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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	314-15	Press	<i>Original</i>
B.P. No.		Mrs.	
Dated	4. 2	195	1875

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
4th February 1875*

Read the following papers —

No 102 * 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, 24th November 1874, No 719

With reference to the Order of Government, under date the 9th October 1874, No 2,891, I have the honor to submit the following comparative statements of traffic on the Madras Railway for the five half years ending with the 30th June 1874

A Statement showing the numbers of passengers or tons of goods and the earnings from the same

B Statement showing the number, or ton or train mileage, and the receipts from each description of coaching traffic

C Statement showing the ton mileage or number, and the receipts from each description of goods traffic

D Statement showing the receipts and tonnage of each of the principal commodities composing the merchandize traffic.

2 A revised classification of goods, dated 30th September 1874, is herewith enclosed, and in the list of special rates, a mark has been placed opposite to all those which have been introduced since 1st January 1872. The following ordinary rates for each class of goods have been in force throughout the whole period:—

	Pies per Ton per Mile
First Class	12
Second „	14
Third „	18
Fourth „	24
Fifth „	36

3 The passenger fares in force have been as follow —

From 1st January 1872 to 30th August 1873			From 31st August 1873 to 30th June 1874		
Pies per Mile			Pies per Mile		
	Day	Night		Day	Night
First Class	18	22	First Class	0	15
* Second Class	5	12	Second „	6	8
Third Class	3	4	Third „	3	4
Fourth or Cooly Class	2	0	Fourth or Cooly Class	2	0

4 The average mileage worked over during of the five half years under comparison was as follows —

1st half of 1872	831
2nd „ „	831
1st „ 1873	834
2nd „ „	850
1st „ 1874	857

* Up to the 30th June 1873, a special fare of 4 Pies per mile was charged for second class passengers by the local train between Pothanore and Beypore, but since that date third class carriages have been attached to this train, and the ordinary fare charged for second class

STATEMENT A
Statement showing the Number of Passengers or Tons of Goods and the Earnings from the same on the Madras Railway during each of the five half-years ending 30th June 1874.

COACHING										GOODS						Grand Total
Passengers					Total	General Merchandise					Railway Materials	Miscellaneous earnings	Total	Electro Tele graph	Sundries	
First Class	Second Class	Third Class	Fourth Class	Miscellaneous earnings		Special	First Class	Second Class	Third Class	Fourth Class						
Half year ended—																
No	No	No	No	No	No	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
30th June 1872																
4,906	57,335	1,041,597	149,533	1,253,370	69,583	63,398	24,850	13,894	5,292	3,547	1,224	2,860	184,647			
31st Dec "																
4,934	58,354	981,276	200,500	1,242,074	75,845	69,173	21,829	9,888	8,571	2,585	1,063	1,653	186,213			
30th June 1873																
4,801	57,621	1,099,585	234,755	1,301,762	97,361	69,056	22,761	12,115	3,285	2,394	2,846	917	210,735			
31st Dec "																
5,925	22,513	1,055,124	268,477	1,353,039	90,504	66,566	20,205	9,221	3,862	2,642	2,245	758	196,008			
30th June 1874																
7,981	27,974	1,050,653	277,777	1,370,390	75,634	58,535	21,006	10,981	3,791	1,901	2,227	1,229	175,224			
Earnings																
Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
30th June 1873																
69,510	84,369	8,38,555	58,182	1,44,039	11,95,555	5,00,467	5,26,192	2,61,694	2,17,946	1,52,615	1,22,347	38,855	14,337	15,715	18,50,168	31,06,189
31st Dec "																
66,830	75,060	8,21,661	80,497	1,40,361	11,84,414	5,11,937	5,60,435	2,69,036	1,54,871	79,397	1,15,264	48,745	7,045	12,406	17,59,156	30,39,464
30th June 1873																
65,218	75,757	8,93,911	93,641	1,70,736	12,99,243	10,96,134	5,79,095	2,56,615	1,37,283	75,693	83,703	79,307	3,664	13,855	23,73,339	37,65,309
31st Dec "																
64,940	67,020	8,68,622	1,08,074	1,24,818	12,23,474	6,22,120	5,73,769	2,16,151	1,20,284	89,166	73,349	54,864	8,775	14,364	17,77,842	31,18,042
30th June 1874																
60,727	65,016	8,28,839	1,13,227	1,95,896	12,69,704	4,99,939	4,79,316	2,36,909	1,57,750	83,967	45,001	55,253	9,984	13,820	15,81,035	29,87,672

J H M SHAW-STEWART, Lieut-Colonel, R.E.,
(Signed) J H M SHAW-STEWART, Lieut-Colonel, R.E.,
Railways

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

STATEMENT B
Statement showing the Number or Ton or Train Mileage, and Receipts from each description of Coaching Traffic during each of the five half-years ending 30th June 1874

