(1) Number of pages _____

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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2021-2022	Press
B.P.—No. 2195221		Mis.
Dated	14 8	1873.

Not to be folded or roughly handled

No. 219. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 21st July 1873, No. 380 :—

I HAVE the honour to submit, for the information of Government, the accompaning reports* by the Agents of the Madras, Great Southern of India, and Carnatic Railway Companies for the official year 1872-73.

2. I have already entered fully into the working of these lines in my Administration Report, forwarded to Government with this office letter No. 346 of the 30th ultimo.

* Agent, Madras Railway, No. 452, of the 30th June 1873.
Do. Great Southern of India Railway, No. 5,110, of the 17th July 1873.
Letter from Agent, Great Southern of India Railway, to his Board of Directors, dated 26th March 1873.
Agent, Carnatic Railway, No. 224, of the 18th July 1873.

From W. BARTON WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 30th June 1873, No. 452.

I HAVE the honour to report as follows for the information of the Government, with reference to the operations of this Company during the official year 1872-73.

2. On the 1st February 1873 the line between Pothanore and Coimbatore on the Neilgherry Branch, a distance of four miles, was opened for public traffic.

3. The following officers and servants arrived from England, etc :—

Name.	Grade.	Date of Arrival.
Engineering Department.		
T. H. Going	Deputy Chief Engineer ...	Returned from sick leave, 30th October 1872.
Locomotive Department.		
William Barefoot	Locomotive Foreman... ...	Returned from sick leave, 1st Nov. 1872.
Thomas Clark	Do do.	Do. do. 1st Jan. 1873.
Traffic Department.		
A. W. Darke	Assistant Traffic Manager ...	15th May 1872.
G. Hammond	Do. do. ...	28th ,,
Thomas Bailey	Do. do. ...	11th Dec. ,,
James Craik	Do. do. ...	6th February 1873.
Chief Auditor's Department.		
Henry Kinselle	Assistant to Chief Auditor ...	15th May 1872.
General Stores Department.		
R. Allon	General Storekeeper	Returned from furlough, 19th February 1873.

4. The undermentioned Covenanted Officers and servants returned to England, resigned the service, etc., etc :—

Name.	Grade.	Remarks.
Engineering Department.		
G. Hardinge	1st Class Assistant Engineer...	Proceeded to England on twelve months' furlough, 1st April 1872.
G. K. Winter ...		Do. do. 29th do. do.
C. D. Roberts	Telegraph Engineer	Resigned the service, 27th July 1872.
F. M. Pfeil	2nd Class Assistant Engineer.	
	3rd do. do. do. ...	Returned to England on sick certificate, 25th November 1872. Engagement terminated by the Board.
C. O. Burge	2nd do. do. do. ...	Resigned the service, 1st February 1873.
Locomotive Department.		
W. J. Collinson	Deputy Locomotive Superintendent	Resigned his appointment in England.
John Fisher	Boiler Smith	Died in England.
William Barefoot	Locomotive Foreman	Proceeded to England on sick certificate, 13th May 1872.
W. M. Spencer	Do.	Died of abscess of the liver, 15th March 1873.
Joseph Shepard	Saw Setter	Resigned the service and returned to England, 24th March 1873.
R. Hodgkinson	Engine Driver	Proceeded to England on six months' leave, 24th March 1873.
Traffic Department.		
F. J. Chambers ...	Assistant Traffic Manager ...	Engagement terminated by the Board.
G. Hammond	Do. do. ...	Returned to England, 17th August 1872. Engagement terminated by the Board.
Louis S. Moss	Deputy Traffic Manager ...	Proceeded to England on the 4th March 1873 on three months' leave.
Chief Auditor's Department.		
H. Kinselle	Assistant to Chief Auditor ...	Returned to England without leave about 9th August 1872.
General Stores Department.		
R. Allon	General Storekeeper	Proceeded to England on 12 months' furlough, 20th April 1872.
J. W. Bradley	Comptroller of Stores Accounts.	Died 24th November 1872.

RATES AND FARES.

5. The passenger fares and goods rates remained unaltered during the year.

6. On the 1st June 1872, third-class carriages were for the first time attached to the night mail trains on the South-West Line, a special fare of 4 pies per mile being charged, and second-class "servants' tickets" (at the day fare of 5 pies per mile) were withdrawn.

7. On the 1st of August last, cooly class carriages, at a fare of 2 pies per mile per passenger, were attached to *one* train *each way* daily between Jollarpett and Coimbatore. The result of the working of the alterations mentioned above and of the cooly class fares between Madras and Jollarpett and between Jollarpett and Coimbatore, is fully detailed in the Traffic Manager's reports for the half-years ending 30th June* and 31st December† 1872.

8. The rates for parcels, ice, fish, and vegetables, etc, etc., were the same as those in operation during 1871-72.

* Sent in original with Agent's letter, No. 786, 30th October 1872.
† Copy sent with Agent's letter No. 466, 3rd July 1873.

9. The under-mentioned special rates were introduced during the year :—

4th April 1872.—Avara seeds from the first-class to the special or grain rate in the goods classification.

15th ,, ,, Long timber consigned to Raichore at 10 pies per ton per mile.

17th ,, ,, Nux vomica at first-class rate when sent in small consignments, and at 6½ and 8 pies per ton per mile for distances of 200 and 300 miles respectively in consignments of not less than 8 tons.

25th ,, ,, Shrubs and plants from fourth to second-class at owner's risk.

25th ,, ,, Cuscus from the fourth to third class rate.

6th May 1872.—Materials of sorts belonging to the Madras Irrigation and Canal Company at 12 pies per ton per mile from Cuddapah to Madras at owner's risk.

16th ,, ,, Fruit, ice, fish, and vegetables to be conveyed as an experimental measure at half the existing rates at owner's risk, carriage paid.

5th June 1872.—Grain and other articles at 6 pies per ton per mile, and twist and piece goods at 12 pies per ton per mile between Conjeveram and Madras.

7th ,, ,, Loose cotton ... ... 36 Pies per ton per mile.
Cotton pressed to 10 lbs. per cubic foot ... 24 ,, ,, ,,
Do. to 15 ,, do. ... 19 ,, ,, ,,
Do. to 19 ,, do. ... 16 ,, ,, ,,
Do. to 25 ,, do. ... 14 ,, ,, ,,
Do. to 35 ,, do. ... 12 ,, ,, ,,

10th ,, ,, Salpetre at the second instead of third-class rate, the drawback of 12 per cent. at present allowed to merchants being withdrawn altogether.

