,
No. 4, 1st Line Beach, Madras.

WATCH, CLOCK,
AND
MUSICAL BOX REPAIRER.

COLIN STRANGE

FOR NINE YEARS WITH
MESSRS. P. ORR AND SONS.
HAS ESTABLISHED BUSINESS ON HIS OWN
ACCOUNT.

(At No. 112, Popham's Broadway—Madras.)
AND SOLICITS A SHARE OF PUBLIC PATRONAGE AND SUPPORT.

C. S. invites attention to a small but select invoice of Spectacles, and will be happy to receive orders for the manufacture of articles of Jewelry.

C. S. hopes that a choice supply, direct from London and Geneva, of the very best materials, and an entirely new set of working tools, will enable him to turn out any work entrusted to him, in a most satisfactory manner.

A TRIAL IS SOLICITED.

MADRAS, 1st January 1867.

DUKE AND CO.

Watch and Clock Makers, Manufacturing Jewellers, Silver-smiths, Electro-Platers, Die and Seal-Cutters, Engravers, Opticians and Examiners of Mathematical Instruments, Moderator and Argand lamp-repairers and adjusters.

All works whether of manufacture or repair carefully attended to. Duke and Co. guarantee their work so that faulty workmanship or unsound material will not be allowed to pass. Charges moderate compatible with good workmanship. No. 30 Mount Road Madras.

Near the Athenæum Press.

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER 30th Augt. 1851.)

Paid up Capital £1,500,000.

Reserved Fund £444,000.

Rules of Business observed at the Madras Agency, Pondicherry and Negapatam Sub-Agencies.

EXCHANGE.

The Corporation grants *Drafts on London* from demand to six months' sight, on Paris at three days' sight, and on *Scotland* and *Ireland* on demand; also *Circular Notes* negotiable in Egypt, Syria, the Continent of Europe, New South Wales, and the Cape of Good Hope.

N. B.—No *Drafts* at six months' sight are granted under £50. Sums of £1 and not exceeding £20, are only drawn for on demand, and sums under £1 remitted by advice.

DRAFTS are also granted on Bombay, Kurrachee, Calcutta, Ceylon, HongKong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne and Sydney, at the exchange of the day.

The Corporation purchase or collect *Bills* payable in Europe or in any of the abovementioned places.

The rates of Discount may be ascertained on application at the Office.

DEPOSIT.

The Corporation receive Deposits on the following terms:—

1st.—No deposit account opened for a less sum than Rs. 200. The Corporation furnish blank *Drafts* and *Pass-Books*, and it is particularly requested that parties will refrain from making entries in their *Pass-Books*.

2nd.—*Drafts* or *Orders* on which any erasures or alterations have been made, will not be paid.

3rd.—*Cheques* post-dated, i. e., bearing a date subsequent to the date of presentation will not be paid.

4th.—The Corporation collect *Drafts*, *Cheques*, &c., payable in Madras, but all *Bills* intended for realization, are requested to be sent in at least one day before due date. *Cheques* on other Banks receipt after 2 P. M. will not be sent out for collection until the following day, and on Saturday if received after 12 o'clock, they will not be cleared until the following Monday.

ORIENTAL BANK CORPORATION—(Concluded.)

In the case of dishonored *Bills* the Corporation do not take the notarial step.

5th.—On deposits re-payable on demand no interest is allowed. No Commission is charged on receipts or disbursements.

Deposit Accounts payable on demand are balanced half-yearly, viz., 30th June and 31st December.

6th.—Interest is allowed on Fixed Deposits at the following rates:—

On Deposit re-payable at 3 months' notice.....3 per cent. per annum.

On do. do. at 6 do. 4 do. do.

On do. do. at 12 do. 5 do. do.

N. B.—Notice is recorded by the Corporation at the time the money is deposited. No interest will be allowed after the term has expired, nor can the amount be withdrawn before due date, either for remittance or otherwise, without special permission.

REMITTANCE.

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

COMMISSION.

The Corporation charge a Commission of $\frac{1}{2}$ per cent on collection of Foreign *Bills*, when they amount to £100 and upwards, and one per cent. if below that sum. A charge of $\frac{1}{2}$ per cent. is made for procuring *Bills* on Government Treasuries.

No charge is made by the Corporation for receiving *Government Paper* and other *Securities* to be lodged to the credit of drawing interest and on remittances; $\frac{1}{2}$ per cent. is charged on the amount of *Securities* given out of custody, and on their purchase and sale (except when the proceeds are remitted in the *Drafts* of the Corporation). Enforcement of Government Paper is procured for Constituents without charge.

HOURS OF BUSINESS.—From ten till three, (on Saturdays from ten till one) o'clock

MADRAS, 1st July 1869.

JAMES R. BOYD,
Acting Agent.

NICHOLAS AND CURTIS
PHOTOGRAPHERS,
MADRAS AND OOTACAMUND

PORTRAITS TAKEN DAILY.

Cartes-de Visite, Vignettes, Cabinets and Diamond-Cam-
EQUESTRIAN PORTRAITS, GROUPS, &c.
Colouring, Drawing, Copying, &c. in the best style.

Photographs enlarged to Life-Size.

VIEWS OF SOUTHERN INDIA!

Madras, Bangalore, Coonoor, Ootacamund, Wellington,
Pycarra, Sissiparra, Seven Pagodas,
Conjeveram, &c. &c.

On $4\frac{1}{2} \times 10$ plates Rs. 3 each, or 30 Rs. per Dozen
On $4\frac{1}{2} \times 4\frac{1}{2}$ plates $1\frac{1}{2}$ Rs. each, or 15 Rs. per Dozen.

THE 'SOUTHERN INDIA' DEPOT

FOR ALL PHOTOGRAPHIC REQUISITES
FRESH SUPPLIES OF

Collodion, Silver, Albumenized Paper, &c.

Constantly received "OVERLAND"

Price List of Chemicals and Apparatus
List of Cartes of the principal Members of the Civil,
Military, Legal, Clerical Mercantile and other
Services.

Free by Post for 1 Anna Stamp.

NICHOLAS & CURTIS
Western Cistlet—Madras,
and Cranley Cottage—Ootacamund.

Def

20/10/1898 Mr. Harding.

10/6/71

P. M. 2090/71
 Jan 21 1871

Ch

Christmas Eve. 16

Tem
Par
led 3

South-West. Line.

The length of line open during the half-year under review, including the Bangalores Branch, was 492 miles.

2. The total train mileage during the half-year was 562,284; or, in detail,

Passenger Trains		Goods Trains	
Pure	Mixed	Pure	Mixed
Turn h. Michy.	Turn h. Michy.	Turn h. Michy.	Turn h. Michy.
831	113332	2015	326597
		657	122355
		2015	326597

Turn h. Michy.

Ich nun, best und mi lages,

of trains given above, when divided between "up" and "down" traffic, stand as follows:-

		Number of Trains		Mileage
Passenger Trains	Pure	Up	418	55,683
		Down	418	57,649
	Mixed	Up	1,008	163,220
		Down	1,007	163,277
Goods Trains	Pure	Up	332	61,512
		Down	325	60,843
	Mixed	Up	1,008	163,320
		Down	1,007	163,277

4. The mileage of Ballast trains during the half-year under review was as follows:-

Madras Division	2,743
Jollaspett Do	6,524
Palani Do	335
Coimbatore Do	1,664
<u>Total</u>	<u>11,266</u>

5. No Stone trains were run on the South-West Line during the

the half-year.

6. The following Return shows the number of Engines run, and the mileage thereof, for the half-year ending the 30th June 1870:-

		Number of Engines	Number of Engines run	Total mileage.
Passenger.	} Mixed	124.	up	85. 723,764
			Down	
Goods 76%.			up	
			Down	

7. The Engine mileage, during each month, was:-

Months	Passenger Mixed	Goods	Shunting and other	Total
January	100,710	20,974		121,684
February	89,491	20,320		109,811
March	102,825	22,907		125,732
April	96,117	22,131		118,248
May	95,678	21,293		116,971
June	93,773	22,979		116,752
<u>Total</u>	<u>578,594</u>	<u>133,904</u>		<u>712,498</u>

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

South-West Line.	Week days	Sundays
	2737	1501
Bangalore Branch	507	338

9. The passenger fares and Goods rates, were:-

	Passenger fares per mile		Goods rates per ton per mile
	Day	Night	
First class	18 pice	22 pice	Special 8 pice
Second do	5	12	First class 12 "
do do between Coimbatore and Bysore	4		Second " 14 "
Third class	3		Third " 18 "
Fourth class between Madras and Bellary	2		Fourth " 24 "
			Fifth " 36 "

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

Articles	From and to	Where from	Rate	Condition
Sephate	Madras to Trichinopoly	General	Rs 17-8-0	In full waggon loads of not less than five tons.
do	do to Coimbatore	do	do	
do	do to Bysore	do	Rs 20 per ton	
do	do to Bangalore	Major	First class	
Beans (Country)				
Chalum, Cambo				
Thall gram,	Distances of 200 miles, and less than 300 miles		General	8 pice per ton per mile
gram, Jaggery,				
Melacore (in coaks or dubbers)				
and all other -				
limes (in bags)				
Prase shute	Madras to Trichinopoly	do	First class	In consignments of not less than ten tons for 300 miles to be loaded and unloaded by owners of 12 Cent gal mounds.
Cocoanuts,		do	Rs 10 per ton per mile	
green and dry		do	Rs 7-8-0 per	
bigars, Tri-chinopoly -	Salem to Madras	do	handy load	
bigars	Madras to Bysore	do	Third class	In full waggon loads of 5 tons.
bigars, Tri-chinopoly	Trichinopoly to Salem and stations eastward	do	Second class	
Coffee	Coimbatore to Madras	do	Rs 34-14-8	
do	Bysore to Madras	do	Rs 15 per ton	
Copperas, Coir ropes and Cocoanuts.	Stations west of Palghat to Madras		Drawn up of 12 1/2 per cent	In full waggon loads of not less than five tons.
Dates				

Articles From and to Warehouse Rate Condition
 Tyre-roads. Carrot, Trichinopoly and Tanjore to Malabar. General First class.

Goods enumerated in 1st and 2nd class of the goods classification. Salem to Trichinopoly. 8 pice per ton per mile. Without restriction as to quantity.
 Goods, first class. Salem to Trichinopoly. 2d. 6 pice per ton. In consignments of not less than two tons.
 do, second class. 2d. 4 pice per ton. Do 7 pice per ton. In consignments of not less than two tons.
 do, first class. Malabar to stations on the S. of S. Railway, (experimentally). 2d. 8 pice per ton per mile.

Grain, black. Malabar to stations on the S. of S. Railway, (experimentally). 2d. 8 pice per ton per mile. To be conveyed when convenient to the traffic Department, and to be loaded and unloaded by the Engineer's Department.

Butter, dried and Carrot, Trichinopoly, and Tanjore to Malabar. General First class.

Butter, preserved. 2d. 2 pice per ton. Negapatam to Malabar. 2d. 2 pice per ton.

From, fig. Nagapattinam to Perambur Works. 2d. 1 pice per ton. In full wagon loads of not less than six tons.
 Leather, country. Tanjore and Trichinopoly to Malabar. General Second class.

Oil cake. For distances of 100 miles and upwards. General To be rated in full wagon loads of special class not less than 6 tons.

Oil-cakes, Paddy, Paddy, Rice, Sugar, Garam, Garam, Tamar, and Sumatra (Cinnamon). Distance of 300 miles and upwards. General 7 pice per ton per mile. In consignments of not less than 8 tons.

Oil metal. To Perambur works. Engineer's 6 pice per ton per mile for distances of 50 miles and over. Department.

Articles From and to Warehouse Rate Condition.
 Old metal. To Perambur Works. Engineer's 6 pice per ton per mile for distances of 50 miles and over. Department.

Pipet. Stations west of Palghat to Malabar. General 12 1/2 percent. In full wagon loads of not less than five tons.

Piece goods. Malabar to Negapatam. 2d. 6 pice per ton. (experimentally) there personal.