Period ended—	FIRST CLASS										SECOND CLASS										THIRD CLASS										Total Passengers					
	Single					Season					Single					Season					Single					Season						Total				
	Excess.		Return		Troops and Police		Total		Single		Excess		Return		Troops and Police		Season		Total		Single		Excess		Return		Troops and Police		Total							
	No	Rs	No	Rs	No	Rs	No	Rs	No	Rs	No	Rs	No	Rs	No	Rs	No	Rs	No	Rs	No	Rs	No	Rs	No	Rs	No	Rs	No	Rs						
1872	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1873	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1874	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1875	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1876	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1877	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1878	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1879	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1880	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1881	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1882	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1883	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1884	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1885	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1886	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1887	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1888	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1889	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1890	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1891	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1892	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1893	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1894	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1895	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1896	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1897	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1898	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1899	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1900	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1901	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1902	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1903	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1904	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1905	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1906	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1907	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1908	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1909	2,817	49,191	426	17,673	1,329	1,751	1,316	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412	1,412						
1910	2,817	49,191	426																																	

Commodities	RECEIPTS.					TUNNAGE				
	30th June 1872	31st Dec 1872	30th June 1873	31st Dec 1873	30th June 1874	30th June 1872	1st Dec 1872	31st June 1873	31st Dec 1873	30th June 1874
Piragee (Military)	Rs 3,547	Rs 1,881	Rs 2,348	Rs 1,805	Rs 3,734	Rs 143	Rs 65	Rs 60	Rs 70	Rs 134
Ballast and Struts	5,491	2,145	2,160	2,537	4,519	1,02	585	653	3,210	1,197
Bamboos	10,154	8,194	10,905	10,004	10,029	2,112	1,705	2,107	2,298	2,198
Deer	7,437	7,174	6,463	5,656	6,058	392	417	303	335	341
Betelnuts	27,559	44,315	30,758	39,700	29,077	2,333	3,502	2,742	3,652	2,682
Beads and Copper	4,485	3,300	5,391	5,600	5,513	327	279	407	425	425
Charcoal, Coke, and Coal	4,055	1,552	1,730	3,002	748	1,449	1,316	2,272	1,269	2,022
Chillies	10,228	12,066	20,836	10,357	15,72	641	676	(39	707	620
Cinnamon and Lime	1,203	1,581	1,80	1,372	1,572	2,050	2,111	2,146	3,020	2,710
Cloth and Piece Goods	54,068	50,300	58,763	67,760	57,659	806	814	870	1,523	1,134
Cocoanuts	12,783	8,399	7,049	10,214	7,288	3,540	354	4,269	981	3,940
Coffee	55,419	6,781	71,971	12,402	44,041	742	1,114	2,163	1,641	1,406
Commensariat Stores	17,468	26,974	50,226	34,175	34,318	2,640	1,917	2,073	1,939	1,318
Cotton, loose	50,806	42,238	24,507	21,119	11,486	1,692	308	173	138	20
Cotton, A pressed	70,102	13,626	5,126	..	413	689	663	507	..	..
Do, B do	22,908	19,765	15,215	3,730	..	23	22	53	2	..
Do, C do.	696	526	969	21	..	2,361	2,371	1,513	2,000	1,690
Do, D do	45,378	43,038	26,172	37,082	28,484	1,491	2,222	3,692	7,148	5,721
Do, L do.	28,147	34,860	63,014	1,22,608	88,811	8,507	7,502	8,011	11,547	8,719
Cotton, total, loose and pressed	2,15,127	1,51,622	1,65,002	1,81,623	1,29,154	1,737	1,643	708	715	872
Dye or Red-wood	10,883	8,307	3,330	3,877	4,229	5,858	7,027	6,571	3,875	4,092
Fire-wood	20,522	23,373	22,334	12,896	12,993	1,213	2,107	2,319	2,292	2,552
Fruit and Vegetables	10,842	20,135	23,408	19,472	23,847	46	51	112	150	141
Furniture	1,755	1,293	2,409	3,228	3,233	734	843	649	686	586
Ghee	13,319	16,901	11,385	12,469	9,622	12,034	9,180	11,555	11,073	16,891
Gram	78,949	65,634	78,000	75,279	1,46,000					

Statement showing the Receipts and Tonnage of each of the Principal Commodities comprising the Merchandise Traffic, &c. — (Concluded)

Proceedings of the Madras Government, Public Works Department,
4th February 1875.