10th ,, ,, 120 tons of iron lattice work and about 25 tons of galvanized corrugated sheets and other roofing the property of Mr. William Maylor, at 10 pies per ton per mile, Madras to Beypore.

26th ,, ,, Salt, Madras to Salem, Avenashy, and Sunkerrydroog at 8 pies per ton per mile.

15th July 1872.—Rhea fibre at the rates in force for the conveyance of cotton.

12th August ,, First and second class goods, Salem to Trichinopoly, at 6 pies per ton per mile.

16th ,, ,, Cotton of D. and E. class at the undermentioned rates—

	D. Class per Maund.	E. Class per Maund.
	Rs. A. P.	Rs. A. P.
Raichore to Madras	0 14 0	0 11 3
Adoni to do.	0 12 3	0 10 0
Bellary to do.	0 12 3	0 10 0

28th ,, ,, Horses intended for the Poona Show to be carried free on the return journey if still the property of the exhibitor.

14th September ,, Tobacco of all kinds at first-class rate and for distances over 200 miles at 10 pies per ton per mile.

14th ,, ,, Timber not exceeding 16 feet in length in consignments of not less than 5 tons, at the under-mentioned rates :—

For distances above 100 and not exceeding 200 miles 9 Pies per ton per mile.
For distances above 200 miles at ... ... 6 ,, ,, ,,

14th ,, ,, Timber, long, in consignments of not less than 10 tons at the undermentioned rates :—

For distances of 200 and up to 400 miles ... 10 Pies per ton per mile.
For distances of 400 miles ... ... 8 ,, ,, ,,

From W. S. BETTS, Esq., Agent of the Great Southern of India Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 17th July 1873, No. 5,110.

In reply to your letter No. 277, of the 14th instant, I have the honour to refer you to my Annual Report (to my Directors) for the year 1872, copy of which was sent to you on the 31st of March last, and to state that during the quarter ending 31st idem, nothing occurred calling for special remark.

2. The result of our working during the official year 1872-73 was given in my letter No. 5,026, dated the 10th May last.

From W. S. BETTS, Esq., Agent of the Great Southern of India Railway, to the Chairman and Directors of the Great Southern of India Railway Company, dated Negapatam, 26th March 1873.

I have the honour to submit the following report upon the operations of the Company in India during the year 1872.

My last annual statement contained an intimation that the revised plans and estimates for an extension of this Railway, on the metre gauge, from Trichinopoly to Tuticorin, with a branch to Tinnevelly, had been forwarded to the Government of India for their approval.

In April last, the sanction to these estimates, with certain modifications, was communicated to me; but I was called upon, before putting in hand building operations, to submit revised plans and estimates for those masonry works on which Government desired an alteration to be made.

The principal object in making these modifications was to reduce the outlay upon stations and buildings to an average cost of Rupees 4,000 per mile. The Chief Engineer having detailed the alterations he proposed to make to secure the end in view, I received sanction in July to have the works constructed upon designs prepared in accordance with that proposal.

The estimate for the Southern Extension, as finally sanctioned, is as follows :—

	Rs.
Preliminary Expenses	2,46,500
Construction of Line	22,50,000
Ballast and Permanent-way	33,25,000
Stations and Buildings	8,63,000
Plant	3,56,500
Rolling Stock	10,82,800
Maintenance	3,88,400
Establishment	9,87,000
Contingencies	1,00,800
Total...	96,00,000

which at the fixed rate of exchange gives an average mileage cost of £ 4,079.

Detailed indents for the supply of the required permanent-way materials, girders, and rolling stock were forwarded to your Secretary on the undermentioned dates :—

Permanent-way material, 16th September.
Girders ... ... 25th do.
Rolling Stock ... 7th November.

Some delay occurred in obtaining possession of land. In the Tinnevelly district, for a great portion of the length of the line, land was not handed over to the Company's Engineers until December. Out of a total estimated quantity of 3,709,095 cubic yards of earthwork, 1,691,671 cubic yards had been executed up to the end of the year.

The Chief Engineer reports that "the progress of the masonry works has been greatly retarded by frequent heavy rains during the monsoon, no work being possible throughout the quarters in low lying ground while all the tanks were overflowing. From the same cause quarrying was almost brought to a stand still, the operation of burning of the stone being impossible in the wet, and the work people utterly refusing to stand out in the rain."

Proceedings of the Madras Government, Public Works Department, 14th August 1873.

About 200,000 square yards of embankment were turfed, and 120,000 cubic feet of stone delivered on the sites for bridges, etc. Out of 503 small bridges and culverts 50 were finished and 124 miles of telegraph were temporarily erected.

The amount debited to the capital account during the year amounted to Rs. 7,09,401-4-1, but this does not represent the cash outlay during that period. The sum of Rs. 2,21,314-15-7, added to expenditure under the heading of "Lines open for Traffic," covers the value of workshop manufactures, etc., issued in previous years, but not at the time of issue charged to a final head of account. For work executed upon the Southern Extension, the amount capitalized was Rupees 4,51,520-14-4, of which Rupees 1,79,932-9-7 represents the cost of establishment and contingent charges.

No further progress has been made with respect to the extension of the line northwards. On the 2nd February, I forwarded to the Consulting Engineer for Railways an estimate for the construction of a narrow gauge line from Tanjore to the river Coleroon (where the junction with the Carnatic Railway is proposed to be effected), a distance of 61 miles. Mr. Logan's estimate amounted to an average cost of £ 5,366 per mile. In January last, the Consulting Engineer for Railways suggested the modification of this estimate to meet in some degree the wishes of the Government of India as expressed in passing orders upon the estimates for the Southern Extension. I replied that this could be done, and in this position the subject remains.

During the year 1870, a supply of permanent-way material for a length of about 86 miles was landed at Negapatam for the Southern Extension. This material had been despatched from England prior to the decision being arrived at regarding the adoption of the metre gauge with lighter rails and the use of creosoted wooden sleepers for that extension. It has been arranged to transfer this material to Government for use on the Hyderabad State Railway, and the first instalment was forwarded by rail from Negapatam in November and December at the cost of Government. The price to be paid to the Company is to be based upon the market value of iron at the time the transfer was agreed to, less an allowance of 8 lbs. per yard in the weight of rails.

The staff changes were, the arrival in the early part of July of Assistant Engineers Messrs. Smith, Rice, Patridge, and Hudson; the retirement from the service in February of Drivers W. Lock and S. C. Turner, and the death, on the 19th November, of Locomotive Foreman R. Bennett, this Foreman arrived at Negapatam on the 22nd March previously.

Only three vessels discharged cargo for the Company at Negapatam during the year; the *Scindian*, *Inverallan*, and *George Kendall*, the import consisting principally of coal.