Paddy, gram, cholum, Bangalore and the stations on the branch to any station on the Malabar Railway. General 10 pice per ton per mile. Without restriction as to quantity.

Rice and Paddy. Great Southern of India Railway to stations on the Malabar Railway at a distance of not less than 30 miles from Grade. 2d. 8 pice per ton per mile. In full wagon loads of not less than 6 tons.

Rosewood. Chimbare to Malabar. Captain 8 pice per ton. In full wagon loads of not less than six tons.
 2d. 6 pice per ton. In full wagon loads of not less than six tons.
 3d. 4 pice per ton. In full wagon loads of not less than six tons.

Salt. Malabar to Chimbare. General 8 pice per ton. In full wagon loads of not less than six tons.
 2d. 6 pice per ton. In full wagon loads of not less than six tons.
 3d. 4 pice per ton. In full wagon loads of not less than six tons.

2d. 6 pice per ton. In full wagon loads of not less than six tons.
 3d. 4 pice per ton. In full wagon loads of not less than six tons.

Articles	From and to	In whole	Rate	Condition
Salt	Madras to Pan- -Kerichoog	General	100 7/8 per ton per mile	In full wagon loads
Do	Madras to Salem	Do	9 pios per ton per mile	In consignments of not less than 10 tons
Salt petre	Salem, Ooty, & Munnar to Mysore	General	100 1/8 per ton per mile	In full wagon loads
Sandstone, rough rocks	Munnar to Mysore per station on the western coast	General	100 1/8 per ton per mile	
Stationery	Experimentally Madras to Tiruch- -chopoly	General	100 1/8 per ton per mile	
Stone	Philipsburg to Madras	General	100 1/8 per ton per mile	
Do	Do to Coimbatore	General	100 1/8 per ton per mile	
Tamarind	Coimbatore to Palghat to Port Southern of India Railway	General	100 1/8 per ton per mile	In consignments of not less than 10 tons
Timber, (short) not exceeding 15 feet in length	Palghat to Madras	General	100 1/8 per ton per mile	In consignments of not less than 10 tons
Timber (rough scantlings)	Coimbatore & Palghat to Port Southern of India Railway	General	100 1/8 per ton per mile	In consignments of not less than 10 tons
Woodwork	Madras to Coimbatore	General	100 1/8 per ton per mile	In consignments of not less than 10 tons

11. The average receipts with the nature and amount of traffic, compared with the corresponding half of 1869, were as follows:—

	Half-year ending 30 June 1869	30 June 1870	Increase	Decrease
	Rs	Rs	Rs	Rs
Coaching	8,40,726	8,31,966	"	8,760
Merchandise	12,40,866	12,04,110	"	36,756
Railway materials	86,440	84,467	"	1,973
Miscellaneous	1,13,222	1,20,254	7,032	"
Total	22,81,254	22,40,797	40,457	"
Expenditure	10,36,769	10,98,612	61,843	"
Net profit	12,44,485	11,42,185	102,300	"
Expenditure on Capital in India and England	65,72,599	67,19,407	14,688	"
Half-yearly percentage of profit	1.89	1.70	0.19	"
Length of line open	492	492	"	"
Train mileage (Goods & Passengers)	55,71,171	56,22,844	51,673	"
Engine mileage	71,83,86	72,37,644	53,784	"
Earnings per mile of line open	46.37	45.54	83	"
Expenses per mile	2.107	2.233	126	"
Profit	2,530	2,321	209	"
Earnings per train mile	4-1-6	3-15-9	0-1-9	"
Expenses per train mile	1-13-9	1-15-3	0-1-6	"
Profit	2-3-9	2-0-6	0-3-3	"
Earnings per Engine mile	3-2-10	3-1-6	0-1-4	"
Expenses per Engine mile	1-7-1	1-8-3	0-1-2	"
Profit	1-11-9	1-9-3	0-2-6	"

Average earnings per week	Rs	Rs	Rs	Rs
Expenses per	87,740	86,184	"	1,556
	39,876	42,254	2,378	"
Coaching receipts per mile open	Profit	47,864	43,930	"
Goods receipts	1709	1,691	"	181
Number of trains	2928	2863	"	65
Average mileage of trains	3468	3503	35	"
Average contents of each vehicle	169.66	160.51	"	15
Passengers	First class	No	No	No
	2412	1974	"	438
	Second	3384	3756	372
	Third	34576	31466	"
	Cooly	21939	24588	2649
Goods	Tons	Tons	Tons	Tons
	3002	3083	081	"

Compared with the first half of 1869, the results of the past half-year, show a decrease of Rupees 40,467 in the gross earnings, an increase of Rupees 61,843 in the expenses, and a decrease of Rupees 102,300 in the net profits.

The total expenditure

on

on Capital Account at the close of the half-year amounted to Rupees 671,99,407 and the net profits to Rs 11,42,185 giving a return at the rate of 3.40 per cent per annum.

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

13. The next table exhibits in detail the Passenger Traffic for the half-year under review, and for the four half-years immediately preceding:-

Half-year ending	Fares per Passenger per mile	Number booked at stations	Percentage of numbers	Receipts	Percentage Receipts	Average distance travelled	Per mile Railway open	No. Receipts
<u>First class</u>								
30 th June 1868		5058	0.59	63230	8.60	147.044	10.230	128504
31 st Dec		4976	0.61	64687	8.41	154.251	10.114	131477
30 th June 1869	Day 18 pice	4796	0.56	62659	8.49	155.146	9.748	127356
31 st Dec	Night 22 pice	4806	0.57	64349	8.70	155.734	9.768	130790
30 th June 1870		4608	0.53	57737	8.19	149.910	9.366	117351
<u>Second Class</u>								
30 th June 1868		28835	3.39	63425	8.63	69.814	58.808	128913
31 st Dec		31584	3.86	64578	8.40	70.457	64.195	131256
30 th June 1869	From 1 February 1868 Day 5 pice	38818	4.50	67184	9.10	60.549	78898	136553
31 st Dec	Night 7 pice	49239	5.88	73398	9.92	57.000	100.79	149183
30 th June 1870		51391	5.91	75152	10.66	54.630	144.453	152755
<u>Third Class</u>								
30 th June 1868		818305	96.02	608250	8.277	48.808	1668222	1236280
31 st Dec		782529	95.53	639880	8.379	54.105	1590506	1302602
30 th June 1869	3 pice	747691	86.76	589697	7.865	48.677	1519697	1180278
31 st Dec		695159	82.97	567198	7.667	52.819	1412925	1152841
30 th June 1870		709609	81.67	531549	7.537	49.240	1610994	1080384
<u>Cooly class</u>								
30 th June 1869		70505	8.18	27760	3.76	37.005	48303	56423
31 st Dec		88690	10.58	34845	4.71	36.943	180264	70823
30 th June 1870	2 pice	103302	11.89	40774	5.78	37.200	209763	82874

14. For the half-year under review, while the total number of passengers shows an increase, the receipts compare at a disadvantage with the corresponding half of 1869.

In the first class there was a falling off in numbers of 188 passengers and a decrease in money of Rupees 4,922, as also in the average distance travelled.

In the second class there is an increase of 12,573 passengers, and Rs. 7,968 in receipts. But in the third class there was a decrease both in numbers and receipts, as compared with the corresponding half of 1869, in numbers by 38,082 passengers and in receipts by Rs. 49,148. The average number of 15.

passengers over each mile of line, was as follows:—

Half-year ended the	First class	Second class	Third class	Cooly class	Total
30 th June 1868	1511	4092	81179	.	86782
31 st Dec	1560	4523	86054	.	92137
30 th June 1869	1512	4777	73974	5303	85566
31 st Dec	1521	5704	74630	6660	88515
30 th June 1870	1494	5707	71023	7811	85945

16.

The total mileage of

each class of Passengers and Goods for the half-year under review, compared with the corresponding half of 1869, is given below:-

		Half-year ended the	
		30 th June 1869	30 th June 1870
Passengers.	Coaching		
	First Class	744,081½	690,789
	Second	2,350,400	2,807,655
	Third	26,395,245	34,943,336
	Coaly	2,609,073	2,842,782
Luggage		2,662,908	1,822,801
Parcels		2,828,883	2,731,846
Horses		325,827	377,801
Carriages		61,053	59,908
Bags		210,499	183,452
Cattle		284,547	441,222
Corpses		288	70

Merchandise including materials.

Goods	Special class	21,715,767	10,182,924
	First	276,422,643	257,564,121
	Second	83,434,785	106,124,660
	Third	60,569,690	62,929,743
	Fourth	25,363,177	25,098,789
	Fifth	19,955,970	11,830,151

17. The "Up" and "Down" Passengers and Goods traffic during the half-year under review stand as follows:

Items of traffic		Number carried	Average weight of each load in lbs	Total mileage
Coaching				
First class	Up	2,392½		366,899
	Down	2,215½	20	323,890
Second	Up	29,666		1,553,370
	Down	21,725	"	1,254,285
Third	Up	351,338		17,325,208
	Down	358,271	"	17,618,128
Coaly	Up	47,824		1737,716
	Down	55,478	"	2,105,066

Luggage	Up	4082	1	32	1174,591
	Down	3081	1	22	648,210
Parcels	Up	21,036	"	21	1479,925
	Down	15,481	"	26	1,251,921
Horses	Up	1,112			200,756
	Down	856	5		177,045
Carriages	Up	244			37,872
	Down	152	10		22,036
Dogs	Up	659			104,969
	Down	562	20		78,483
Cattle	Up	217			43,148
	Down	177	5		24,730
Sheep	Up	2,459			217,334
	Down	1,039	1		156,010
Corpses	Up	2			70
	Down		5		"
<u>Merchandise (inclusive of materials)</u>					
Special Cargo	Up	103,540			4,586,916
	Down	107,871			6,596,008
First	Up	1,294,851			161,564,912
	Down	987,261			95,999,209
Second	Up	409,603			41,300,525
	Down	515,130			64,824,125
Third	Up	240,931			26,165,066
	Down	246,838			36,764,677
Fourth	Up	110,059			18,477,107
	Down	50,341			6,621,682
Fifth	Up	52,529			8,137,159
	Down	46,750			3,692,992

18. The mileage of Parcels and Luggage for the half-year is thus distributed:-

Months	No	Parcels Weight all items	Miles	Luggage Weight all items	Miles
January	6180	3,363	410,706	1,260	190,799
February	6093	3,526	453,775	1,111	174,826
March	6890	3,566	406,683	1,280	247,838
April	6164	4,139	564,296	1,203	202,020
May	5559	3,305	413,260	1,131	196,030
June	5631	3,449	483,626	1,178	194,229
Total	36,517	21,348	772,1846	7,162	1,205,512

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

	No of Corpses	No of Carriages	No of Horses	No of Dogs	Remarks
January	76	357	185		Assumed weight of
February	54	217	143		
March	76	362	236		Corpses 5
April	74	537	225		Carriages 10
May	54	245	194		Horses 5
June	62	249	238		Dogs 0-20
Total	2	396	1968	1221	

The mileage of corpses, carriages, horses, and dogs for each of the six months is given below:-

	January	February	March	April	May	June	Total
Corpses							2
Miles		1				1	2
Average mileage of each corpse		27				43	35
Carriages							296
Miles	76	54	76	74	54	62	396
Average mileage of each carriage	10425	7182	11301	10807	10183	10000	59908
Horses							1968
Miles	357	217	263	537	245	249	1968
Average mileage of each horse	76878	46710	60135	97724	47860	48484	377801
Dogs							1221
Miles	185	143	226	225	174	238	1221
Average mileage of each dog	26280	17377	36048	36331	26771	38643	182452

The Live Stock mileage for the half-year ended the 30th June 1870 stands as follows:-

Months	No. of Live Stock	Miles	Average mileage of Live Stock
January	803	76314	
February	644	102993	
March	931	74460	
April	510	63229	
May	446	35422	
June	558	68804	
Total	3892	441222	113.4

Receipts.