Commodities	RECEIPTS				TONNAGE			
	30th June 1872	31st Dec 1872	30th June 1873	30th Dec 1873	30th June 1874	30th Dec 1873	30th June 1873	30th June 1874
Grains	17,917	7,815	13,728	42,113	40,344	1,175	1,991	4,227
Ground-nuts	11,041	6,273	2,724	3,267	2,675	976	450	673
Gunnies	23,163	21,497	24,354	24,997	19,867	1,845	2,071	1,819
Hay	38		3	76	414		11	21
Indigo	10,684	9,652	18,815	6,703	10,310	638	1,043	610
Iron of all kinds	44,980	30,007	31,463	34,227	45,587	2,250	2,700	3,678
Jaggree	24,612	14,981	16,560	40,173	26,341	2,631	2,478	3,615
Luggare	8,119	8,009	8,241	9,589	10,897	368	409	702
Oils of all kinds	38,174	32,121	26,923	29,170	28,829	3,045	3,046	3,023
Ordnance Stores	17,837	20,891	26,713	18,845	17,200	485	622	623
Paddy	13,464	16,234	9,353	6,309	2,317	2,967	1,385	947
Pitch, Tar, and Asphalt	696	1,913	1,206	1,515	1,057	140	112	93
Potatoes	17,385	25,841	24,162	26,012	15,067	1,930	1,917	1,451
Powder and Ammunition	887	306	659	2,962	1,552	4	8	20
Raggy	32,788	26,807	40,089	81,065	1,02,004	3,971	6,222	13,841
Rice	3,10,950	3,43,474	3,23,033	3,08,041	1,25,002	46,200	39,355	23,140
Salt	1,51,368	1,43,532	1,62,197	1,54,436	1,36,802	21,584	23,712	20,376
Salt fish	13,067	17,353	14,330	9,127	7,912	1,719	1,202	872
Salt-petre	10,272	6,225	3,840	3,358	1,824	31	259	163
Seeds of all kinds	42,253	87,046	60,282	30,691	49,451	10,130	7,105	5,640
Skins	48,500	62,839	67,316	51,971	40,104	4,186	4,458	2,802
Sugar of all kinds	23,819	24,178	17,708	17,058	23,560	3,267	2,194	2,478
Sundries	2,52,450	2,44,716	2,08,087	1,58,851	1,43,808	19,206	18,556	11,462
Tamarind	20,902	25,632	25,632	18,432	23,002	2,865	4,817	3,831
Tea	42,277	27,628	43,873	53,012	58,882	5,659	7,510	8,907
Tobacco	18,383	13,332	19,290	14,075	18,075	2,122	2,859	3,088
Twist	35,451	46,406	56,677	49,758	36,841	1,905	1,577	1,909
Wines and Spirituous Liquors	11,894	12,512	13,020	18,545	17,866	678	167	868
H H Nizam's State Railway materials			5,64,971	17,322	348		21,308	13

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

Proceedings of the Madras Government, Public Works Department,
4th February 1875.

No 103 Proceedings of the Madras Government in the Revenue Department,
dated 27th November 1874, No 1,459

Proceedings of the Board of Revenue, dated 20th November 1874.
Read Proceedings of the Madras Government, Revenue Department, dated 13th
October 1874, No 105.

ABSTRACT — Communicating Proceedings of the Public Works Department
calling on the Consulting Engineer for Railways for an analytical abstract of all
increase and decrease of the traffic of the Madras Railway from the first half of
1872 to the first half of 1874, and requesting the Board to supply a return of
exports and imports of the articles that are subjects of foreign trade.

The following table shows the value of the imports and exports of articles
that are subjects of foreign trade during each half-year from 1872, from which
it will be observed that, so far as the trade by sea was concerned, there was no
falling off in the first half of 1874 —

Years	Value of Im- ports	Value of Exports, including Re-exports
1st half of 1872	RS 1,85,93,054	RS 3,92,32,806
2nd .. of ..	1,40,41,051	2,35,42,059
1st .. of 1873	1,81,61,941	3,92,26,209
2nd .. of ..	1,67,86,920	2,38,76,946
1st .. of 1874	1,91,57,836	4,10,49,095

(True Extract)

(Signed) J. GROSE,
Secretary.

Separate Revenue, No 15
Customs

COMMUNICATED to the Public Works
Department, with reference to G. O in
that department, 9th October 1874,
No 2,891.

(True Extract)

(Signed) C G MASTER,
Acting Secretary to Government, R D

No 104 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,
17th December 1874, No. 763.

With reference to the order of Government, under date the 18th August 1874,
No 2,296, I have the honor to submit the half yearly report of the Traffic Manager
of the Madras Railway on the results of the working during the last half-year.

*Proceedings of the Madras Government, Public Works Department,
4th February 1875.*

Until this was received it was not possible to give full and detailed information as to the causes which have led to the decreased earnings noticed by the Government of India.

2 Mr. Church compares very fully the working of the last half-year with the corresponding half of 1873, and it only remains here to notice some of the more important points.

3 The gross earnings of the two half years, after deducting receipts from State Railway materials, were:—

	Rs
First half of 1873	32,00,337
Do 1874	29,97,324

In the 1873 period exceptional receipts to the amount of Rupees 19,997 were realized in connection with the Combaconum festival; and, after deducting these, the ordinary earnings of the half-year became Rupees 31,80,340. The mean mileages worked in 1873 and 1874 were 835 and 857, respectively; so that, had the receipts during the latter year been at the same mileage rate as in 1873, they would have reached $31,80,340 \times \frac{857}{835} = \text{Rupees } 32,64,133$.