	Rs.	A.	P.
The working of the open portion of the line produced	8,07,236	5	9 and
an income of	4,55,712	13	9
An expenditure of			
Leaving as net profits a sum of	3,51,523	8	0

In comparison with the previous years the receipts (gross) show an improvement amounting to Rupees 28,950, but increased working expenses reduced the comparative net profits to Rupees 2,694.

The increase upon the gross receipts would have shown much better, but for a falling off during the latter half of the year, of Rupees 20,000 under the heading of Passenger Traffic.

From the 1st of July 1872, and upon the requisition of Government, the following change was made in the scale of mileage fares charged for passengers :—

	Old Scale.	New Scale.
1st class	18 pies	12 pies.
2nd ,, ...	5 ,,	5 ,,
3rd ,, ...	3 ,,	2 ,,

The effect produced by this change upon the ordinary traffic (single journeys) was in the first class an increase of 10 per cent. in the number of passengers, and a falling off of 22 per cent. in receipts; in the second-class a very slight reduction both in numbers and in receipts; while in the third-class we had to carry 201,595 more passengers, and received Rupees 6,437 less for doing it. The numbers increased by 58 per cent., the receipts decreased by 4 per cent.

When the change of fares was introduced, you consented to the new scale being experimentally tried for one year; it therefore still continues in operation.

The goods' traffic receipts show an increase of 14 per cent. over those realized in 1871.

The following is a comparative statement of the chief commodities carried and the freight realized thereon :—

Description.	1868.	1869.	1870.	1871.	1872.
	RS.	RS.	RS.	RS.	RS.
Grain	86,465	67,298	1,10,713	79,076	71,893
Salt	30,350	35,082	36,843	49,514	65,978
Fruit and vegetable	6,904	5,382	11,944	12,130	22,982
Stone and laterite...	9,495	21,514	20,281	32,677	22,184
Seeds	16,017	14,066	24,973	25,036	28,260
Areca nuts...	11,732	13,238	12,970	8,513	10,925
Cloth	8,416	10,751	14,942	10,366	11,282
Curry stuffs	4,413	5,007	10,610	10,139	15,40
Oil cake	4,807	4,923	9,295	13,707	12,37
Oil and ghee	7,603	4,016	13,214	12,095	11,197

Prices in the grain markets were not so high as those which ruled in the previous year. The traffic of grain eastward slightly increased; to the westward however a large falling off occurred. The tonnage conveyed in 1872 being 1,406 against 3,575 of the previous year, during which period several consignments were sent to the Western Coast for shipment, I believe, to Bombay, where grain was needed in consequence of the famine in Persia.

The tonnage worked from west to east is still considerably in excess of that flowing in the contrary direction, and in consequence our trucks have to run a large amount of empty unremunerative mileage.

On the 1st November, I brought into force a new arrangement for the charging of goods with a few exceptions; all articles which had previously been rated as second, third, fourth, and fifth class goods were reduced to the first-class, and subjected to a charge of one anna per ton per mile. This arrangement, beside simplifying business transactions with native merchants, who are unaccustomed to the method of classification of goods adopted on English Railways, will, by its reduced charges, draw traffic to the railway from the road.

The reduction had been but a short time in operation at the close of the year, but the following figures, showing the ton mileage of the different classes during the last six months of 1871 and 1872, prove that it was working well :—

Classes.	Ton Mileage.		Receipts.	
	1871.	1872.	1871.	1872.
Special	6,46,275	7,44,053	26,264	30,99
First	11,96,799	17,09,896	74,701	1,05,87
Second	3,93,472	2,39,475	28,678	17,43
Third	1,74,654	1,35,497	16,819	12,65
Fourth	62,018	24,016	7,8.4	4,96
Fifth	24,715	24,407	4,946	4,92

Proceedings of the Madras Government, Public Works Department,
14*th August* 1873.

The working expenditure, compared with that for the previous year, was increased by Rupees 6,359, of which about one-half appears in the charges for maintenance of way and works. This includes twelve months' furlough pay disbursed to Mr. St. John, and the cost of repairing the damages to buildings caused by the cyclone of November 1871. The total amount of the Resident Engineer's salary and of the wages of his office establishment became debitable to Revenue, whereas in the previous year a per-centage of similar expenditure was charged to the Capital account.

In like manner the whole of the Locomotive Superintendent's salary and the pay of his superintendence staff was charged to Revenue, and formed the principal cause of the increase of Rupees 7,756 in the Locomotive and of Rupees 5,364 in the Carriage and Wagon Departments. The price of fuel increased during the year, as also the cost of labour employed upon repairs to rolling stock.

The Traffic Department incurred a larger expenditure by Rupees 3,123, nearly two-thirds of which represents the increased mileage charges paid for the use of Madras Railway vehicles passing over the line with through traffic.

Under the heading of General Charges a decreased debit of Rupees 3,910 appears; this is the result of dividing between Capital and Revenue, on a plan different to that hitherto pursued, the cost of Home management, and Indian Agency. The change was made at the request of the Government of India, and it is still under consideration.

An increase of Rupees 1,128 for miscellaneous charges is made up of Rupees 564 for additional expenditure under the heading of rates and taxes, and the balance represents a claim paid for the value of a bale of cloth stolen from the Trichinopoly Station.

From J. T. FISHER, Esq., Agent and Manager of the Carnatic Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 18th July 1873, No. 224.

With reference to your letter No. 182, dated 14th instant, I have the honour to submit the following report of the operations of this Company for the year 1872-73.

2. *Cuddalore Extension.*—During the period under reference the Capital Expenditure was as follows :—

					RS.	A.	P.
Preliminary Expenses.							
Three months ending	30th June 1872	...	38,153	1 3			
Do.	30th Sept.	,, ...	26,500	13 8			
Do.	31st Dec.	,, ...	36,894	10 7			
Do.	31st March 1873	...	26,921	9 1			
					1,28,470	2	7
Plant.							
Three months ending	30th June 1872	...	2	10 9			
	31st March 1873	...	356	6 8			
					359	1	5
Stations and Buildings.							
Three months ending	31st March 1873	... ...			1,233	0	4
					1,30,062	4	4

If from this amount Rupees 1,592-1-9 expended on plant and stations and buildings be deducted, the balance, Rupees 1,28,470-2-7, represents the cost of preparing the working survey and plans of the line from Madras to Cuddalore, from Cuddalore to the Coleroon, and from Conjeveram to Chingleput, being a distance of 176 miles. The total expenditure on account of preliminary expenses up to the 31st March 1873 amounted to Rupees 3,69,287-8-8, which is equivalent to an average of Rupees 2,098-3-7 per mile.