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

	30th June 1869	30th June 1870	Increase	Decrease
First class	2.17	1.089		1.081
Second	0.13			
Third	8.05	6.211		1.839
Fourth	2.67	2.693		0.023
Goods	1.75	2.280		0.530

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

Goods, &c.	30th June 1869	30th June 1870	Increase	Decrease	Percentage Increase	Percentage Decrease
Merchandise	112645	124086	11441		1.01	
Material	17991	86440	68449		3.78	

The mileage of corpses, carriages, horses, and dogs for each of the six months is given below:-

	January	February	March	April	May	June	Total
Corpses							2
Miles		1				1	2
Average mileage of each corpse		27				43	35
Carriages							296
Miles	76	54	76	74	54	62	396
Average mileage of each carriage	10,425	7,182	11,301	10,807	10,183	10,000	15,183
Horses							1968
Miles	357	217	363	537	245	249	1,968
Average mileage of each horse	76,878	46,710	60,135	97,724	47,860	48,484	37,821
Dogs							1,226
Miles	185	143	226	225	194	238	1,226
Average mileage of each dog	26,280	19,377	36,048	36,331	26,771	38,643	18,452

The Live Stock mileage for the half-year ended the 30th June 1870 stands as follows:-

Months	Live Stock	Miles	Average miles per head of Live Stock
January	803	76,314	
February	644	102,993	
March	931	94,460	
April	510	63,229	
May	446	35,422	
June	558	68,804	
Total	3,892	441,222	113.4

Receipts.

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

	Half year ended the 30th June 1869	Half year ended the 30th June 1870	Increase	Decrease
First class	2.17	1.089		1.081
Second	0.13			
Third	8.05	6.211		1.839
Fourth	2.67	2.693		
Goods	1.75	2.280		

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

Goods, &c.	Half year ended the 30th June 1869	Half year ended the 30th June 1870	Increase	Decrease	Percentage of increase	Percentage of decrease
Merchandise	12,265	12,408	143		1.17	
Material	17,991	8,640		9,351		52.03

Comparative statement of the Merchandise Traffic in first half years of 1869 and 1870 shown in classes

Classes	Up	Down	Total	Merchandise	Freight	Passenger	Percentage	Percentage of Total
Special	11	868	879	11	868	879	100	100
First class	11	11	22	11	11	22	100	100
Second	11	11	22	11	11	22	100	100
Third	11	11	22	11	11	22	100	100
Fourth	11	11	22	11	11	22	100	100
Fifth	11	11	22	11	11	22	100	100
Total	11	868	879	11	868	879	100	100

Comparative statement of the Merchandise Traffic in first half years of 1869 and 1870 shown in classes (concluded)

Classes	Up	Down	Total	Merchandise	Freight	Passenger	Percentage	Percentage of Total
Special	11	868	879	11	868	879	100	100
First class	11	11	22	11	11	22	100	100
Second	11	11	22	11	11	22	100	100
Third	11	11	22	11	11	22	100	100
Fourth	11	11	22	11	11	22	100	100
Fifth	11	11	22	11	11	22	100	100
Total	11	868	879	11	868	879	100	100

Comparative statement of the Merchandise Traffic in first half years of 1869 and 1870 shown in classes (concluded)

Conclusive statement of the transportation traffic in first half years of 1879 and 1880 shown in closed.

Change	for	Up	Down	Total
1890	1890	1890	1890	1890
1891	1891	1891	1891	1891
1892	1892	1892	1892	1892
1893	1893	1893	1893	1893
1894	1894	1894	1894	1894
1895	1895	1895	1895	1895
1896	1896	1896	1896	1896
1897	1897	1897	1897	1897
1898	1898	1898	1898	1898
1899	1899	1899	1899	1899
1900	1900	1900	1900	1900
1901	1901	1901	1901	1901
1902	1902	1902	1902	1902
1903	1903	1903	1903	1903
1904	1904	1904	1904	1904
1905	1905	1905	1905	1905
1906	1906	1906	1906	1906
1907	1907	1907	1907	1907
1908	1908	1908	1908	1908
1909	1909	1909	1909	1909
1910	1910	1910	1910	1910
1911	1911	1911	1911	1911
1912	1912	1912	1912	1912
1913	1913	1913	1913	1913
1914	1914	1914	1914	1914
1915	1915	1915	1915	1915
1916	1916	1916	1916	1916
1917	1917	1917	1917	1917
1918	1918	1918	1918	1918
1919	1919	1919	1919	1919
1920	1920	1920	1920	1920
1921	1921	1921	1921	1921
1922	1922	1922	1922	1922
1923	1923	1923	1923	1923
1924	1924	1924	1924	1924
1925	1925	1925	1925	1925
1926	1926	1926	1926	1926
1927	1927	1927	1927	1927
1928	1928	1928	1928	1928
1929	1929	1929	1929	1929
1930	1930	1930	1930	1930
1931	1931	1931	1931	1931
1932	1932	1932	1932	1932
1933	1933	1933	1933	1933
1934	1934	1934	1934	1934
1935	1935	1935	1935	1935
1936	1936	1936	1936	1936
1937	1937	1937	1937	1937
1938	1938	1938	1938	1938
1939	1939	1939	1939	1939
1940	1940	1940	1940	1940
1941	1941	1941	1941	1941
1942	1942	1942	1942	1942
1943	1943	1943	1943	1943
1944	1944	1944	1944	1944
1945	1945	1945	1945	1945
1946	1946	1946	1946	1946
1947	1947	1947	1947	1947
1948	1948	1948	1948	1948
1949	1949	1949	1949	1949
1950	1950	1950	1950	1950
1951	1951	1951	1951	1951
1952	1952	1952	1952	1952
1953	1953	1953	1953	1953
1954	1954	1954	1954	1954
1955	1955	1955	1955	1955
1956	1956	1956	1956	1956
1957	1957	1957	1957	1957
1958	1958	1958	1958	1958
1959	1959	1959	1959	1959
1960	1960	1960	1960	1960

Comparative Statement of the Merchandise Traffic in Great Britain in the years 1869 and 1870 shown in classes (concluded)

[illegible]

22.

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		30 th June 1870	
	30 th June 1869		30 th June 1870	
	Tons	Rs	Tons	Rs
Cloths and Piece goods—	1628	37,110	1648	37,155
Cocoanuts—	393	5,190	629	8,893
Coffee—	3,658	67,390	3549	59,023
Cotton—	8073	78,213	1765	20,823
Firewood—	6,468	15,841	4,780	11,275
Grain—	13,497	98,196	14,422	107,927
Iron—	3,781	52,362	4,509	45,037
Raggy—	7,299	76,854	2,521	26,881
Rice—	7,786	45,481	13,659	91,080
Salt—	24,863	170,450	25,331	158,681
Peas of all kinds—	6,206	43,979	5,639	59,995
Samarind—	2,705	21,750	3,464	28,299
Timber—	5,476	10,287	3,984	19,207
Sweet—	1,167	25,021	1,186	24,253

The chief variations in the traffic of the two half-years ended 30th June 1869 and 1870, are as follow:—

Upward Traffic

Chenam and Line

Decrease in quantity Maunds 7,501 or 54 per cent

in receipts Rupees 527 or 51

Coffee

Increase in quantity Maunds 14,113 or 74

in Receipts Rupees 5,968 or 82

Cotton loose

Decrease in quantity Maunds 6,517 or 56

in receipts Rupees 5,290 or 61

Firewood

Decrease in quantity Maunds 33,462 or 83

in receipts Rupees 4,012 or 84

Grain

Decrease in quantity Maunds 77,036 or 70

in receipts Rupees 24,556 or 65

Jaggery

Increase in quantity Maunds 10,202 or 43

in receipts Rupees 7,895 or 69

Raggy

Decrease in quantity Maunds 66,034 or 90

in receipts Rupees 23,626 or 91

Rice

Increase in quantity Maunds 125,282 or 92

in receipts Rupees 40,562 or 122

Sundries
 Increase in quantity Maunds 46,681 or 28 per cent
 in receipts Rupees 29,054 or 30
 Downward Traffic

Ballast and Stones

Increase in quantity Maunds 84,122 or 64 per cent
 in receipts Rupees 6,646 or 71

Chillies

Decrease in quantity Maunds 5,208 or 117
 in receipts Rupees 2,537 or 180

Cocanuts

Increase in quantity Maunds 6,912 or 76
 in receipts Rupees 3,731 or 73

Cotton loose

Decrease in quantity Maunds 165,207 or 79
 in receipts Rupees 52,100 or 75

Dye or Redwood

Increase in quantity Maunds 52,716 or 238
 in receipts Rupees 8,421 or 241

Indigo

Increase in quantity Maunds 7,543 or 185
 in receipts Rupees 1,643 or 153

Jaggery

Decrease in quantity Maunds 74,073 or 74
 in receipts Rupees 13,571 or 72

Raggy

Decrease in quantity Maunds 64,017 or 51
 in receipts Rupees 26,347 or 52

Rice

Increase in quantity Maunds 34,610 or 46
 in receipts Rupees 5,037 or 41

Salt fish

Increase in quantity Maunds 15,047 or 141
 in receipts Rupees 2,389 or 237

23. The following statement
 exhibits the tonnage of cotton brought
 into Madras by Railway during the
 half-years ended the 30th June 1869, and
 1870:-

	Half-year ended the	
	30 th June 1869	30 th June 1870
From		
Arcoet and Vellore	45	27
Bangalore Branch		56
Cimbatore and Salem	1035	1148
North-West Line	7175	1394
Total	8255	2625

6	Maintenance & Renewals of Locomotive Engines and Machinery	138,138	154,382	16,244	
7	Services of other lines				
8	Unspecified expenditure				
	<u>Carriage and Wagon expenses</u>				
1	General Superintendence	3,353	3,457	104	
2	Repairs and Renewals of vehicles & machinery	42,117	39,044		3,073
3	Cleaning carriages & wagons and oiling		23,093	23,093	
4	Unspecified expenditure				
	<u>Staff Expenses</u>				
1	Salaries, Wages &c.	153,827	155,792	1,965	
2	Fuel, Lighting, Water & General Stores	55,296	24,401		30,895
3	Clothing	3,277	539		2,738
4	Printing, Stationery and Tickets	10,313	12,745	2,432	
5	Horses, harness, vans, omnibuses, Provender &c.				
6	Miscellaneous expenses	2,616	112		2,504
7	Services of other lines	54,471	66,002	11,531	
8	Unspecified expenditures				
	<u>General Charges</u>				
1	Home expenditure	7,144	130,200	5,876	
2	Salaries of Indian Management including officers	53,652	68,983	15,331	
3	Police		5,002	5,002	
4	Advertising		1089	1,089	
5	Electric Telegraph		21,241	21,241	
6	Charging accounts with other lines				
7	Unspecified expenditure				
	<u>Special and Miscellaneous expenditure</u>				
1	Law charges		978	978	
2	Compensation				
3	Rates and Taxes		282	282	
4	Contributions to special funds		14,407	14,407	
	<u>Total</u>	20,727	56,042	56,042	
		130,669	147,764	25,727	27,167

26. Maintenance.—The total decrease under this head, exclusive of the special charge of Rs. 12,532 for "lop on stores", amounts to Rupees 28,262. The Acting Chief Engineer attributes this decrease to the following causes:—

- (a) To the omission of expenditure for maintenance of Telegraph in the Revenue Accounts of the half-year ending June 1870.
- (b) To the saving effected in the maintenance of the Road between Erode and Arcot; this section of the Line having been renewed with Iron Pot sleepers since June 1869.