4. From the receipts of the 1874 period it is necessary to deduct Rs 25,000 on account of extra traffic in connection with the Camp of Exercise at Bangalore; while, on the other hand, it is estimated that traffic to the value of Rupees 65,000 was lost on account of the breaks at Vanimbady in May, and at Camalapore in June. The latter amount is deducted from the statements of weekly traffic, and is of course only approximate, but it cannot be very far wrong. The Government of India appear to be in error in paragraph 2 of their letter, dated 31st August 1874, No. 2,075 R, where it is stated that there were also breaks during the first half of 1873; as, with the exception of the Huggry river, which is unbridged and always a source of considerable loss of traffic, no interruption is recorded during that half-year.

5. Allowing for the exceptional circumstances detailed in the preceding paragraph, the normal receipts for the first half of 1874 would amount to Rupees 29,97,324, as follows.—

	Rs
Receipts less State Railway Materials	29,97,324
Add on account of breaks	65,000
	30,22,324
Deduct for Camp of Exercise	25,000
	29,97,324

showing a decrease of Rupees 2,68,803 as compared with the amount which should have been earned according to paragraph 3. Of this deficit, Rupees 2,25,000 may be set down as arising from decreased goods traffic, and the balance, Rupees 43,803 odd, to a falling off in passenger receipts.

Rupees 32,64,133
.. 29,97,324
.. 2,66,809

*Proceedings of the Madras Government, Public Works Department,
4th February 1875*

6 The falling off in passenger traffic doubtless followed on the stagnation of trade which has so largely affected the goods traffic. The following are the principal items of increase and decrease in receipts under the latter head —

Increases		Decreases	
	Rs		Rs
Gram	67,999	Coffee	27,927
Grains	26,616	Commissariat Stores	15,907
Raggy	61,915	Rice	1,97,431
Timber	15,008	Salt	25,395
		Seeds	10,831
		Skins	27,212
		Sundries	64,279
Total	1,71,538	Total	3,68,984

The large falling off in rice bears out the opinion expressed in this office letter, No 224, of the 14th April last, regarding the scarcity of this article, and from paragraph 33 of the Traffic Manager's report, it will appear that the whole of this decrease took place in rice going westward, thus leading to the conclusion that the principal stations affected were Arcot and Vellore, from which large quantities are usually sent to Beypore for shipment. That this large falling off is quite exceptional will be evident from the following statement of receipts under this head during the last five half-years —

	Rs
1st half, 1872	3,10,950
2nd do, do	3,43,474
1st do, 1873	3,23,033
2nd do, do	3,03,041
1st do, 1874	1,25,602

7. Large increases appear in gram, grains, and raggy, amounting in all to Rupees 1,56,530, which are however counterbalanced by the several decreases under coffee, commissariat stores, salt, skins, and sundries. The Traffic Manager is of opinion that in no instance does the falling off give cause for apprehension, and that, with an improved state of the market, the traffic may be expected to recover. The explanations given regarding the principal commodities appear to be satisfactory, but the large decrease under sundries has not been explained, and in this particular it is possible that some improvement might be made. The following are the receipts under this head during the last five half-years —

	Rs
1st half of 1872	2,52,456
2nd do do	2,44,716
1st do 1873	2,08,087
2nd do do	1,58,851
1st do 1874	1,43,803

8. The fact of this continued decrease in the receipts from the smaller items of traffic would seem to indicate that the railway is not so popular as formerly,

*Proceedings of the Madras Government, Public Works Department,
4th February 1875.*

and that for some reasons small consignments of goods are not now sent by it. This may be partly due to delay in delivery, or to difficulties interposed by station-masters in the matter of booking goods, but I am inclined to think that it is in great measure owing to the complicated classification in force, and to the high rates charged for goods coming under this denomination. From paragraph 33 of Mr Church's report, it appears that a portion of the falling off in goods of the fourth and fifth classes going westward will be found in sundries, which seems to bear out the opinion that the rates charged for some classes of goods are too high, and that a more simple classification, such as that introduced with satisfactory results on the South Indian Railway, would be advantageous. The Agent has been addressed on this point, but a reply has not yet been received.

9. It must not be inferred from the preceding paragraph that the goods rates are generally too high, as it will be found that the average rate per ton per mile of all goods carried on the Madras Railway is the same as that on the East Indian, and considerably lower than on the Bombay lines. A large proportion of the traffic is carried at special rates of 6½ and 8 Pies per ton mile, and for some commodities even lower rates than these are in force. When goods are found going by road between any two points, a special rate, sufficiently low to obtain the traffic, provided it also allows for a small profit, is quoted. This, however, does not secure for the railway the whole of the traffic of the districts traversed, nor would it probably do so if the rates were still further lowered, as the ryots must always keep cattle for tillage purposes, and at certain seasons of the year, when there is no work in the fields, they are utilized in carrying produce to the markets. The following table shows for some of the principal railways the percentage of goods carried in the special and first classes, the percentage of receipts from, and ton mileage of the same, and the average rate per ton mile of all goods carried under the head General Merchandise for the second half of 1873 —

	Percentage of Special and First Classes	Percentage of Receipts	Percentage of Ton Mileage	Average rate per Ton Mile
				Pies
* East Indian (main line)	72.7	52.0	68.5	10.6
Great Indian Peninsula	77.7	53.6	73.3	14.1
Bombay, Baroda, and Central India ..	189.4	70.1	67.7	13.4
Madras	81.4	89.8	81.3	10.6
South Indian	91.7		93.7	11.2

* Second half of 1872

† Special class chiefly earth carried 50 miles only

It thus appears that the proportion of earnings from goods in the two lowest classes is larger on the Madras lines than on any other of the main lines in India, and that the average rate per ton mile of all goods carried on the Madras Railway is the same as on the East Indian, and considerably lower than on any other line.