Line open for Traffic.—On the open line between Arconum and Conjeveram the receipts were as follows :—

		RS.	A.	P.
Three months ending	30th June 1872	12,620	15	2
Do.	30th Sept. ,, ...	8,378	4	3
Do.	31st Dec. ,, ...	6,450	11	4
Do.	31st March 1873	8,197	9	9
		35,647	8	6

being an increase of Rupees 21-5-4 over the previous year ; but if the estimated loss, viz., Rupees 1,803, owing to the suspension of the traffic from 22nd November to 12th December 1872, consequence of the damage done to the line by the floods, be added to the above, there would have been an increase of about Rupees 1,824-5-4.

The following is a statement of the expenditure :—

		RS.	A.	P.
Three months ending	30th June 1872	6,373	8	9
Do.	30th Sept. ,, ...	4,247	14	3
Do.	31st Dec. ,, ...	8,549	6	7
Do.	31st March 1873	4,852	2	6
		24,023	0	1

being an increase of Rupees 1,880-10-2 as compared with the previous year ; the increase, it w be observed, occurs in the quarter ending 31st December, and is entirely due to the cost reparation of the line, which amounted to Rupees 3,660-2-8 in that quarter, and to Rupees 556-0 for the quarter ending March 1873, making a total of Rupees 4,216-3-0 extraordinary expendit incurred during the period under review ; if, therefore, from this amount the above excess deducted, there would have been a decrease in the expenses of Rupees 2,335-8-10.

The net results for the official year 1872-73 show a profit of Rupees 11,624-8-5, which Rupees 1,859-4-10 less than the previous year ; it will be observed, however, that but for t accident above referred to, which has caused a reduction in the receipts and an increase in t expenditure, the net profit would have been Rupees 15,784-6-7, or Rupees 2,300-9-4 in excess 1871-72.

The following are the proportions in which the goods and coaching traffic have contribute respectively to the receipts, viz. :—

Coaching Traffic.

		RS.	A.	P.
Three months ending	June 1872...	11,392	8	3
Do.	Sept. ,, ...	7,109	1	6
Do.	Dec. ,, ...	5,074	1	7
Do.	March 1873	6,776	12	10
		30,352	8	2

Goods Traffic.

three months ending	June 1872	841	2	5
Do.	Sept. ,, ...	1,211	9	4
Do.	Dec. ,, ...	1,071	7	6
Do.	March 1873...	1,310	1	11
		4,434	5	2

The increase in the goods receipts, notwithstanding the interruption to the traffic for thre weeks, is 55 per cent. more than previous year.

Proceedings of the Madras Government, Public Works Department, 14th August 1873.

No. 220. ORDER THEREON, 14th August 1873, No. 2,021.

RAILWAY, No. 33.

ORDERED that these papers be forwarded to the Government of India.

(Here enter No. 2,022, dated 14th August 1873.)

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Austin.

Spare Copies.

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 14*th August* 1873.

No. 221.

No. 2,022.

FROM

COLONEL G. W. WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

RAILWAY, No. 34.

SIR,—I am directed by His Excellency the Governor in Council to transmit the accompanying letter from the Consulting Engineer for Railways giving cover to reports of the Agents on the operations of the Railway Companies in this Presidency for the year 1872-73.

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

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Spare Copies.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 380

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

Enclosures 4

I have the honour to submit for the information of Government the accompanying Reports* by the Agents of the Madras Great Southern of India and Carnatic Railway Companies for the official year 1872-73.

2. I have already entered fully into the working of these lines in my Administration Report forwarded to Government with

* Agent Madras Railway No: 452 of the 30th June 1873.
Do Great Southern of India Railway No: 5110 of the 17th July 1873.
Letter from Agent Great Southern of India Railway to his Board of Directors dated 26th March 1873.
Agent Carnatic Railway No: 224 of the 18th July 1873.

with this Office letter No. 346 of the 30th ultimo.

I have the honour to be
Sir
Your most obedient servant

Madras
21st July 1873

Lieut. Col., R.E.,
Cons. Engineer for Railways.

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Madras
21st July 187
Sid
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No 419
Rec'd & Ack 22 July 73

1873 Dept
Pros of Govt for Engr

RAILWAY DEPARTMENT.

1873.

From No 4091.

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 21 July 1873.
Recd. 22

Ecn: 4. No. 380

Submitting Quinl
Govt's report of the
Madras Great Southern
and Carnatic Railway
for the year 1872-73.

No 2021-2022. 14 Augt 73.

Madras Railway Company
Agent and Manager's Office
Madras 30th June 1873.

No 452

From

William Denton Wright Esqre
acting Agent and Manager
Madras Railway Company

To

Lieut Colonel J Kelly Shaw Stewart, RE
Consulting Engineer for Railways

Sir

I have the honour to report as follows for the information of the Government with reference to the operations of this Company during the official year 1872-73.

2. On the 14th February 1873 the line between Pothanore and Coimbatore on the Peilghenny Branch – a distance of 4 Miles – was opened for public traffic.

3. The following officers and servants arrived from England, viz.

Name	Grade	Date of arrival
	Engineering Department	
Y N Going	Dy Chief Engineer	Returned from Sick leave 30th March 1873

Name	Grade	Date of arrival
	Locomotive Department	
William Barefoot	Loco: Foreman	Returned from Fur Leave 1st Feby 18
Thomas Clerk	—— Do ——	Do Do 1st Janry
	Traffic Department	
A. H. Danks	Asstt Traffic Manager	15th May 18
G. Hammond	—— Do ——	28th —— " ——
Thomas Bailey	—— Do ——	11th December
James Craik	—— Do ——	6th February
	Chief Auditors Departt	
Henry Hinselle	Asstt to Chief Auditor	15th May 18
	General Stores Departt	
R. Allan	General Storekeeper	Returned from Furlough 19th Feby

4. The undermentioned Covenanted Officers and Servants returned to England resigned the service, &c, &c.

Name	Grade	Remarks
	Engineering Departt.	
G. Hardinge	1st Class Asstt Engr	Proceeded to England 12 months Furlough 1st April
J. H. Winter	Telegraph Engineer	Do —— Do 29 ——
C. D. Roberts	2d Class Asstt Engr	Resigned the service 27th July 18
H. M. Apsil	Do —— —— ——	Returned to England on six Certificate 25 days Engagement terminated by Board
C. O. Burge	Do —— —— ——	Resigned the service 1st Feby