27. Locomotive.—The Locomotive Superintendent explains the differences here shown as follows:—

- (a) The increased expenditure for "Running Expenses" and "Fuel" is due to an increased mileage of 65,249 miles in the half-year ended June 1870, and also to a much larger

6	Maintenance & Renewals of Locomotives Engines and Machinery	128,138	134,382	16,244	
7	Services of other lines				
8	Unspecified expenditure				
	<u>Carriage and Wagon expenses</u>				
1	General Superintendence	3,353	3,457	104	
2	Repairs and Renewals of vehicles & Machinery	42,117	39,044		3,073
3	Cleaning carriages & wagons and oiling		23,093	23,093	
4	Unspecified expenditure				
	<u>Traffic Expenses</u>				
1	Salaries, Wages &c.	153,827	155,792	1,965	
2	Fuel, Lighting, Water & General Stores	55,396	24,401		30,995
3	Clothing	3,277	539		2,738
4	Printing, Stationery and Tickets	10,313	12,745	2,432	
5	Horses, harness, vans, omnibuses, &c.				
6	Miscellaneous expenses	2,616	117		2,500
7	Services of other lines	54,471	66,002	11,531	
8	Unspecified expenditure				
	<u>General Charges</u>				
1	Home expenditure	7,144	13,020	5,876	
2	Salaries of Indian Management including officers	53,652	68,983	15,331	
3	Police		5,002	5,002	
4	Advertising		1,089	1,089	
5	Electric Telegraph		21,241	21,241	
6	Charging accounts with other lines				
7	Unspecified expenditure				
8	Special and Miscellaneous expenditure				
1	Law charges		978	978	
2	Compensation			282	
3	Rates and Taxes		14,407	14,407	
4	Contributions to special funds				
	<u>Total</u>	207,227	560,422	560,422	
		13,00,669	14,70,764	2,57,262	87,167
					Net increase Rs. 1,70,095

26. Maintenance. — The total decrease under this head, exclusive of the special charge of Rs. 12,532 for "loft on stones", amounts to Rupees 28,262. The Acting Chief Engineer attributes this decrease to the following causes:—

- (a) To the omission of expenditure for maintenance of Telegraph in the Revenue Accounts of the half-year ending June 1870.
- (b) To the saving effected in the maintenance of the Road between Erode and Arcot; this section of the Line having been renewed with Iron Pot sleepers since June 1869.

27. Locomotive. — The Locomotive Superintendent explains the differences here shown as follows:—

- (a) The increased expenditure for "Running Expenses" and "Fuel" is due to an increased mileage of 65,249 miles in the half-year ending June 1870, and also to a much larger

consumption of Coal and Coke fuel in that, than in the corresponding half year of 1869.

(b) The repairs and renewals of Engines were heavier in the first half of 1870

than in 1869, and as the old Engines are rapidly coming in for repair this increased expenditure is likely to continue for some time to come.

(c) The expenditure for "cleaning, carriages &c." was formerly chiefly borne by the Traffic Department.

(d) The other differences principally arise from the altered distribution of charges introduced by the new forms of Accounts.

28. Traffic. — The increase in items 1, 4 and 7, was due to the extension of the North West Line from Sandpatri to Ghooty. These increases would have been more considerable, had not certain charges

such as salaries of "Signallers" and "Police", been transferred to other Departments during the latter half-year.

The decrease of Rs. 30,995-1-10 in "Fuel, Lighting &c." was in part due to "Grease" now ^{being} charged to Locomotive Deptt, and to the comparatively small cost of renewing tarpaulins.

The decrease in "Clothing" resulted from the Traffic Authorities being unable to procure white drill, while the decrease in "Miscellaneous" was due to the withdrawal of such charges as "advertisements &c." from this Department.

29. General Charges. — The new forms of Accounts have introduced the greatest changes under this head. Police, advertising, Telegraph, Unclassified expenditure, being all charged here for the

first time. The expenditure shows an increase in both "Home Expenditure" and "Salaries of Indian Management", which is accounted for by the largely increased proportion of General Charges falling on Revenue, in the half year ending June 1870, viz: 48.47 per cent, against only 38.83 per cent in the half year ending June 1869. The charge for medicines for all Departments, was also included for the first time in the half year ending June 1870, with "salaries of Indian Management".

30. Special and Miscellaneous. — "Rates and Taxes" included a sum of Rs. 53,550-0-0 for Income Tax. Of the charge for "Compensation" the sum of Rs. 14,324-13-10 was paid from the Treasury Funds, the new forms providing that such sums should appear in the Revenue Account.

170
and rolling stock.
The Locomotives at the end of the half year consisted of:—

Engines	Total stock as at 31 Dec 1869	Total stock as at 30 June 1870	Additions to stock during the half year	Total stock as at 30 June 1870	Actual stock running on the 30 June 1870	Average number of engines running during the half year
Locomotive	20	19	1	19	2	Average per day 12
Passenger	2	2	0	2	0	
Goods	104	88	15	103	56	

Description	Total stock authorized up to 30 Dec 1869	Total stock authorized up to 30 June 1870	Additions to stock during the half year	Total stock as at 30 June 1870	Actual stock running on 30 June 1870	Repairs and Renewals	Average number of vehicles running during the half year
Sleeping Carriages	4	4	0	4	4	5	
Saloon	22	15	0	15	14	19	1
First class	57	55	0	55	53	40	2
Second	5	5	0	5	5	0	
Third	172	146	0	146	145	65	1
Fourth	30	30	0	30	28	17	2
Fifth	2	2	0	2	2	3	
Composite Carriages	31	26	0	26	24	33	2
Night	6	6	0	6	6	0	
Open Goods Waggon	50	50	0	50	50	0	
Do Piled goods Waggon	332	302	0	302	302	17	
High open goods	5	5	0	5	5	0	
Do Piled open goods	1860	1750	110	1860	1857	1	832
Ballast Waggon	293	244	0	244	244	0	
Coke	435	435	0	435	434	107	1
Road	7	7	0	7	7	3	
Cattle	35	35	0	35	35	3	

Average per day 12

for Road Brake Wagons	25	22	22	19	18	2	1
in Covered Goods Do	25	28	28	28	20	1	1
Carriage Trucks	20	20	20	18	4	1	1
Trucks Do	150	144	144	142	45	2	2
Platform Do		6	6	6	4		
Passenger Luggage Vans	25	25	6	25	25	24	
Good Brake Do	44	35	41	40	18	1	
Oil Stone Do	3	3	3	3	1		
Gun Powder Do	3	3	3	3	4		
Water Trucks with Tanks	4	4	4	4			
Engineers Inspection Carriage with Brake	1	1	1	1	1		
Travelling Cranes on Trucks	4	4	4	4	1		
Motor Cars	40	30	30	30	28		
Fire Engine Trucks	2						

Average per day 44.

32. 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 30th June 1890:-

Description of Vehicles	No. of Vehicles	Weight of Vehicle	Carrying Capacity	Number of Vehicles	Total mileage of Vehicles
Passenger Vehicles					
First class	19	6	14	Day 18 Up Night 12 Down	135,546
Composite	32	6	14	1st class 6 Up 2nd 20 Down	117,740

Second Class	43	6	17	2	40	Up	Loaded 1341	178666
Second Class Post Office	12	6	14	3	20	Down	Empty 42	4186
Third Class	146	5	18		50	Up	Loaded 1338	180700
Third Class Upper section	2	6	19	1	80	Down	Empty 40	4457
Fourth Class	25	6	1		50	Up	Loaded 558	116303
Engineers Inspection Carriage	1	7				Down	Empty 1	48
Horse Box	30	7	1	3	3	Up	Loaded 854	11692
Carriage Trucks	20	5	1	1		Down	Empty 1080	530070
Passenger Luggage Van	25	7	5			Up	Loaded 269	12671
Third class Brake Van	18	6	17	3	40	Down	Loaded 5084	540437
Third class Post Office Brake Van	12	7	2	2	20	Up	Empty 180	7468
Goods Vehicles						Down	Loaded 123	9511
Covered Goods Wagon	28	6	3	2	5	Up	Loaded 126	10333
Open Goods Wagon	50	4	18	2	6	Down	Empty 62	26
Open sided Wagon	302	5	5	3	24	Up	Loaded 67	73574
High Open Goods Wagon	5	4	16	6	10	Down	Empty 1	43

Time	Light	Goods	Wagon	Up	Down	Loaded	Empty	Total
Day	18	12	6	14	20	656	42	74248
Night	12	20	3	2	5	617	52	2326
Day	18	12	6	14	20	656	42	74248
Night	12	20	3	2	5	617	52	2326

High sided open Goods Wagon	1860	5	6	2	14 6 6 1/4	Up	Loaded 22649	1952,762
						Down	Empty 3324	173,446
							Loaded 25090	1,781,251
Cattle Wagon	35	6	1	2	11 8	Up	Loaded 58970	338,350
						Down	Empty 267	26,848
							Loaded 100	14,093
Coke Wagon	410	5	15	2		Up	Loaded 222	28,196
						Down	Empty 167	12,141
							Loaded 2248	164,339
Ballast Wagon	244	5			6	Up	Empty 370	22,284
						Down	Loaded 1488	160,044
							Empty 657	37,762
Road Wagon	7	6	7		2	Up	Loaded 5	150
						Down	Empty 16	1119
							Loaded 256	32,947
Store Wagon	3	8	14	2	2	Up	Empty 1	37
						Down	Loaded 232	34,694
							Empty 9	1353
Platform Truck	6	4	12	1	1	Up	Loaded 38	7,488
						Down	Empty	
Timber Truck	144	4	14	3	5	Up	Loaded 2	345
						Down	Empty 529	33,123
							Loaded 112	7,973
Water Truck	4	5	12	3/4		Up	Empty 174	14,415
						Down	Loaded 508	36,373
							Empty 4	20
Powder Van	3	7	16	2	5	Up	Loaded 6	30
						Down	Empty 63	10,346
							Loaded 3	702
Goods Brake Van	41	9	15		2 6 4	Up	Empty 35	4,825
						Down	Loaded 50	6,581
							Empty 864	106,714
Road do do	22	7	7	2	2 6 4	Up	Loaded 4	133
						Down	Empty 859	110,883
							Loaded 2	69
							Empty 596	130,267
						Down	Loaded 613	125,808
							Empty 2	400

33. 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 30th June 1870, are given below:-

Average weight	Tons			Tons			Tons		
	22			33.10			41.9		
	No of Engines	Total mileage	Average of all engines	No of Engines	Total mileage	Average of all engines	No of Engines	Total mileage	Average of all engines
January	10	7,989	796				84	156,057	1,858
February	8	4,757	595				86	141,995	1,651
March	9	7,646	850				90	163,166	1,813
April	11	8,284	753				89	152,224	1,710
May	6	7,925	1,321				89	152,054	1,708
June	10	7,252	925				85	150,138	1,766

34

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 1869:-

B

January	19 7959	419	2	103 15(05)	1515
February	19 4757	250	2	103 141995	1379
March	19 7646	402	2	103 163166	1584
April	19 8284	436	2	103 152224	1478
May	19 7925	417	2	103 152054	1476
June	19 9252	487	2	103 150138	1458

N.B. Statement B includes Expenses under repair.

Half-year	Engines and Tender	Locomotive	Wagon	Per mile	Cost	Cost per mile	Cost of working per mile	Total
30 June 1869	67486	1637	15999	25	4281087112	95 189638	471187	782937
30 June 1870	7122087	1650	1799957	28	4522550112	520158	4546412	709159

Half-year	Engines and Tender	Locomotive	Wagon	Per mile	Cost	Cost per mile	Cost of working per mile	Total
30 June 1869	5738	33645	11627	88 1498	457045	264	264	264
30 June 1870	61533	214435	72672	118000	1146183	253	253	253

The following is an abstract of the number and mileage of each class of vehicle for the half-year ended the 30 June 1870.

Comparative Analysis of Receipts, Expenditure, and Profits for the two half years ended the 30 June 1869 and 1870.