*Proceedings of the Madras Government, Public Works Department,
4th February 1875.*

10. In paragraph 26 Mr Church alludes to the loss of traffic, especially cotton, in consequence of interruptions caused by the flooding of the Huggry river. There can be no doubt that this is a great bar to traffic from Bellary and the cotton fields to the west, but the bridge is now well advanced, and although further modifications in the design are contemplated, it will probably be completed during 1876. Upon the subject of the extension of traffic on this part of the Madras system, I beg to draw attention to paragraph 37 of Lieutenant-Colonel Hancock's note on the Gudduck-Bellary estimate, in which the immediate construction of the bridge over the Toongabudra is advocated. From the despatch of the Secretary of State, dated 9th July 1874,

Proceedings of Government, 17th November 1874, No 3,251

No 6 R, it would appear that the line from Carwar to Bellary is only deferred,

and there is every probability of its being constructed at some future time; but if the bridge over the Toongabudra intended for the future railway were to be undertaken now, so as to be completed simultaneously with the Huggry bridge, it is probable that a considerable traffic in cotton, etc., would, during the south-west monsoon, find its way from the Dharwar fields to Bellary, and thence either to Madras or Bombay by rail.

11. In conclusion, I beg to draw attention to paragraph 9 of the Traffic Manager's report, regarding the costly manner in which the traffic of the Madras Railway is now worked. Although not going so far as to recommend the abolition of night trains, I agree with Mr Church that the present mail service is considerably in advance of the requirements of the country.

12. It appears unnecessary to discuss the figures for the Great Southern of India Railway, as the apparently large falling off was shown in the note which accompanied the Revenue Account to be entirely due to the abnormal receipts in the 1873 period for the carriage of State Railway materials.

No 105

ORDER THREON, 4th February 1875, No. 314.

RAILWAY, No 19.

In order to give effect to the requirements of the Government of India, Mr. Thornhill will be instructed, in the Revenue Department, to preside over a commission composed of the Consulting Engineer for Railways, the Agent and Manager of the Madras Railway Company, and the Under Secretary to Government in the Public Works Department, for the purpose of inquiring into the causes of the falling off in the traffic of the Madras Railway.

2. The general points of inquiry have been indicated by the Government of India. The figures of the statements supplied with the former of these letters, and the detailed explanations given with the latter, will suggest the nature and direction of the special inquiries to be made into the effects of existing rates and

*Proceedings of the Madras Government, Public Works Department,
4th February 1875.*

fares Meanwhile copies of all the papers will be forwarded for the information of the Government of India.

(True Extract)

(Signed) G. W. WALKER, Colonel, R E,
Secretary to Government.

No 106 (DOCKET No 315, dated 4th February 1875)
Copy of the above forwarded to the Government of India, with reference to their letters, No. 1,743 R, dated 28th July 1874, and No 2,075 R, dated 31st August.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R E,
Secretary to Government.

*Proceedings of the Madras Government, Revenue Department,
27th November 1874.*

No. 151. Read the following Proceedings of the Board of Revenue, dated 20th November 1874 —

Read Proceedings of the Madras Government, Revenue Department, dated 13th October 1874, No. 105.

ABSTRACT — Communicating Proceedings of the Public Works Department calling on the Consulting Engineer for Railways for an analytical abstract of all increase and decrease of the traffic of the Madras Railway from the first half of 1872 to the first half of 1874, and requesting the Board to supply a return of exports and imports of the articles that are subjects of foreign trade.

The following table shows the value of the imports and exports of articles that are subjects of foreign trade during each half year from 1872, from which it will be observed that, so far as the trade by sea was concerned, there was no falling off in the first half of 1874 —

Years	Value of Im- ports	Value of Exports, including Re-exports
	RS	RS
1st half of 1872 ..	1,85,93,054	3,92,32,806
2nd „ of „ ..	1,40,41,051	2,35,42,059
1st „ of 1873 ..	1,81,61,941	3,92,26,299
2nd „ of „ ..	1,67,86,925	2,38,76,946
1st „ of 1874 ..	1,94,57,836	4,10,49,095

(True Extract)

(Signed) J. GROSE,
Secretary.

No. 152. ORDER THEREON, 27th November 1874, No. 1,459.

Separate Revenue, No 15

Customs

COMMUNICATED to the Public Works Department, with reference to G. O. in that department, 9th October 1874, No. 2,891.

(True Extract)

Acting Secretary to Government.

To the Public Works Department,
„ the Board of Revenue

Ed. F R Bantleman

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No

LIEUT. COLONEL J. H. M. SHAW STEWART, RE,

Consulting Engineer for Railways

To

COLONEL G. J. WALKER

Secretary to Government,

Public Works Department

Fort Saint George.