Name	Grade	Remarks
	Locomotive Departt	
W. L Collinson	Dy Loco Supt	Resigned his appointment in England.
John Hosken	Boiler Smith	Died in England
William Benefoot	Loco: Foreman	Proceeded to England on sick Certificate 13th May 1872
W. B Spencer	Loco. Foreman	Died of abscess of the liver — 15th March
Joseph Shepard	Law Letters	Resigned the Service & proceeded to England 24th March
R. Hodgkinson	Engine Driver	Proceeded to England on 6 months leave 24th March
	Traffic Departt.	
W. J Chambers	Asstt Ga Manager	Engagement terminated by the Board.
G Hammond	—— Do ——	Returned to England 17th August 1872
Louis A Moss	Dy Ga Manager	Engagement terminated by the Board — Proceeded to England on the 4th March 1872 on three months leave
	Chief Auditors Departt	
H. Johnxelle	Asstt to Chief Auditor	Returned to England without leave about 9th August 1872
	General Stores Departt	
C. Allon	General Storekeeper	Proceeded to England on 10 months furlough 20th April 1872
W. Bradley	Comptroller of Stores accounts	Died 24th June 1872

Rates and Fares.

5. The Passengers Fares and Goods rates remained unaltered during the year -

6. On the 1st June 1872 Third class Carriages were for the first time attached to the Night Mail Trains on the South West Line, a special fare of 4 pies per mile being charged and second class "Servants Tickets" (at the day fare of 6 pies per Mile) were withdrawn

7. On the 1st of august last Cooly class Carriages at a fare of 2 pies per mile per Passenger were attached to one Train each way daily between Dollarapett and Coimbatore. The result of the working of the alterations mentioned above and of the Cooly class Fares between Madras and Dollarapett and between Dollarapett and Coimbatore is fully detailed in the Traffic Managers Reports for the Half years ending 30th June and 31st December 1872.

× sent in original with agents letter No 786 - 30 Oct/72
+ Copy sent with agents letter No 466 - 30 July/73.

8. The rates for Parcels, Ice Fresh and Vegetables, &c, &c, were the same as those in operation during 1871-72 -

9. The undermentioned Special

Rates were introduced during the year.

4th April 1872- Inward Seeds from the 1st Class to the Special or Grain Rates in the Goods Classification.

15th —"— —"— Long timbers Consigned to Raich at 10 pies per ton per mile.

17th —"— —"— Rice Bonnies at 1st Class rate when sent in small Consignments and at 6½ and 8 pies per ton per mile for distances of 200 and 300 miles respectively in Consignments of not less than 8 tons.

25th —"— —"— Shrubs and Plants from 4th to 2d Class at owners' risk.

25th —"— —"— Cuttings from the 4th to 3d Class rate.

6th May —"— Materials of Forts belonging to the Madras Irrigation and Canal Company at 12 pies per ton per mile from Cuddalapah to Madras at owners' risk.

16th May —"— Fruit, Ice, Fish and vegetables to be conveyed as an experimental measure at half the existing rates at owners' risk, carriage paid.

5th June 1872. Grain and other articles at 6 pies per ton per mile and twist and piece goods at 12 pies per ton per mile between Coyemmaw and Madras -

Pies

7 — " — " Loose Cotton ..... 36 per ton per mile
Cotton pressed to 10 lbs per Cubic foot 24 — " — "
— Do. — to 15 " — Do — 19 — " — "
— Do — to 19 lbs — Do — 16 — " — "
— Do — to 25 " — Do — 14 — " — "
— Do — to 35 " — Do — 12 — " — "

10 — " — " Saltpetre at the 2 instead of 3 Class rate, the Drawback of 12 per cent at present allowed to Merchants being withdrawn altogether -

10 — " — " 120 tons of Iron lattice work and about 25 tons of galvanized Corrugated Sheets and other roofing the property of Mr William Taylor at 10 pies per ton per mile Madras to Beypore -

26 — " — " Salt Madras to Salem, Avenashy and Tunkerrydroog at 8 pies per ton per mile -

15th July — " Rheer fibre at the rates in force for the Conveyance of Cotton

12th August 1872 — First and second class Goods Saloon to Ruichinopoly at 6 pies per ton per mile -

16 — " " — Cotton of D and E. class at the undermentioned rates -

	D class per Maund	E class per Maund
Ruichore to Madras	0-14-0	0-11-3
Moloni to — do —	0-12-3	0-10-0
Bellary to — do —	0-12-3	0-10-0

28 — " — Horses intended for the Poona show to be carried free on the return Journey if still the property of the Exhibitor -

14 Septr " — Tobacco of all kinds at 1½ Class rates and for distances over 200 miles at 10 pies per ton per mile -

14 — " — Timber not exceeding 16 feet in length in Consignments of not less than 5 tons at the undermentioned rates -

For distances above 100 & not exceeding 200 miles 9 pies per ton per mile

For — " — above 200 miles at 6 pies per ton per mile

14 — " — Timber long in Consignments of not less than 10 tons at the undermentioned rates -

For distances of 200 & upto 400 miles 10 pies per ton per mile

For — do — of 400 miles — 8 — " —

1st October 1872 — Empty returned Gunny Bags of Madras to Conjeveram at Rs 1-2-0 per Maund, the rate to be applicable equally to small and large Consignments.

2d — " — " — Bamboo and Firewood in waggon loads of not less than 3½ tons at 8 pies per ton per mile.

2d — " — " — Jungle posts in waggon loads of not less than 5 tons at 8 pies per ton per mile.

2d — " — " — Betel Nuts booked at Bellary and Veeraghur for stations situated at 100 Miles and upwards from either of those stations at first class rates or at 12 pies per ton per mile.

2d — " — " — Onions in Consignments of 5 tons and upwards at the undermentioned rates and at Owners' risk.

For distances of 200 Miles & less than 300 Miles at 8 pies per ton per mile.

For — do — of 300 Miles & upwards at 6½ pies per ton per mile.

Tenders being allowed in all cases where the distance falls short of 200 & 300 Miles respectively the option of paying for the minimum distance.

2d October 1872 Betel leaves in the Passenger train at the fruit, Fish and vegetable rate -

20 " " Tiles and Bricks booked at Arconum and Limitary to Veerapoor and Bellary in waggon loads of not less than 8 tons at 6 pies per ton per mile.

11th " " Twist used for lamp wicks at 18 pies per ton per mile instead of 5th Class rate between Trichinopoly (on the G.I. of P. Railway) and Madras.

29 " " Grain &c from Bellore to Madras at the same rates at which Grain &c were carried between Conjeveram and Madras -

28th Nov.r " Salt Madras to all stations on the Bangalore Branch at 10 pies per ton per mile and Madras to Trichinopoly at 9 pies per ton per mile and to stations west of Trichinopoly at 8 pies per ton per mile.