	Passengers				Trucks		Horse and Carriage		Goods		Total	
	1st class	2nd class	3rd class	4th class	1869	1870	1869	1870	1869	1870	1869	1870
Half year ended the 30 December	1869	1870	1869	1870	1869	1870	1869	1870	1869	1870	1869	1870
Number of Passengers	4796	4608	38318	57391	747691	709609	70505	103302	1498669	1227	1840	1321
Receipts	6268-8-0	57737-6	67024-6	75152-2	53697-3	51548-13-6	27760-4	40774-0-0	67128-4-3	57065-4-9	32260-3-0	33712-6-1
Expenditure	2756-8-2	35388-1-9	43263-6-7	78405-7-9	117324-12-7	136788-16-1	12205-2-2	18110-6-5	67585-12-8	75447-6-10	27121-9-0	30713-5-6
Profit and loss	2992-1-10	22349-4-7	23760-9-5	146765-3-8	394766-14-1	153345-22-6	15554-8-2	22663-9-7	11562-12-1	8522-1-1	524-10-0	3009-1-6
Receipts from each passenger	13-1-4-3	12-8-5-7	1-10-0-9	1-7-4-7	0-12-5-12	0-1-1-8	0-4-3-6	0-6-3-7	44-12-7-6	46-8-2-3	9-1-5-9	9-6-5-5
Expenditure on each passenger	6-6-7-2	8-5-1-4	2-10-0-9	1-7-8-7	0-2-1-8	0-3-1-0	0-2-9-2	0-3-6-12	45-1-9-6	61-7-9-5	7-9-11-15	8-4-11-9
Profit & loss on each passenger	6-6-5-15	4-3-4-2	1-10-0-9	1-7-8-7	0-2-1-8	0-3-1-0	0-2-9-2	0-3-6-12	10-5-1-2	15-1-2-4	1-7-6-7	1-15-5-0
Average mileage	155-15	149-91	40-58	54-63	48-68	49-24	37-01	37-29	152-63	136-26	167-85	173-17
Receipts per passenger per mile	0-1-4-7	0-1-4-0	0-5-5-4	0-1-5-1	0-1-3-0	0-1-2-9	0-1-5-4	0-1-5-4	0-1-5-4	0-1-5-4	0-1-5-4	0-1-5-4
Expenditure per passenger per mile	0-1-4-7	0-1-4-0	0-5-5-4	0-1-5-1	0-1-3-0	0-1-2-9	0-1-5-4	0-1-5-4	0-1-5-4	0-1-5-4	0-1-5-4	0-1-5-4
Profit & loss per passenger per mile	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0	0-0-0-0
Number of Vehicles	1995	2205	4925	6204	1011	12763	1083	1060	4867	4780	2167	2360
Receipts from each vehicle	31-6-6-2	26-2-8-4	13-40-3	12-1-9-7	57-2-11-5	49-6-2-2	25-10-14	29-15-8	13-11-8	11-15-0	14-14-8	14-4-7
Expenditure for each vehicle	15-2-7-8	17-6-2-2	12-10-6	12-2-8-9	11-13-9	12-11-3	11-4-3	13-5-0	13-14-2	15-12-6	12-8-3	13-4-2
Profit & loss on each vehicle	16-3-10-4	8-16-6-2	1-29-7	0-10-1	46-10-4	38-10-9	14-5-9	16-10-7	0-1-10-4	0-0-1-2	0-0-1-2	0-0-1-2
Average mileage of train	155-15	149-91	40-58	54-63	48-68	49-24	37-01	37-29	152-63	136-26	167-85	173-17
Receipts per vehicle per mile	0-3-7-5	0-2-7-3	0-3-4-2	0-2-4-9	0-2-8-3	0-2-11-0	0-2-6-3	0-2-8-6	0-1-4-4	0-1-2-2	0-1-5-0	0-1-9-9
Expenditure per vehicle per mile	0-1-6-1	0-1-5-8	0-1-3-3	0-1-2-5	0-1-2-7	0-1-10-2	0-1-4-7	0-1-6-8	0-1-2-9	0-1-0-7	0-0-10-5	0-1-0-9
Profit & loss per vehicle per mile	0-1-7-4	0-1-1-5	0-2-0-9	0-1-2-4	0-1-6-6	0-1-1-8	0-1-1-9	0-1-1-8	0-0-1-1	0-0-1-2	0-0-10-4	0-0-10-2

For half year ended the 30th June 1869, miles, 160,661, and for 30th June 1870, miles 160,515.

Special Trains 16317 14,009
 Miscellaneous receipts 99842 120,253
 Grand Total Receipts 2281254 22,4079

and inf $\frac{30}{100}$ June 1830.

Alfred

Comparative Analysis of

Half-Yearly

14

North-West Line.

35. The traffic operations have been conducted on 215 miles, against 185 in the corresponding period of 1869. The miles maintained ^{from Revenue} in the same period, were the same, viz, 153½.

36. The total Grain Mileage during the half-year, was 187,384, as per details:—

	Number of Grains.	Mileage.	Total of Grains.	Total Mileage.
Passenger Grain—Pure	Up 7	704		
Down	7	356	14	1060
—do—Mixed	Up 672	81091		
Down	672	81033	1344	162124
Goods Grain—Pure	Up 249	11859		
Down	251	12341	500	24200
Total			1858	187384

The mileage of Ballast Trains ^{in the same train}
 run during the half-year was:—

Arcnum Division—4739
 Buddapah—11722
Total 15461

37. The Engine Mileage
 during each month was:—

Months	Passenger Goods	Mail	Relating	Total
January	33743	4589	38332	
February	28829	4272	33101	
March	34660	4858	39518	
April	33145	4776	37921	
May	32186	4926	37112	
June	31242	5006	36248	
Total	193805	28427	222232	

38. The number of miles
 run by ordinary trains during
 each day in the half year was
 Week

25
 Week days 994
 Sunday 623

39. The passenger fares and
 goods rates have been the same
 as those charged on the South
 West Line.

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

Articles	From and to	In whose favor	Rate	Condition
Firewood	Buddapah to Buddapah	Mr. Barnett Annan and Contractors	10 pice per wagon per mile (see particulars)	
Salt	Headquarters to all stations on the South West Line north of Buddapah	General	8 pice per ton in full wagon per mile	
Stone	Operragully to Buddapah	Mr. Barnett to principal contractors	10 pice per ton in full wagon load if not less than 5 tons	
	Buddapah to Buddapah	Engineers Department	10 pice per ton	To be loaded and unloaded by the Government
	Buddapah to Buddapah	Mr. Smith	10 pice per man and	
	Buddapah to Buddapah		11 pice	
	Buddapah to Buddapah		18 pice	
	Buddapah to Buddapah		8 pice	
	Buddapah to Buddapah		9 pice	
	Buddapah to Buddapah		16 pice	

Special charge
 of 10 pice per
 wagon for trans-
 shipment of
 material to be
 divided between
 the two companies

41. The average receipts, with the nature and amount of traffic, compared with those of the cor. responding half of 1869 were as follow:—

	Half-year ended the		Increase. Decrease.	
	30 th June 1869.	30 th June 1870.		
Locomotive	Rs.	Rs.	Rs.	Rs.
Motor Roadize	193,934	206,051	12,117	"
Railway Materials	409,467	287,802	"	121,665
Miscellaneous	30,732	1,41,954	1,11,222	"
	12,981	21,675	8,694	"
Expenditure	Total—	654,114	657,502	3,388
		263,908	372,154	108,251
Expenditure on Capital	Profit	3,90,211	2,85,548	1,04,663
in India and England		239,654	263,972	24,317
Half-yearly percentage of profit	1.628	1.081	"	547
Average length of line open	Miles	Miles	Miles	Miles
Goods (passengers)	157,146	187,384	30,238	"
Engine Mileage	177,882	237,673	59,811	"
Earnings per mile of line open	Rs.	Rs.	Rs.	Rs.
Expenses per	Rs.	Rs.	Rs.	Rs.
	1427	1731	304	"
	Profit	2107	1327	782

129/213

Earnings per train mile	Rs.	Rs.	Rs.	Rs.
Expenses per	Rs.	Rs.	Rs.	Rs.
Profit	Rs.	Rs.	Rs.	Rs.
Earnings per engine mile	Rs.	Rs.	Rs.	Rs.
Expenses per	Rs.	Rs.	Rs.	Rs.
Profit	Rs.	Rs.	Rs.	Rs.
Average earnings per week	25,158	25,289	131	"
Expenses per	Rs.	Rs.	Rs.	Rs.
Profit	Rs.	Rs.	Rs.	Rs.
Locomotive receipts per mile open	Rs.	Rs.	Rs.	Rs.
Goods Receipts per	Rs.	Rs.	Rs.	Rs.
Number of trains	Miles	Miles	Miles	Miles
Average mileage of trains	87,938	187,384	99,446	"
Average contents of each vehicle	Rs.	Rs.	Rs.	Rs.
Passengers	First class	1.076	1.180	0.104
	Second	2.075	1.641	0.434
	Third	24.227	23.649	0.578
Goods	Rs.	Rs.	Rs.	Rs.
	Rs.	Rs.	Rs.	Rs.

The receipts under each head of traffic excepting merchandise compare favourably with those in the corresponding period of

of 1869. The expenses have been
 £108,251. increase, and the
 profits £104,868 lower than
 the figures for the first half
 of 1869.

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 31st Dec.	Passes paid for tickets	Number of passengers	Percentage of members	By Receipts	Percentage of Receipts	Average distance travelled	Per mile of Railway open.
First Class							Number Receipts
30 June 1868							10.
31 Dec	Day 18 Pies	583	26	4606	3.05	91.92	3.351 26.471
30 June 1869		415	18	3679	2.32	105.65	2.385 21.144
31 Dec	From 1869 1869-5 Pies	414	18	4690	2.71	130.23	2.298 25.405
30 June 1870		534	22	5278	2.96	122.99	2.543 25.183
		859	35	6564	3.71	114.78	3.995 30.526

Second class

30 June 1868	Day 18 Pies	2878	1.30	4578	3.04	59.73	16.540	26.540
31 Dec		2904	1.25	4488	2.83	61.05	10.942	15.773
30 June 1869		3121	1.38	5514	3.19	67.26	16.870	29.805
31 Dec	From 1869 1869-5 Pies	4054	1.69	7675	4.30	74.86	19.309	36.508
30 June 1870		4038	1.64	8852	5.01	83.78	18.781	41.177

Third class

30 June 1868		218572	98.44	141677	93.91	42.03	1256161	814.236
31 Dec		229415	98.57	150460	94.85	42.67	1318.477	864.712
30 June 1869	8 Pies	223585	98.44	162605	94.10	46.29	1208.568	878.946
31 Dec		234745	98.09	165373	92.74	45.06	1117.833	887.490
30 June 1870		240525	98.01	161288	91.28	45.57	1118.721	729.293

43. The passenger traffic
 in the gross shows an increase
 of No: 3895 compared with the
 corresponding period of 1869. The
 third class notwithstanding the
 increased mileage is less in
 amount than it was in 1869,
 but a larger number of passengers
 were carried.