With reference to the
Order of Government under date, the
9th October, 1874 No 2891, I have the
honour to submit the following:

comparative statements of traffic on
the Madras Railway for the five
half-years ending with the 30th
June 1874.

A Statement showing the numbers of passengers or tons of goods and the earnings from the same.

Govt. of {1874} {Indiana}

REVENUE.

THE PUBLIC WORKS DEPARTMENT,

20, 20, 20.

Date: November 27/88

Recd. Shawano Jan 10

U. S. 27th Volume No 1450

NOVEMBER

Nos 171-152.

Imports of 120 tons of the fine article of the Afrosins Press "Commencing to the Blue Wools Dept" and stoutest showing the value of —, during each half year from 1872 to 1874

St 20:314 4-2-75

B. Statement showing the number, or ton or train mileage, and the receipts from each description of coaching traffic.

C. Statement showing the ton mileage or number, and the receipts from each description of goods traffic.

D. Statement showing the receipts and tonnage of each of the principal commodities composing the merchandise traffic.

2. A revised classification of goods dated 30 September 1871, is herewith enclosed, and in the list of special rates, a mark has been placed opposite to all those which have been introduced since 1st January 1872. The following ordinary rates for each

each class of goods have been in force throughout the whole period:

	Pies per ton per mile
First class	12
Second	14
Third	18
Fourth	24
Fifth	36

3. The passenger fares in force have been as follow:

From 1 January 1872 to 30 August 1873		From 31 August 1873 to 30 June 1874	
Pies per mile	Day-night	Pies per mile	Day-night
First class	18-22	First class	15
Second	5-12	Second	5-8
Third	3-4	Third	5-4
Fourth or only class	2	Fourth or only class	2

* Up to the 30 June 1873, a special fare of 4 pies per mile was charged for second class passengers by the local train between Potlana and Bussore; but since that date third class carriages have been attached to this train, and the ordinary use

ENGINEER'S OFFICE.

R.E.,
for Railways,

Department.

Saint George.

P. N. 1871-72

to the order date 2296, omit the Traffic Rail- working until detail ordinary use increased earnings

ordinary fare charged for second class.

The average mileage worked over during of the five half years under comparison was as follows:-

1 st half of 1872	831
2 ^d " 1872	831
1 st " 1873	834
2 ^d " 1873	850
1 st " 1874	857

I have the honour to be
Sir

Your most obedt servant.

Munthumthi Lt Col. R.E.

Cons. Engineer for Railways

Dr 169
24. Nov 1874
Mahaad
1874
Bent

Submitting etc.
the Govt of India in
their letter 1002075-11.
9 31 August 1874.
No 314 4-2-95.

8.3
No 719

To
The Consulting Engineer
for Railways,
P W Department,
Fort Saint George

P.W. 1874 20.11.
20.11.1874
RAILWAY DEPARTMENT

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 763

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,

With reference to the orders of Government under date the 18 August 1874 No 2296, I have the honour to submit the half-yearly report of the Traffic Manager of the Madras Railway on the results of the working during the last half-year. Until this was received it was not possible to give full and detailed information as to the causes which have led to the decreased earnings.

earnings noticed by the Government of India.

2 Mr. Church compares very fully the working of the last half-year with the corresponding half of 1873, and it only remains here to notice some of the more important points.

3 The gross earnings of the two half-years, after deducting receipts from State Railway, materials, were:—

First half of 1873	Rs 32,01,337
Do 1874	29,57,324

In the 1873 period exceptional receipts to the amount of Rs 19,997 were realised in connection with the Combaconum festival; and, after deducting these, the ordinary earnings of the half-year become

Rupees

Rupees 31,80,340. The mean mileages worked in 1873 and 1874 were 835 and 857, respectively; so that, had the receipts during the latter year been at the same mileage rate as in 1873, they would have reached $31,80,340 \times \frac{857}{835} = \text{Rs } 32,64,133$.

4 From the receipts of the 1874 period it is necessary to deduct Rs 25,000, on account of extra traffic in connection with the camp of exercise at Bangalore; while, on the other hand, it is estimated that traffic to the value of Rs 65,000 was lost on account of the breaks at Vanimbady in May, and at Camalapore in June. The latter amount is deducted from the statements of weekly traffic, and is

earning is of course only approximate;
 of In but it cannot be very far wrong!

2 The Government of India is
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 last n graph 2 of their letter dated
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 traffic, no interruption is record-
 ed during that half year.