31 Decr " Firewood from Mullapooram to Madras at 7 pies per ton per mile -

8th Leney 1873 - Government Specie in Consignments of twenty Lacs and upwards at 1 pie per Maund per mile, a Guard of 4 men being carried free with each Consignment.

9th " " - All goods (except Gold and Silver) intended for the Exhibition to be held during the present year at South Kensington and Vienna at first class rate.

22d " " - All 1st, 2d and 3d class goods between Palghaut and Coimbatore at 8 pies per ton per mile.

30 " " - Small samples of Cotton at the Ice, Fish and vegetable rates

14 Feby " - Consignments of Iron weighing not less than 6 tons at 10 pies per ton per mile between all stations on the Madras Railway.

10. On the 15th October 1872, a considerable reduction was agreed to by the Great Southern of India Railway Company, and by the Madras Railway Company for the Conveyance of Goods, which will be found detailed in paragraph 13 of Minutes of a Meeting held at Bangalore on the 28th September 1872, a Copy of which was forwarded to you with this Office

letter dtd 7/6 dated the 4th October 1872.

South West Line

11. The average cost of maintaining the South West Line and Bangalore Branch including renewals with Pot sleepers amounted to Rs 118-13-1 per mile per annum as compared with Rs 110-13-3 per mile in 1871-72.

12. The Permanent Way, Earth-work, &c, &c, were maintained in a satisfactory Condition during the year.

13. On the 22nd November last a length of 300 feet of embankment at the 61st mile was washed away in Consequence of the bursting of the bund of the Lalbagh Tank. The 8 am Goods Train (East) of the 22nd idem fell into the breach (fortunately without involving any loss of life) and traffic was interrupted for nearly two days. As has been reported to you from time to time some part of the way and works suffered some what severely during the year owing to the heavy falls of rain which occurred during the North East Monsoon.

14. The Bridges generally throughout the South West Line

remained in a substantial state of repair - The Committee appointed by Government to report upon the foundations of the Bridges on the Madras Railway having recommended the provision of protective works for the Doiney, Goriattum and Palar Bridges Plans and Estimates were submitted and the sanction of Government obtained for the carrying out of the work - Material is now being collected and operations will be pushed forward with as little delay as possible.

x vide G.O. No 2148 d/10th Septr 1872.

15. The substitution of Girders for arches in the Palar Bridge has been completed -

16. The Protective works recommended by the Committee for some of the minor Bridges were pushed forward during the year as much as possible, and will I trust soon be completed -

17. The Fencing was properly upheld throughout the line.

18. The Station Buildings, &c, &c, were maintained in a sound and substantial state of repair.

19. The new Central Station was virtually finished before the close

of the year - all the details have since been completed and it was opened for public traffic on the 7th of April last -

Neilgherry Branch Line

20. Satisfactory progress was made during the year towards the Completion of the works on this branch and the Coimbatore Station was opened for public traffic on the 1st February last. Upon the receipt of the Guiders which were over-carried to Calcutta by the Steamer "Vibilia" and which are now being brought down to Madras by the ship "Dandora", every endeavour will be made to Complete the line to Mettapolliem as early as possible -

North West Line

21. The maintenance of this line cost Rs 79-0-2 per mile per mensem as compared with Rs 145 per mile in 1871-72 -

22. The Permanent Way, Earthworks, Station Buildings, &c, &c, were all maintained in good working order -

23. The Fencing was also well maintained throughout the line - Stone

walling and Wire Fencing were erected at places where the vegetable Fence was not found to thrive.

24. The Bridges generally were all kept up in good condition.

25. Very great progress was made during the year towards the Construction of the new Bridges over the Cheyaur river.

26. Satisfactory progress was also made on this, as on the South West line, in providing Culverts walls and flooring to such of the Bridges as required them.

27. Nothing was done to the Kuggry Bridge during the year as none of the Cylinders have yet been received from England.

Letter No 703 dated 30th Septr 1872

28. As already reported to you a serious accident occurred to the 2 Dlle Mail Train from Madras to Raichore on the 28th of September last at the Ballyfully Station, which resulted in several of the Passengers being injured, one of whom subsequently died from the effects of the injuries sustained by him.

Electric Telegraph.

29 The Telegraph lines were

worked satisfactorily during the year.

30. On the Peilgherry Branch 3½ Miles of new line were completed in the month of November to establish Communication between Pothanore Junction and Coimbatore - The Telegraph System has now been extended to the Mettapollium Station and wires have also been erected along the new portion of line leading to the new Central Station at Madras -

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

[signature]

Ag Agent and Manager

No. 5/10

GREAT SOUTHERN OF INDIA RAILWAY.

AGENTS OFFICE,

NEGAPATAM, 17th July 1873

From.

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer
for Railways
Madras

SIR,

In reply to your letter No 277 of the 14th Instant I have the honor to refer you to my Annual report (to my directors) for the year 1872, copy of which was sent to you on the 31st of March last, and to state that during the quarter ending 31st idem, nothing occurred calling for special remark.

The result of our working during the official year 1872-73 was given in my letter No 5026 dated the 10th May last. I have the honor to be

Sir
Your most obedt servant
William Wells
Agent

Letter from Agent G.S.I. Ry Co dated Negapatam 17th July 1873
Received 22nd July 1873
No 4652
Report for the Official year 1872-73
G.S.I. Ry. 1873

Madras Railway
From
The Agent Negapatam
To
The Consulting Engineer
for Railways
Madras
Dated 20th July 1873
Received 22nd July 1873
No 4652
Report for the
Official year 1872-73
G.S.I. Ry. 1873

	Rs. 66,64,500
Plant	3,85,500
Rolling Stock	10,82,500
Miscellaneous	885,000
Establishment	937,000
Contingencies	100,000
	Rs. 9600,000

Which at the first rate of Exchange gives an Average mileage cost of £ 4079-

Debited in India for the Capital & the required permanent way materials Girders Rolling Stock &c Journal & Secretary in the undermentioned date

Permanent way materials 15th September
25th September
Girders 7th November.
Rolling Stock

Some delay occurred in obtaining possession of plant. In the Commercially district for a great portion of the length of the line, land was not handed over & the Contractor Engineer until September, at a little estimated quantity of 3,709,095 cubic yards of Earthwork 169,671 cubic yards Rock the Cubical use & the base of the gear

The Chief Engineer reports that "the "progress of the Guarancy work has been greatly "delayed by frequent heavy rains during "the Monsoon, the work being legible throughout "the year to be lying dormant while the "the floods were subsiding. Some the same cause "quarrying was almost brought to a stand still, "the operation of burning of the lime being "impossible in the wet, and the work "villarly restricting to stone cut in the rains