The

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

Half-year ended	1 st class	2 ^d class	3 ^d class	Total
30 th June 1868—	349	1120	59852	61321
31 st December—	257	1019	56255	57525
30 th June 1869—	291	1135	55944	57370
31 st December—	313	1445	50373	52131
30 th June 1870—	340	1440	48149	49929

45. The total mileage of each class of passengers and goods for the half-year under review compared with the corresponding half of 1869, is given below:—

151 31
Half-year ended the
30th June 1869 30th June 1870

Coaching			
Passengers	First class—	53,915	73,146
	Second—	209,929	309,652
	Third—	10,349,774	10,351,977
Excess baggage		497,107	455,913
Parcel		635,206	856,825
Horses		60,170	65,464
Carriages		15,584	28,643
Dogs		39,579	34,012
Cattle		28,016	45,988
Sheep		"	54,211

Merchandise (including materials)			
Goods	Special class—	6,765,867	7,823,837
	First—	5,804,675	47,205,133
	Second—	18,248,844	47,238,368
	Third—	11,620,067	25,529,879
	Fourth—	6,136,286	7,879,770
	Fifth—	33,009,412	8,587,583

46. The up and down passengers and goods trafficking the half-year under review stand as follows:—

Items of traffic.	Number carried	Average weight of each	Total mileage
<i>Coaching</i>			
Passengers	First class—Up	301	34,586
	Down	336	1 1/2 mounds
	Second—Up	1,907	38,560
	Down	1,789	— " —
	Third—Up	113,068	152,230
	Down	114,121	— " —
Parcels	Up	6,463	5,219,203
	Down	3,813	463,503
Luggage	Up	1,008	393,322
	Down	843	255,067
Carriages	Up	128	200,846
	Down	45	21,877
Horses	Up	246	6,766
	Down	177	38,252
Dogs	Up	128	27,212
	Down	114	16,698
Cattle	Up	1	17,314
	Down	5 mounds	119
<i>Merchandise (exclusive of materials)</i>			
Goods	Special class—Up	56,978	5745,951
	Down	66,233	2,077,886
	First class—Up	286,827	34,643,478
	Down	257,263	12,561,655
	Second—Up	361,071	41,166,611
	Down	61,281	6,071,757
	Third—Up	124,922	20,755,597
	Down	39,544	4,774,282
	Fourth—Up	32,947	5,072,752
	Down	23,180	2,807,018
	Fifth—Up	13,179	2,097,466
	Down	34,847	6,490,117
	Cattle	36	5 mounds
	Down	27	1,112
	Sheep	43	1 mounds
	Down	47	3,486
			1,969
			3,452

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

Months	Parcels	Luggage
	Number Weight Miles	Number Weight Miles
	Ind. L.	Ind. L.
January	1615 1036-17 124,763	286 504-10 1/4 79,535
February	1728 1117-13 150,632	295 517-28 1/2 72,194
March	1967 1174-37 148,256	325 643-2 1/2 75,547
April	1842 1342-30 178,264	339 776-37 113,608
May	1602 1098-33 148,525	276 424-10 1/2 55,311
June	1523 882-4 106,385	330 486-18 59,718
Total	10,277 6,652-14 856,825	1,851 3,352-27 1/4 455,913

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

Months	Members of office	Members Carriages	Members of Libera	Members of Libera	Remarks
January					
February		42	58	52	Assumed weight horse 1/2
March		32	51	27	of carpen 5-
April		20	89	36	Carriages 10-
May		28	133	46	Horses 5-
June		22	50	32	Dogs -20
Total	1	29	42	49	
		173	423	242	

49. The live-stock mileage for the half-year ended 30th June 1870 stands as follows:-

Months	Members of Libera	Miles	Average mileage of each live-stock
January			
February	42	2480	
March	8	877	
April	51	1324	
May	24	2368	65.5
June	17	1750	
Total	11	1220	
	153	10019	65.5

50. The mileage of carriages, horses, and dogs for each of the six months is given below:-

	January	February	March	April	May	June	Total
Carriages	42	32	20	28	22	29	173
Horses	7253	5967	2772	4199	3820	2631	28803
Average mileage of each carriage							165.5
Dogs	22	50	32	28	22	29	173
Miles	9415	7208	13223	20527	8251	6764	65464
Average mileage of each horse							154.8
Dogs	22	50	32	28	22	29	173
Miles	5722	3632	4865	16460	5124	8009	34012
Average mileage of each dog							140.5

51. Receipts The following table shows in detail the carriage under each head of traffic and percentages on gross receipts for the half-year ended June 1870 compared with the corresponding half of 1869:-

52. The net receipts per
ton per mile from the several
classes of traffic were as follows:-

[illegible]

53. The following statement shows the particulars of the goods carried during the half year and the receipts & returns.

	1867	1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900
Goods & Merchandise	1000	1200	1500	1800	2000	2200	2500	2800	3000	3200	3500	3800	4000	4200	4500	4800	5000	5200	5500	5800	6000	6200	6500	6800	7000	7200	7500	7800	8000	8200	8500	8800	9000	
Merchandise	100	120	150	180	200	220	250	280	300	320	350	380	400	420	450	480	500	520	550	580	600	620	650	680	700	720	750	780	800	820	850	880	900	
Materials	10	12	15	18	20	22	25	28	30	32	35	38	40	42	45	48	50	52	55	58	60	62	65	68	70	72	75	78	80	82	85	88	90	

57. The record and the
 traffic shows a falling off
 which is chiefly due to
 the falling off in cotton.

The following table gives the details of the traffic in
 the following table

See also page 100 of the report.

Description of Commodities

Half-year ending 30 June 1869

Half-year ending 30 June 1870

Description of Commodities	Weight			Amount			Weight			Amount		
	Up	Down	Total	Up	Down	Total	Up	Down	Total	Up	Down	Total
Baggage (Military)	2900	112	3012	2972	2578	5550	1654	1296	2950	253	31	2819
Ballast and shales	6047	2	6049	67469	29	67538	42415	3789	96	43148	22	25270
Bamboo	1812	29	1841	7735	9	7744	342	709	1057	244	8965	27
Beetle state	1209	29	1238	1209	1	1210	774	10	774	9	2010	9
Brass and copper	1785	22	1807	1785	12	1797	444	2274	2318	1140	9346	72
Calassal, coke and coal	1800	4	1804	1800	4	1804	291	87	3145	3145	4522	39
Chillies	1281	22	1303	1281	22	1303	278	6	40	212	705	1
Chumam and lime	4216	6	4222	4216	6	4222	207	9	106	217	2801	5
Clatts and their goods	1233	22	1255	1233	22	1255	6144	105	297	3	6441	105
Cocanuts	1512	6	1518	1512	6	1518	364	4	81	416	2757	347
Coffee	8	10	18	8	10	18	3	4	2	5	310	10
Commissioned stores	8	10	18	8	10	18	3	4	2	5	310	10
Bottom loose	8	10	18	8	10	18	3	4	2	5	310	10
do half-pruned	8	10	18	8	10	18	3	4	2	5	310	10
do full	8	10	18	8	10	18	3	4	2	5	310	10
do or Mid wood	8	10	18	8	10	18	3	4	2	5	310	10
Firewood	14114	24	14138	14114	24	14138	288	10	4190	3779	825	26
Fruits and Vegetables	4683	30	4713	4683	30	4713	995	9	12961	10710	2371	32
Gunpowder	123	28	151	123	28	151	17	13	416	433	849	14
Gum	290	1	291	290	1	291	191	15	191	109	109	8
Gum	44	2	46	44	2	46	84	15	294	14	234	38
Gum	5046	72	5118	5046	72	5118	459	97	254	10	254	10
Ground nuts	14	15	29	14	15	29	2	1	1219	31	1219	5
Gummi	2338	42	2380	2338	42	2380	651	6	182	20	634	7
Hay	8019	82	8101	8019	82	8101	3501	81	696	22	4197	101
Indigo	1158	35	1193	1158	35	1193	480	8	1558	1	2088	9
Iron of all kinds	29531	122	29653	29531	122	29653	13004	1	13004	1	65274	23
Luggage	4925	18	4943	4925	18	4943	736	3	169	99	705	13
Oil of all kinds	990	32	1022	990	32	1022	422	8	147	13	570	3
Ordinance stores	39	26	65	39	26	65	4	1	488	5	472	6
Roady	4383	12	4395	4383	12	4395	4535	1	116	1	4536	1
Patell, Gas and Asphalts	2603	39	2642	2603	39	2642	1851	1	116	1	333	12
Potatoes	675	22	697	675	22	697	333	12	21	11	21	11
Produce and Ammunition	126	30	156	126	30	156	21	11	1035	18	1035	18
Rice	541	1	542	541	1	542	22	11	1035	18	1035	18
Salt	14916	17	14933	14916	17	14933	2580	76	819	2612	15853	17
do fresh	10221	26	10247	10221	26	10247	15807	3	15807	3	15807	3
do putre	1945	20	1965	1945	20	1965	237	4	610	248	4494	17
do of all kinds	59	20	79	59	20	79	1	14	142	11	144	9
do	7270	27	7297	7270	27	7297	2027	410	28797	11	30834	15
do of all kinds	151	32	183	151	32	183	37	159	1199	4	1237	27
do	760	1	761	760	1	761	297	12	183	315	447	38
do	75526	324	75850	75526	324	75850	25864	440	122629	37326	77747	207
do	216	20	236	216	20	236	30	20	394	4913	164	20
do	27494	9	27503	27494	9	27503	7555	74	7555	108	1514	8
do	1882	12	1894	1882	12	1894	464	7	2215	22	2669	7
do	6032	5	6037	6032	5	6037	3250	35	192402	67413	8157	247
do	5388	39	5427	5388	39	5427	2780	4	1623	2342	11769	38

Total

336736 24 699424 9 1000000 24 97618 4 300957 15 489576 5 478865 17 478725 14 987590 24 159975 28 125746 11 285721 11

The chief variations in the value of the following articles are as follows:

Opium	Decrease in quantity	Receipts	Rs. 18,900 or 51
Passage (Military)	Decrease in quantity	Receipts	Rs. 14,696 or 113
Beer	Decrease in quantity	Receipts	Rs. 5,555 or 5
Ballast and Stones	Decrease in quantity	Receipts	Rs. 7,010 or 1775
Ordnance Stones	Decrease in quantity	Receipts	Rs. 3,389 or 3389
Powder and Ammunition	Decrease in quantity	Receipts	Rs. 2,311 or 53
Salt	Decrease in quantity	Receipts	Rs. 2,864 or 63
Salt fish	Increase in quantity	Receipts	Rs. 998 or 148
Salt	Increase in quantity	Receipts	Rs. 1,335 or 129
Salt fish	Increase in quantity	Receipts	Rs. 2,740 or 37
Salt fish	Increase in quantity	Receipts	Rs. 1,1138 or 70
Salt fish	Increase in quantity	Receipts	Rs. 2,949 or 152
Salt fish	Increase in quantity	Receipts	Rs. 186 or 78
Salt fish	Increase in quantity	Receipts	Rs. 6,275 or 8
Salt fish	Increase in quantity	Receipts	Rs. 11,014 or 46
Salt fish	Increase in quantity	Receipts	Rs. 2,120 or 35
Salt fish	Increase in quantity	Receipts	Rs. 2,344 or 72
Salt fish	Increase in quantity	Receipts	Rs. 5,381 or 100
Salt fish	Increase in quantity	Receipts	Rs. 4,362 or 153
Salt fish	Increase in quantity	Receipts	Rs. 500 or 77

Gunnies — Decrease in quantity. Receipts Rs. 18,900 or 51

Iron of all kinds — Increase in quantity. Receipts Rs. 14,696 or 113

Jaggery — Decrease in quantity. Receipts Rs. 5,555 or 5

Oil of all kinds — Increase in quantity. Receipts Rs. 7,010 or 1775

Ordnance Stones — Decrease in quantity. Receipts Rs. 3,389 or 3389

Powder and Ammunition — Decrease in quantity. Receipts Rs. 2,311 or 53

Salt — Increase in quantity. Receipts Rs. 998 or 148

Salt fish — Increase in quantity. Receipts Rs. 1,335 or 129

Salt fish — Increase in quantity. Receipts Rs. 2,740 or 37

Salt fish — Increase in quantity. Receipts Rs. 1,1138 or 70

Salt fish — Increase in quantity. Receipts Rs. 2,949 or 152

Salt fish — Increase in quantity. Receipts Rs. 186 or 78

Salt fish — Increase in quantity. Receipts Rs. 6,275 or 8

Salt fish — Increase in quantity. Receipts Rs. 11,014 or 46

Salt fish — Increase in quantity. Receipts Rs. 2,120 or 35

Salt fish — Increase in quantity. Receipts Rs. 2,344 or 72

Salt fish — Increase in quantity. Receipts Rs. 5,381 or 100

Salt fish — Increase in quantity. Receipts Rs. 4,362 or 153

Salt fish — Increase in quantity. Receipts Rs. 500 or 77

Down Traffic

Ballest and Stones	Increase in quantity	Mrs. 36202	or 59 percent
	Receipts	Rs. 2750	or 74
Bamboo	Increase in quantity	Mrs. 1721	or 11
	Receipts	Rs. 734	or 19
Beetle cruto	Increase in quantity	Mrs. 896	or 68
	Receipts	Rs. 808	or 132
Bottom loose	Increase in quantity	Mrs. 16212	or 88
	Receipts	Rs. 16562	or 77
Bottom full pressed	Increase in quantity	Mrs. 2294	or 49
	Receipts	Rs. 1887	or 94
Dye or Redwood	Increase in quantity	Mrs. 5253	or 282
	Receipts	Rs. 3180	or 91
Herewood	Increase in quantity	Mrs. 12136	or 9
	Receipts	Rs. 3682	or 20
Gram	Increase in quantity	Mrs. 4749	or 52
	Receipts	Rs. 1486	or 69
Indigo	Increase in quantity	Mrs. 7392	or 246
	Receipts	Rs. 3795	or 239
Seeds of all kind	Increase in quantity	Mrs. 53438	or 73
	Receipts	Rs. 21263	or 74

Up

Beetle cruto	Increase in quantity	Mrs. 13145	or 40 percent
	Receipts	Rs. 7268	or 66
Bamboo	Increase in quantity	Mrs. 7472	or 11
	Receipts	Rs. 3172	or 26
Bottom loose	Increase in quantity	Mrs. 42591	or 52
	Receipts	Rs. 3215	or 42
Bottom full pressed	Increase in quantity	Mrs. 9459	or 399
	Receipts	Rs. 585	or 28

57. The fluctuations in the receipts from Merchandise Traffic were as follows:

	Increase	Decrease
Beetle cruto	2790	
Charcoal, Coffee and Coal	969	
Bottom and Tree good	3244	
Bottom full pressed	1397	
Dye or Redwood	3142	

Expenditure

59. The following statement shows the revenue expenditure for the half-year under review as compared with the corresponding period of 1869.