In the 5th ... Allowing for the ex-
 ceptional circumstances detailed
 were, in the preceding paragraph, the
 the nominal receipts for the first
 after half of 1874 would amount
 earned to Rupees 29,97,324, as
 follows

follows:—

	Rupees
Receipts less State	
Railway materials	29,57,324
Add on account	
of breaks	65,000
	30,22,324
Deduct for Camp	
of exercise	25,000
	29,97,324

Rupees showing a decrease of Rs 2,66,809
 32,64,133 as compared with the amount
 29,97,324 which should have been earned
 2,66,809 according to paragraph 3. Of this
 deficit Rs 2,25,000 may be set
 down as arising from decreased
 goods traffic, and the balance
 Rs 41,000 odd to a falling off
 in passenger receipts.
 b. The falling off
 in passenger traffic doubtless
 follows

followed on the stagnation of trade which has so largely affected the goods traffic. The following are the principal items of increase and decrease in receipts under the latter head:-

Increases Rs	Decreases Rs
Gram. 67,999	Coffee 27,927
Grains 26,616	Common Stores 15,907
Raggy 67,915	Rice 1,97,481
Timber 15,008	Salt 25,395
	Seeds 10,831
	Skins 27,212
	Sundries 64,279
<u>171,538</u>	<u>368,984</u>

The large falling-off in rice bears out the opinion expressed in this office letter, No. 224, of the 14th April last, regarding the scarcity of this article; and, from paragraph

paragraph 33 of the Traffic Manager's report, it will appear that the whole of this decrease took place in rice going westward, thus leading to the conclusion that the principal stations affected were Arcot and Vellore, from which large quantities are usually sent to Beypore for shipment. That this large falling-off is quite exceptional will be evident from the following statement of receipts under this head during the last five half-years:-

Rupia	1st half 1872	3,10,950
do	2nd " "	3,43,474
do	1st " "	3,23,033
do	2nd " "	3,08,041
do	1st " "	1,25,602

Large increases appear in

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this head during the last five
 half-years:—

	Rupees
1 st half of 1872—	2,52,456
2 nd — do —	2,44,716
1 st — 1873—	2,08,087
2 nd — do —	1,58,851
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8. The fact of this con-
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measure owing to the complicated classification in force and to the high rates charged for goods coming under this denomination.

From paragraph 33 of Mr. Church's report it appears that a portion of the falling-off in goods of the fourth and fifth classes going westward will be found in sundries, which seems to bear out the opinion that the rates charged for some classes of goods are too high, and that a more simple classification, such as that introduced with satisfactory results on the South Indian Railway, would be advantageous. The Agent has been addressed on this point, but a reply has not yet been received.

9. It must not be inferred from the preceding paragraph that the goods rates are generally too high, as it will be found that the average rate per ton per mile of all goods carried on the Madras Railway is the same as that on the East Indian, and considerably lower than on the Bombay lines. A large proportion of the traffic is carried at special rates of 6½ and 8 pios per ton mile, and for some commodities even lower rates than these are in force. When goods are found going by road between any two points, a special rate, sufficiently low to obtain the traffic

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 percentage of goods carried in
 the special and first classes;
 the percentage of receipts from,
 and ton mileage of the same;
 and the average rate per ton
 mile

mile of all goods carried
 under the head general mer-
 chandise for the second half
 of 1873:—

	Percentage of special and first classes	Percentage of Receipts	Percentage of ton mileage	Average rate per ton mile pice
* 2 nd half of 1872				
East Indian (main line)	72.7	68.5	10.6	
Great Indian Peninsula	77.7	52.0	73.3	14.1
* Special class chiefly earth carried 50 miles only.				
B. Baroda & Cent. India	89.4	53.6	67.7	13.4
Madras	81.4	70.1	81.3	10.6
South Indian	94.7	89.8	93.7	11.2

It thus appears that the propor-
 tion of earnings from goods in
 the two lowest classes is larger
 on the Madras lines than on
 any other of the main lines in
 India, and that the average
 rate per ton mile of all goods
 carried on the Madras Railway

is the same as on the East Indian and considerably lower than on any other line.

10. In paragraph 26 Mr. Church alludes to the loss of traffic, especially cotton, in consequence of interruptions caused by the flooding of the Huggry river. There can be no doubt that this is a great bar to traffic from Bellary and the cotton fields to the west; but the bridge is now well advanced; and, although further modifications in the design are contemplated, it will probably be completed during 1876.

Upon the subject of the extension of traffic on this part of the Madras system, I beg to draw attention to paragraph

Pro. Govt.
17 November
1874 No. 3251.

paragraph 37 of Lieutenant Colonel Hancock's note on the Gadak-Bellary estimate, in which the immediate construction of the bridge over the Tongabudra is advocated. From the despatch of the Secretary of State dated 9th July 1874, No. 6 R, it would appear that the line from Carwar to Bellary is only deferred, and there is every probability of its being constructed at some future time; but if the bridge over the Tongabudra intended for the future railway were to be undertaken now, so as to be completed simultaneously with the Huggry bridge, it is probable that a considerable traffic in cotton, &c., would, during the South West monsoon, find its way

way from the Dhariwar fields to Bellary, and thence either to Madras or Bombay by rail.

11. In conclusion I beg to draw attention to paragraph 9 of the Traffic Manager's report regarding the costly manner in which the traffic of the Madras Railway is now worked. Although not going so far as to recommend the abolition of night trains, I agree with Mr. Church that the present mail service is considerably in advance of the requirements of the country.