About 200,000 Square yards
Earthwork was done, and 120,000 cubic
of Stone delivered on the Line for bridges &

out of 503 small bridges and culverts-50 were
finished and 124 miles of telegraph were
temporarily effected

The amount debited to the Capital
account during the year amounted to
Rs. 709401-4-1 but this did not represent the
cash outlay during that period. The sum
of Rs. 221314. 15-7 added to explanations under
the heading of "Lines open for traffic" covers
the value of workshop manufactures issued
in previous years, but not at the time of
issue charged to a final head of account.
For work executed upon the Southern Extension
the amount capitalised was Rs. 451.520. 14-4.
of which Rs 177.952.9-7 represents the cost of
Establishment and Contingent Charges

No further progress has been made
with respect to the Extension of the line towards
Trivandrum since the 2nd February. I forwarded to the
Consulting Engineer for Railways an Estimate
for the Construction of a Narrow gauge line
from Tanjore to the river Coleroon, where the
Junction with the Carnatic Railway is
proposed to be effected, a distance of 61 miles
The Tanjore estimate amounts to an average
cost of £5366. per mile. In January last
the Consulting Engineer for Railways suggested
the modification of these estimates to meet in
some degree the wishes of the Government of
India as expressed in passing orders upon
the Estimates for the Southern Extension-
replying that this could be done, and in this
position the subject remains

Has not the Ch: Engr: been asked to revise the estimate?

During the year 1870. a supply of
Permanent way material for a length of
about 86 miles, was landed at Negapatam
for

for the Southern Extension. This material had been despatched from England prior to the decision being arrived at regarding the adoption of the Metre gauge with lighter rails and the use of Creosoted wooden Sleepers for that Extension. It has been arranged to transfer this material to Government for use on the Hyderabad State Railway. And the first instalment was forwarded by rail from Negapatam in November & December at the Cost of Government the price to be paid to the Company is to be based upon the Market Value of iron at the time the transfer was agreed to, less an allowance of 8 ℔ per yard in the weight of rails

The Staff changes were - the arrival in the early part of July, of Assistant Engineers Inspr Smith, Rice, Partridge and Hudson - the retirement from the Service in February, of Messrs W Locke & S.C Turner - and the death on the 19th November of Locomotive Foreman P. Bennett. The Foreman arrived at Negapatam on the 22nd idem previously

Only three vessels discharged Cargo for the Company at Negapatam during the year - The "Sindian" "Invraben" and "Genji Maru" the import Consisting principally of Coal

The working of the open portion of the line produced an Income of Rs. 807236. 5-3 and an Expenditure of " 455712. 13-9. leaving as net profits a Sum of Rs— 351523-5-0

In comparison with the previous year the receipts (gross) show an improvement Amounting to Rs. 28950; but increased workings Expenses reduced the comparative net profits to Rs. 2694

The increase upon the gross receipts would have shown much better, but for a

falling off during the latter half of the year of Rs. 20,000 under the heading of Passenger Traffic

From the 1st of July 1872, and upon the requisition of Government the following change was made in the scale of mileage fares charged for passengers

	Old Scale	New Scale
1st Class	18 pies	12 pies
2nd Class	5 "	5 "
3rd Class	3 "	2 "

The effect produced by this change upon the ordinary traffic (single journeys) was in the first class an increase of 10 per cent in the number of passengers, and a falling off of 22 per cent in receipts:—

in the 2nd class a very slight reduction both in numbers and in receipts; while

in the 3rd class, we had to carry 201595 more passengers and receive Rs. 6437 less for doing it; the numbers increased by 58 per cent, the receipts decreased by 4 per cent

When the change of fares was introduced you consented to the new scale being experimentally tried for one year, if therefore still continues in operation

The goods traffic receipts shew an increase of 14 per cent over those realised in 1871

The following is a comparative statement of the chief commodities carried and the freight realised thereon

Descriptions	1868 Rs	1869 Rs	1870 Rs	1871 Rs	1872 Rs	
Grain	86,465	67,298	110,713	79.076	71,893	
Salt	30,350	35,082	36,843	49,514	65,978	
Fruit & Vegitables	6,904	5,382	11,944	12,130	22,982	
Skins & Cattle	9,495	21,514	20,281	32,677	22,184	
Seeds	11,017	14,066	24,973	25.036	28.260	
Betel nuts	18,732	13,238	12,970	8.513	10,925	
Cloth	8,416	10,751	14,942	10,366	11,282	
Cury Stuffs	4,413	5,007	10,610	10,139	15,466	
Oil Cake	4,807	4,923	9,295	13,707	12,374	
Oil and ghee	7,603	4,016	13214	12,095	11,197	

Prices in the grain markets were not so high as those which ruled in the previous year, the harvest grain eastward slightly increased to the westward however a large falling off occurred, the tonnage conveyed in 1872 being 1406. against 3575 of the previous year during which period several consignments were sent to the Wolstein Coast for shipment I believe to Bombay where grain was much in consequence of the famine in Persia.

The tonnage conveyed from west to east is still considerably in excess of that flowing in the contrary direction, and in consequence our boats have been a large amount of empty or unremunerative mileage

On the 1st November I brought into force a new arrangement for the charging of goods with a few exceptions, all articles which had previously been rated as second, third and fifth class goods, were reduced to the first class & subjected to a charge of one anna per ton per mile. This arrangement greatly simplifying business transactions with native merchants

The material traffic has turned the balance the other way.

× trains?

who are unaccustomed to the method of classification of goods adopted on English Railways will by its various changes draw traffic to the Railway from the road

The reduction had been but a short time in operation at the close of the year but the following figures showing the Tonnage of the different Classes during the last 6 months of 1871 and 1872 prove that it was working well

Classes	Ton mileage		Receipts	
	1871	1872	1871	1872
Special	646,275	744,053	26,264	30,994
First	1196,799	1709,896	74,701	105,876
Second	393,472	239,475	28,678	17,482
Third	174,654	135,497	16,819	12,659
Fourth	62,018	24,016	7,894	4962
Fifth	24,715	24,407	4,946	4923

The working Expenditure, compared with that for the previous year, was increased by Rs. 26359. of which about one-half appears in the Charges for maintenance of way and works, this includes under Annuities, Gurlungha pay dispensed to Mr St John, and the Cost of repairing the damages & buildings caused by the cyclone of November 1871; the Total amount of the Resident Engineers Salary and of the wages of his office Establishment became debitable to Revenue, whereas in the previous year a percentage of similar expenditure was charged to the Capital account

In like manner the whole of the Locomotive Superintendents Salary and the pay of his Superintendents staff was charged to Revenue and formed the principal cause of the increase of Rs. 7756. in the Locomotive and of Rs.