60. The expenditure amounted to Rs. 372,154 and absorbed 56.60 per cent of the gross traffic earnings.

61. The expenses are much heavier than they were in the corresponding period of 1869, viz. Rs. 372,155 against Rs. 263,903 being an increase of Rs. 108,252. A good portion of this is due to the increased mileage run over, to the addition of charges

on the insurance fund, and — *16:14,325
 income tax, loss on stores at Gorty, *16:15,364
 gen. exp. *16:12,533

62. The working expenses amount to 56.60 per cent of the gross traffic and stand thus in each Department:—

Abstract of Expenditure:—

Department	Year ended		Per cent of Gross	
	30 June 1869	30 June 1870	1869	1870
Maintenance of way, works and stations	55043	63624	8.42	7.68
Locomotive expenses	5538	127143	13.08	19.34
Carriage and wagon expenses	7929	15789	1.52	2.40
Traffic expenses	40714	107859	6.22	16.40
General charges	18209	24840	2.78	3.78
Special and miscellaneous expenditure	54471	32900	8.33	5.00

London and Department
 The following is an abstract of expenditure incurred under various heads in working and getting stock during the half year under review in comparison with the corresponding half of 1869:—

Meiler Iron.

Half year ended	30 June 1869	30 June 1870	Per cent of Gross	30 June 1869	30 June 1870
Locomotive expenses	5538	127143	13.08	19.34	177822
Carriage and wagon expenses	7929	15789	1.52	2.40	22232
Traffic expenses	40714	107859	6.22	16.40	22232
General charges	18209	24840	2.78	3.78	22232
Special and miscellaneous expenditure	54471	32900	8.33	5.00	22232

Working Expenses

17/4

Half-year ended the	Engineers and firemen	Coal for engines and water	Coal for engines and water	Coal consumed	Coal consumed	Wood consumed	Wood consumed	Ballast, etc.	Cost for	Cost for	Cost for	Cost for	Cost for	Cost for
	mens wages	mile	mens wages	mile	quantity	cost	quantity	cost	quantity	cost	quantity	cost	quantity	cost
30 th June 1869	15777 53	854	5779 126	646	310 1/2	532 4	1379 1/2	2798	20 19	5995	2736 54	5553 15	5995	2736 54
30 th June 1870	18165 32	854	6977	87	316 1/2	14150	57	2776 1/2	46598	25 30	5700	4521 8 10	7629 11 5	5700

Half-year ended the	Engineers	Firemen	Cost for	Cost for	Cost for	Cost for	Cost for	Cost for	Cost for	Cost for	Cost for	Cost for	Cost for	Cost for
	mens wages	mile	mens wages	mile	mens wages	mile	mens wages	mile	mens wages	mile	mens wages	mile	mens wages	mile
30 th June 1869	1130 22	997 6 1/2	2021 7	328 6 5	2377 2	200	8697 20	14150	57	2776 1/2	46598	25 30	5700	4521 8 10
30 th June 1870	21567 11	17297 5	1213 40	740 14 4	40320 109	2000	9479 49	1379 1/2	2798	20 19	5995	2736 54	5553 15	5995

Summary

Half-year ended the	Miles	Working	Repairing	Engineers	Firemen	Cost for	Cost for	Cost for	Cost for	Cost for	Cost for	Cost for	Cost for	Cost for
		cost	cost	cost	cost	cost	cost	cost	cost	cost	cost	cost	cost	cost
30 th June 1869	1775 22	5353 15	200	2377 2	200	8697 20	14150	57	2776 1/2	46598	25 30	5700	4521 8 10	5700
30 th June 1870	2222 32	7629 11 5	2000	9479 49	1379 1/2	2798	20 19	5995	2736 54	5553 15	5995	2736 54	5553 15	5995

The following table shows the number, weight, carrying capacity, and total mileage of the several classes of vehicles run during the half-year ending the 30th June 1870:—

Description of Vehicles	Weight of Vehicles	Carrying Capacity	Number of vehicles run	Total mileage of Vehicles
Passenger Vehicle				
First class	6 14	Day—18 Night—12	Up—Loaded 26 Up—Empty 2 Down—Loaded 26 Down—Empty 3	3422 136 3156 326
Composite	6 14	First—6 Second—20	Up—Loaded 690 Up—Empty 1 Down—Loaded 698 Down—Empty 2	82255 119 82265 146
Second class	6 17 12	40	Up—Loaded 59 Up—Empty 2 Down—Loaded 49 Down—Empty 7	6902 436 5778 653
Third class	6 14 3	20	Up—Loaded 299 Up—Empty 3 Down—Loaded 307 Down—Empty 0	32152 357 32876 0
Fourth class	5 18	50	Up—Loaded 1622 Up—Empty 16 Down—Loaded 1604 Down—Empty 21	208711 1368 206780 2138
Fourth class super added	6 19 1	80	Up—Loaded 34 Up—Empty 0 Down—Loaded 31 Down—Empty 0	6285 0 5924 0
Coaly class	6 1 0	50	Up—Loaded 6 Up—Empty 0 Down—Loaded 6 Down—Empty 0	81 0 81 0
Engineers Inspection carriage	7 0	0	Up—Loaded 2 Up—Empty 0 Down—Loaded 0 Down—Empty 0	238 0 0 0
Horse Box	7 1 3	3	Up—Loaded 189 Up—Empty 39 Down—Loaded 148 Down—Empty 92	22840 2850 18217 9047
Carrying Truck	5 1 1	1	Up—Loaded 73 Up—Empty 4 Down—Loaded 45 Down—Empty 39	8646 328 5039 3325
Passenger Luggage Van	7 5 10	0	Up—Loaded 549 Up—Empty 2 Down—Loaded 536 Down—Empty 7	65515 136 64662 419

Note: as all vehicles stand under the hand of South-West Line.

Third class
Brake Van

6 17 3 — — — — —
Up — Loaded 169 16008
Down — Empty 181 17205

Third class Post
Office Brake Van

7 2 2 — — — — —
Up — Loaded 391 47136
Down — Empty 391 45958

Goods Vehicle

Lowbed goods
Wagon

6 2 2 — — — — —
Up — Loaded 169 14668
Down — Empty 147 12394

Open — & —

4 18 0 — — — — —
Up — Loaded 9 738
Down — Empty 4 296

Open sided — & —

5 5 3 2 1/2 6 1/2
Up — Loaded 245 19782
Down — Empty 14 756

High open goods
— & —

4 16 0 6 to 10
Up — Loaded 7 41
Down — Empty 3 168

High sided — & —

5 6 2 1 1/2 6 1/2
Up — Loaded 777 730893
Down — Empty 578 394499

Cattle — & —

6 1 2 — — — — —
Up — Loaded 36 3139
Down — Empty 11 1157

Coke — & —

5 15 2 2 6 1/2
Up — Loaded 812 59326
Down — Empty 78 2579

Ballast — & —

5 0 0 0 6
Up — Loaded 17 0
Down — Empty 1 8

Road — & —

6 7 0 2 5
Up — Loaded 20 1588
Down — Empty 17 1338

Nil as all vehicles stand under the shed of South-West line

Stone waggon

8 14 2 2 — — — — —
Up — Loaded 36 202
Down — Empty 19 210

Platform truck

11 12 1 — — — — —
Up — Loaded 0 0
Down — Empty 0 0

Limited — & —

4 14 3 0 — — — — —
Up — Loaded 181 57950
Down — Empty 19 11514

Water — & —

5 17 1/4 0 — — — — —
Up — Loaded 500 10117
Down — Empty 0 0

Powered Van

7 16 2 0 — — — — —
Up — Loaded 0 0
Down — Empty 17 1133

Good Brake Van

9 18 0 2 to 4 — — — — —
Up — Loaded 0 0
Down — Empty 20 323

Road — & —

7 7 2 2 1 1/2 — — — — —
Up — Loaded 0 0
Down — Empty 0 0

Nil as all vehicles stand under the shed of South-West line

Description		No.	Total miles	Total miles
First class carriage	Loaded 52 Empty 7	59	6578 482	7060
Composite	Loaded 1388 Empty 3	1391	180520 265	180785
Second class carriage	Loaded 108 Empty 9	117	12680 789	13469
Post office carriage	Loaded 606 Empty 3	609	65328 557	65885
Third class carriage	Loaded 3226 Empty 39	3265	115495 3406	118901
Supper stand	Loaded 65 Empty 0	65	12209 0	12209
Breakfast Van	Loaded 352 Empty 1	353	33215 0	33215
Post office Broker Van	Loaded 712 Empty 1	713	93090 13	93103
Fourth class carriage	Loaded 12 Empty 0	12	162 0	162
Engineers inspection carriage	Loaded 2 Empty 0	2	238 0	238
Cattle waggons with passengers	Loaded 337 Empty 131	468	11901 119	12020
Motor Road with Hides	Loaded 118 Empty 43	161	14085 3653	17738
Passenger Luggage Van	Loaded 1085 Empty 9	1094	130177 555	130732
Covered goods waggons	Loaded 316 Empty 40	356	29062 811	29873
Open	Loaded 13 Empty 4	17	1130 316	1446
Open-sided	Loaded 371 Empty 144	515	29803 10823	40626
High open	Loaded 10 Empty 9	19	637 489	1126
High sided open	Loaded 15707 Empty 7022	22729	1065392 473657	1539049
Cattle waggons with cattle	Loaded 51 Empty 32	83	5786 3178	8964
Coke waggons	Loaded 1314 Empty 600	1914	87061 44116	131177
Ballast	Loaded 18 Empty 0	18	3288 0	3288

65. The following is an abstract of the number and mileage of each class of vehicle for the half-year ended the 30th June 1870:—

Comparative Analysis of Receipts, Expenditure, and Profits of the two half-years ending 30th June 1869 and 1870.