12. It appears unnecessary to discuss the figures for the Great Southern of India Railway, as the ^{apparently} large falling off was shewn in the note which accompanied the Revenue Account to be

entirely due to the abnormal receipts in the 1873 period for the carriage of State & Railway materials.

I have the honour to be,
Sir,

Your most Obedt Servant,

Wm. Stewart
S. Coll. & C.

Genl. Engrs. Railway.

Madras
17th Decr
1874

10-151

ca 2nd Dec 1875 (23), 12.9 pm / 10

No. 314. 6-275
Schweitzer's Report
from Dr. J. H. Rogers
of the N. E. Fairchild
exploration regarding
the Yellow River &
canyon during the
fall of 1894

Dated 10th Dec 1874
 Recd 17
 No 263
 817

S W 1874
 No 7912
 RAILWAY DEPARTMENT
 The Consulting Engineer
 for Railways,
 To
 The Secretary to Government,
 P W Department,
 Fort Saint George

F. W. Deppa

Proceedings of the Madras Government
Read the following.

From
The Comd^g Engrs for Rys (H. E. Co 919 924th hvy p^{ty})
Pro. Revenue Department (" " 1459 " 27th " ")
The Comd^g Engrs for Rys (" " 763 " 16th Dec^r ")

10/14/44
Sic 10-15

In order to give effect to the requirements of the Government of India, a member of the Covenanted Civil Service will be named in the Revenue Department to act on a Commission with the Consulting Engineer for Railways and the Agent and Manager

Must had an addit.
degree for ~~Barling~~
~~Barling~~ who has studied
Barling question - 2/88

explanations given with
 the latter will suggest
 the nature and direction
 of the special inquiries
 to be made into the
 effects of existing rates
 and fares. Meanwhile
 copies of all the papers
 will be forwarded for
 the information of the
 Government of India.

The Comd^g for Rs.
 Rev^d Bd^r
 Under Secy to Govt. P. & P.
 Agent & Manager to R^d Compt.
 Dec^r 6-2-75.

Docket no. dated
 315-
 Copy of the above
 forwarded to the Govt of
 India with references to their letters
 of 17th July 1874, & 20th July 1874.

Dec^r 13-2-75. with 31 spare copies
 1 Book containing revised classified
 of goods & rates of 1874
 of para 37 of the
 A. copy of as forwarded to the
 of the goods note on the
 estimate

of the Madras Railway
 Company if he will be
 so good as to make
 his services available
 for the purpose of
 inquiring into the
 causes of the falling
 off in the traffic of
 the Madras Railway.

Capt J C Scott R. H. addn
 (Col Stewart is commd
 & post point) of the Dropper
 Manager - R. H. addn. &
 why not the manager of one of
 the Rly Railways. JOL
 4/1

Name Mr Thomhill

The general points
 of inquiry have been
 indicated by the
 Govt of India. The
 figures of the state-
 ments supplied with
 the former of these
 letters, and the detailed

Dec 1874
 1st Dec-9 1874
 exchange of letters etc
 see following in the

Public Works Dept

Letter from the Consulting Engineer for
Railways No 719 dated 24 November 1874

For Orders

A Stationary Condition
is the apparent result of
Comparing the Sea borne trade
of the 3 first half years given
in the Board's Abstracts to the
slight increase up to June 1874
is probably due to exceptional
conditions.

circulated

Orders with the orig

Notes of the Mem

of Government upon

Col. Shaw Stewart's State =

ment A shows a moderate
increase of 9.3 per cent in the
number of passengers conveyed
between the 1st 6th last half
year resulting from a
large increase (62.6 per cent)

Walker Col

First class passengers
a large diminution in
(upward of 80 per cent) of 2nd class
passengers, a stationary condition
of 3rd class coaching and a
large increase (85.7 per cent)
of 4th class passengers

Secretary to Government

P. H. d

Under the head of goods
conveyed there was a falling
off of 11.3 per cent in the tonnage
conveyed.

conveyed in the last half year
as compared with the average
of the two parallel half years
of 1872 & 73.

Earnings from Coaching
rose between the 1st & last
half years 5.2 percent, but
the difference under carriage
& goods was ^{minus} the 5 percent —
Telegraph and Laundry receipts
slightly smaller than total
receipts, but on the whole
there was a large deficit.

These facts indicate
(without going into further
analysis) the necessity of
careful inquiry & the
Commission should, I think,
issue at once as directed
by the Government of India.

4/12 MR

We must believe
have met the
views of the sub-
pt. in this matter

5712

7421-7520
7912

Govt. of (1874) Madras.
PUBLIC WORKS.



To

The Inspectors
Secy to Govt of India

Date

Recd

Encl. 2

U. O. 4 Feb 1874, No. 311

Nos. 102-106.

File - (31-73-)

For the purpose of
investigating the
causes of the falling off in
the Traffic of the
Madras Railway -
a Commission composed of certain
gentlemen for the purpose
of enquiring into the
causes of the falling off in
the Traffic of the
Madras Ry -

Forwarding copy of
Proceedings directing
the appointment of
a Commission com-
posed of certain gen-
tlemen to enquire
into the causes of
the falling off in
the Traffic of the
Madras Railway -