Rupees. 5364 in the Carriage and Wagon Department. The price of fuel increased during the year as also the Cost of Labor employed upon repairs to Rolling Stock

The Traffic Department incurred a Charge Expenditure by Rs. 3123. nearly two thirds of which represents the increased Mileage Charges paid for the use of Madras Railway Vehicles passing over the Line with Through Traffic

Under the heading of Gen.l Charges a decreased debit of Rs. 3910 appears. This is the result of dividing between Capital and Revenue, on a plan not dissimilar to that hitherto pursued, the Cost of Some Management and Civil Agency. The change was made at the Request of the Government of India and it is still under consideration

The increase of Rs. 1128 for Miscellaneous Charges is made up of Rs 534 for additional Postal duties under the heading of Rates and Taxes, and the balance represents a Claim paid for the Value of a bale of Cloth Stolen from the Excess Luggage Station

I have the honor to be
Gentlemen.
Your most obedient Servant

(Signed) William Betts
Agent

(True Copy)
William Betts.
Agent

C.C. W.B.

Carnatic Railway Company, Limited,

Agent's and Manager's Office,

Madras, 18th July 1873.

No. 224.

From

J. J. Fisher Esqre.
Agent & Manager.
Carnatic Railway Co.

To.

Lieut-Col. J. H. M. Shaw Stewart R.E.
Cons. Engineer for Railways.
Madras.

Sir,

With reference to your letter No. 182. dated 14 Inst. I have the honor to submit the following report of the operations of this Company for the year 1872/73.

2. Cuddalore Extension. During the period under reference the Capital Expenditure was as follows.

Preliminary Expences.

3 Months ending	30 June 72.	38153.1.3	
	30 Septr.	26500.13.8	
	31 Decr.	36894.10.7	
	31 March 73.	26921.9.1	
			128470.2.7

Plant.

3 Months ending	30 June 72.	2.10.9	
	31 March 73.	356.6.8	359.1.5

Stations & Buildings.

3 Months ending 31 March 73.		1233.0.4
	Rs.	130062.4.4

if from this amount Rs. 1592.1.9 expended on Plant & Stations & Buildings be deducted, the balance Rs. 128470 - 2. 7. represents the cost of preparing

preparing the working survey and plans of the line from Madras to Cuddalore, from Cuddalore to the Coleroon, and from Conjeveram to Chingleput, being a distance of 176 miles. The total expenditure on Account of preli=minary Expences up to the 31st March 1873. Amounted to Rs. 369287 .. 8 .. 8. which is equiva=lent to an average of Rs. 2098 .. 3 .. 7. per mile..

Line open for Traffic. On the open line between Arconum & Conjeveram the receipts were as follows.

3 Months ending	30 June 1872.	12620.15.2.
do	30 Septr "	8378.4.3
do	31 Decr "	6450.11.4
do	31 March 1873	8197.9.9
		35647.8.6

being an increase of Rs. 21 .. 5 .. 4. over the previous year.. but if the estimated loss viz: Rs. 1803. owing to the suspension of the Traffic from 22d Novr to 12 Decr 1872., inconsequence of the damage done to the line by the floods, be added to the above, there would have been an increase of about Rs. 1824 .. 5 .. 4..

The following is a statement of the Ex=penditure..

3 Months ending	30 June 1872.	6373.8.9
do	30 Septr "	4247.14.3
do	31 Decr "	8549.6.7
do	31 March 1873.	4852.2.6
		24023.0.1

being an increase of Rs. 1880 .. 10 .. 2. as compared with the previous year the increase it will be observed

observed occurs in the 1/4 ending 31st Decr and is entirely due to the cost of reparation of the line which amounted to Rs. 3660 .. 2 .. 8. in that quarter, and to Rs. 556 .. 0 .. 4 for the quarter end=ing March 1873. making a total of Rs. 4216 .. 3 .. 0 extraordinary expenditure incurred during the period under review, if therefore from this amount the above excess is deducted there would have been a decrease in the expences of Rs. 2335 .. 8 .. 10..

The net results for the official year 1872/73. show a profit of Rs. 11624 .. 8 .. 5. which is Rs. 1859 .. 4 .. 10. less than the previous year, it will be observed however that but for the acci=dent above referred to which has caused a reduction in the receipts and an increase in the Expenditure, the net profit would have been Rs. 15784 .. 6 .. 7. or Rs. 2300 .. 9 .. 4 in excess of 1871/72..

The following are the proportions in which the goods & Coaching Traffic have contributed respectively to the receipts viz:

Coaching Traffic.

3 Months ending	June 1872.	11392.8.3
do	Septr "	7109.1.6
do	Decr "	5074.1.7
do	March 1873.	6776.12.10
		30352.8.2

Goods Traffic.

3 Months ending	June 1872.	841.2.5
do	Septr "	1211.9.4
do	Decr "	1071.7.2
do	March 1873.	1310.1
		4434.5

The increase in the Goods receipts notwithstanding the interruption to the traffic for three weeks is 55% more than previous year.

I have the honor to be
Sir.
Your most Obedt. Servt.

Jos. T. Fisher
Agent Manager.

Rec'd 29 Aug 73.
Pon. 4091/73.
Rly. 2027/73.

From The Agent & Manager
Carnatic Railway Co
To The Consulting Engineer
for Rlys.

Dated 18th July 1873.
Rec'd 29th July 1873.
No 2444.

Report for 1872-73

2021
No 2021 P. W. D.

Rec'd from the Madras Govt.
Read the following
from the Secy. Govt. Pubs. (H.R. No 3807 of 21 July 73)

To The Secy. Govt.
for Railways.

Ordered that these papers be forwarded to the Government of India
No 2022

To The Secretary to the Government of India
P.W.D.

Sir I am directed by His Excellency the Governor in Council to transmit the accompanying letter from the Consulting Engineer for Railways giving cover to reports of the Agents on the operations of the Railway Companies in this Presidency for the year 1872/73

I am

Dated 21/8/73 with
26 Copies of the papers
E.D.

Cr 4091

Govt. of {1873} Madras

PUBLIC WORKS.

To the Consulting Engr for Railways & To the Secretary to the Govt of India

Rec'd. Encl. 4

G. O. 14 Aug 6. No. 2021-2022

Nos. 219-220 221

Reports. Passing orders on letter from Govt: for Rys: submitting reports of the Agents on the Operations of the G.I.P. Co's in the Madras Presidency for 1872/73