	Class I 1869	Class II 1870	Class III 1869
Number of Passengers per	414	437	223
Receipts	4,691	6,564	2,238
Expenditure	3,653	2,676	1,626
Profit or Loss (Net)	1,038	3,888	512
Receipts from each Passenger per	11-5-3-60	10-4-10-62	11-2-3-13
Expenditure for each	8-13-2-58	10-9-10-89	7-2-3-73
Profit or Loss on each Passenger	2-8-1-50	2-5-0-73	4-0-11-63
Average mileage	130-2-3	114-7-8	83-7-8
Receipts per Passenger per mile	0-1-0-31	0-1-5-24	0-0-5-44
Expenditure per	0-1-1-01	0-1-5-76	0-0-6-12
Profit or Loss	0-0-3-70	0-0-0-52	0-0-0-62
Number of Vehicles per	441	523	366
Receipts from each Vehicle	10-10-2-58	12-8-9-91	5-15-5-62
Expenditure for	8-4-6-60	12-10-11-31	7-3-10-69
Profit or Loss on	2-5-7-94	0-11-11-60	1-1-5-0-60
Average mileage of Trains	100-8-5-3	100-8-5-3	100-8-5-3
Receipts per Vehicle per mile	0-1-11-23	0-1-10-89	0-0-10-19
Expenditure per	0-1-6-09	0-2-0-62	0-1-7-50
Profit or Loss	0-0-5-14	0-0-0-27	0-0-3-18

Comparative Analysis of Receipts, Expenditure, and Profits for the two half-years ending 30th June 1869 and 1870. (Continued)

	Class I 1869	Class II 1870	Class III 1869
Number of Passengers per	368	442	223
Receipts	14,569	16,532	2,238
Expenditure	6-7-27,879	14-3-3,509	14-3-3,509
Profit or Loss (Net)	7-8-16,689	2-0-13,023	0-0-13,023
Receipts from each Passenger per	40-6-4-80	44-14-9-68	10-9-10-89
Expenditure for each	42-9-9-12	46-0-6-20	3-13-5-17
Profit or Loss on each Passenger	115-34	131-04	7-2-3-73
Average mileage	115-34	131-04	83-7-8
Receipts per Passenger per mile	0-5-7-23	0-5-5-82	0-0-5-44
Expenditure per	0-5-10-91	0-9-3-40	0-0-6-12
Profit or Loss	0-0-3-70	0-0-0-52	0-0-0-62
Number of Vehicles per	441	523	366
Receipts from each Vehicle	10-10-2-58	12-8-9-91	5-15-5-62
Expenditure for	8-4-6-60	12-10-11-31	7-3-10-69
Profit or Loss on	2-5-7-94	0-11-11-60	1-1-5-0-60
Average mileage of Trains	100-8-5-3	100-8-5-3	100-8-5-3
Receipts per Vehicle per mile	0-1-11-23	0-1-10-89	0-0-10-19
Expenditure per	0-1-6-09	0-2-0-62	0-1-7-50
Profit or Loss	0-0-5-14	0-0-0-27	0-0-3-18

Special Enquiry
1354 1378
1919-2032

Comparative Analysis of Earnings, Expenditures and Profits. shown in half-yearly periods commencing from 30th June 1862.

91.2	99.95	75.1	15.1	11.2	25.1	66.1	15.2	12.1	1.1	85.2	86.1	1.1	88.2	67.2	82.2	25.2	20.5	13.9	5.2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
------	-------	------	------	------	------	------	------	------	-----	------	------	-----	------	------	------	------	------	------	-----	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Return of Late Trains on Moctez Railway North-West Line, during the half-year ending 30th June 1890.

[illegible]

Madras Railway Company.
Statement of Account.
— 30 June 1870 —

150 ✓

No. I. Capital Authorized and Created.

Acts of Parliament & Contracts with the Secretary of State in Council of India.	Amount.	Total.
Act 16 th Vict. Sessions 1852-53. 14 th June 1853.	£	£
— 17 th — — — — 1854 — 2 ^d June 1854.		
— 18 th — — — — 1854-55. 15 th June 1855.		
Contracts in respect of Share Capital Viz:—		
22 ^d December 1852	500,000	
19 th December 1855	3,500,000	
13 th August 1858	1,000,000	
28 th October — 1867	2,500,000	7,500,000.
Contracts in respect of Loans on Debentures.		
13 th March 1860	1,000,000	
28 th October 1867	1,500,000	2,500,000.
		10,000,000.
Balance of Borrowing powers to be exercised with the sanction of the Secretary of State.		1,433,750
	Total	11,433,750.

E. & O. E.

London
17th February 1871.

(Signed) Julian Byrne.
Secretary.

(True Copy)

Compared by
Adm. Clk. B.

V. Campbell
Chief Clerk

P. W. 2070/71.
Pro: 8 June/71 L. 13. —

Madras Railway Company.
Statement of Account.
— 30 June 1870 —

150 ✓

No. I. Capital Authorized and Created

Acts of Parliament & Contracts with H. H. Secretary of State in Council of India Amount.

Acts of Parliament & Contracts with H. H. Secretary of State in Council of India	Amount.	Total.
Act 16 th Vict. Sessions 1852-53. 14 th June 1853		
" 17 th " " " 1854 2 nd June 1854.		
" 18 th " " " 1854-55. 15 th June 1855.		
Contracts in respect of Share Capital Viz:-		
22 nd December 1852	500,000	
19 th December 1855	3,500,000	
13 th August 1858	1,000,000	
28 th October 1867	2,500,000	7,500,000
Contracts in respect of Loans on Debentures.		
13 th March 1860	1,000,000	
28 th October 1867	1,500,000	2,500,000

Balance of Borrowing powers to be exercised with
the sanction of the Secretary of State 1,433,750

Total 11,433,750

E. & O. E.

London
17th February 1871.

Signed Julian Byrnes
Secretary.

True Copy

Compared by
Adm. Clk.

Chas. J. ...

P. W. 2070/71.
Pro: 8 June 1871 in L. 13.

Madras Railway Company
Statements of Account.
— 30 June 1870 —

St. II. Stock and Share Capital Created showing the proportion received.

Description	Amount Created.	Amount received.	Amount unpaid.	Calls in arrears.	Amount to be received.
Capital Stock and Shares bearing interest at the rate of $4\frac{1}{2}$ per cent per annum guaranteed by the Secretary of State—	500,000				
D. — at 5 per cent —	500,000				
D. — at $4\frac{1}{2}$ — " —	1,000,000				
D. — at 5 — " —	6,446,500				
	8,446,500	8,389,745	"	7,435	56,755

St. III. Capital raised by Loans on Debentures.

	Loans on Debenture Bonds.	Debenture Stock.	Total Amount of Loans.
	at 5 per cent.	at $4\frac{1}{2}$ per cent.	
Existing at 31 st December 1869	1,446,550		1,446,550
" 30 th June 1870	1,381,750		1,381,750
Decrease	64,800		64,800

Total Amount authorized to be raised by Loans on Debentures in respect of Share Capital — 2,816,500
 D. — of Loans on Debentures as above — 1,381,750
 Balance, being available borrowing powers at 30th June 1870 — 1,433,750

E. & O. E.

London
 17 February 1871.

Signed Julian Byrne
 Secretary.

/ True Copies /

Compared by B.
 1871 Feb 24

J. Camp
 Chief Accountant.

Madras Railway Company
Statement of Account.
— 30 June 1870 —

St. VII. Capital power and other assets available to meet further Expenditure as per Account. St. VI.

Share and loan Capital authorized or created but not yet received:—

Share Capital — 56,755
 Debenture Capital — 1,433,750

1,490,505

E. & O. E.

London
 17 February 1871.

Signed Julian Byrne
 Secretary.

Compared by B.
 Added by B.

/ True Copies /

J. Camp
 Chief Accountant.

Madras Railway Company

10th 2070/71

Statement of Account

— Aug 1870 —

Net Revenue Account Half Year ending 30 June 1870.

XVII.

Guaranteed Interest received from the Secretary of State for the half year as under—

On Subscribed Capital

£ 500,000 @ 4 1/2 per cent

£ 499,970 @ 4 1/2

£ 689,469 @ 5

On Debentures—

£ 138,175 @ 5

11,250

23,749 5 9

17,215 7 3

34,543 15

By Net Profit of the Half Year as per Form C No XVI.

South West Line

10,196 5 5

North West Line

26,156 19 6

128,119 4 11

Balance

13,359 3 1

£ 241,658 8

£ 241,658 8

C. & O. E.

Signed Julian Byrne

Secretary

True Copy

Wm. Prendergast Mayor

At Coor: Eng: & for Railways

Signed
Chief Accountant

Witness

February 1871.

Witnessing
Chdng.

Certificate respecting the Permanentway
I hereby certify that the whole of the Company's Permanentway, Stations, Buildings, Telegraph, Fencing &c. have during the past half year been maintained in good working condition and repair.
Signed J. H. Goring
Act Chief Engineer

Madras Railway
Chief Engineer's Office
21st Sept. 1870.

Certificate respecting the Rolling Stock.
I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Waggon, Machinery, and Tools have during the past half year been maintained in good working order and repair.
Signed W. P. Collinson
Act Loco: Superintendent

1st Sept. 1870.

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

Madras
21st Sept 1870

Signed W. P. Prendergast
Act Cons Eng: for Railways

16/6/07
P. H. 2070/71
P. H. 2070/71

P. H. Dept.

N: 1540

Proceedings of the Madras Government
Under date the 8th ~~May~~ ^{June} 1871
Read the following

From the Acting Eng^r for Railways N: 197 7th May 1871

S.

N: 1541

The Secy. to the Government
of India P. H. D.

Sir

I am directed to for-
ward for submission
to the Government of India
the accompanying report
from the Acting Eng^r 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 30th June 1870

bu

On the South West line the total receipts and expenditure were Rs 22,40,997 and 10,98,612 exhibiting a net profit of Rs 11,42,185. Compared with the results of the corresponding half of 1869, these results show a decrease of Rs 40,457 under receipts; an increase of Rs 61,843 under expenditure, and a falling off of Rs 1,02,300 in the net profits. The train and engine mileage were 562,284 and 723,764 respectively, indicating an excess of 5113 and 5378 over the results of the first half of 1869.

The passenger traffic was as follows:-

1st Class.
2nd Do.
3rd Do.
Cooly Do.

Up to 30 th June 1869	Up to 30 th June 1870	Increase	Decrease
Rs Receipts	Rs Receipts	Rs Receipts	Rs Receipts
4,796	62,659	4,608	57,737
38,818	67,184	51,371	75,152
747,691	580,697	709,609	531,529
70,505	27,760	103,302	40,774
		32,777	13,014
		38,032	47,148

These figures show an increase both in numbers and receipts in the 2nd and Cooly classes, but a falling off in the 1st and 3rd class traffic.

The goods traffic was as follows:-

Up to 30 th June 1869	Up to 30 th June 1870	Decrease
160,636	153,023	7,613
13,27,305	12,75,576	51,729

Under

Under Revenue expenditure the causes of the differences under the various heads of charge between the results of the working of the first half of the years 1869 and 1870 will be found explained in Paras 25 to 30 of the Comptroller's Review.

On the North West line the receipts for the half year under review were Rs 6,57,502 against Rs 6,54,114 in the corresponding half of 1869 while the expenditure during these periods was Rs 3,72,154 and 2,63,903 respectively. There was thus a decrease of Rs 1,04,863 in

in the net profits. The train and engine mileage were 187,384 and 222,232.

The passenger traffic was as follows:-

	Up to 30 th June 1869	Up to 30 th June 1870	Increased	Decreased
Receipts	Rs. 4,144,690	Rs. 4,690,859	Rs. 546,169	Rs. 445,187
1 st Class	3,121,551	3,403,885	282,334	917,338
2 nd Do	223,585	162,605	240,525	161,288
3 rd Do	16,940	-	-	1317

These figures show that there was an increase of Rs 3,895 in the ^{gross} receipts during the half year ending 30th June 1870 as compared with the corresponding half of 1869.

The goods traffic was as follows:-

Up to 30 June 1869 -	Lacs	Rs
	41637 -	4,28,764
Do Do 1870 -	49813 -	4,25,956

The Revenue expenditure amounted to Rs 3,72,154, and exhibits an excess of Rs 108,251 over the expenditure of the first half of 1869. This is explained to be due to the increased mileage run over, to the addition of charges on the insurance fund, income tax &c.

I am to invite attention to Col. Orr's letter of the 18th February 1871 No. 502 regarding the causes which have influenced the falling off

off in the traffic of the Madras Railway during the second quarter of the half year under review.

5 May 12th

Desd 10/6/71 with 25 copies
of G.O. No 1520 of 1871-

Cost of 1871 ³⁰Adms.

PUBLIC WORKS.

To *Henry Leavelle Engle*
for Railways

Date

Per

June 1871. No 1540-1841.

Nos. 1130/114

Engle

113 @ 115

6/5 May/71 Ch. 16.

1. 4/1