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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

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Not to be folded or roughly handled

PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 9th February 1876.

No. 148.

No. 357.

FROM

MAJOR-GENERAL 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. 18.

SIR,—I am directed by the Governor in Council to transmit herewith the accompanying reports of the officers of the Madras Railway Company on the operations of their several departments for the half-year ending 30th June 1875.

I have the honor to be,

Sir,

Your most obedient servant,

Major-General, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Spare Copies

Madras Railway Company
Chief Engineer's Office
Madras, 3rd November 1875.

The Chairman and Directors,
Madras Railway Company
London.

Gentlemen,

I have the honour to submit
my report for the half-year ended 30th
June 1875.

2. The permanent way and
works have been maintained in good
condition and there has been no in-
-terruption to traffic since the resu-
-mption of through traffic on the North
west line on the 18th January.

3. The average cost of main-
-tenance has amounted to Rs. 966.15.3
per mile, as against Rs. 675.10.8 for
the previous half-year, and Rs. 680.14.6
for the corresponding half-year of 1874.
The great excess over the two previous
half-years is due to the large expen-
-diture incurred in repairing the
damaged

damages done by the floods of October 1874 and to the charge for ten miles of creosoted pine sleepers laid down on the Western Division of the S.W. line as an experiment. Apart from these exceptional charges the cost of maintenance averaged only Rs. 623.13.1 per mile for the half-year.

Damages by floods.

4. During the year 1874 there were several floods of unusual violence, and much damage was sustained by the Railway.

5. Vaniembaddy and Mailputty bridges. In the early part of May the S.W. line was visited by a cyclone which caused the total destruction of a bridge of five fifteen feet girder openings at Vaniembaddy and a bridge of four fifteen feet arches at Mailputty. Temporary communication was restored in both places in a few days, and there was no subsequent interruption to traffic. At Vaniembaddy

an entirely new bridge of 4-30 girder openings was passed for public traffic on the 20th of last June. The piers and abutments of the new structure rest on rock and are now beyond the possibility of being affected by scour. At Mailputty the 4-15 arches have been replaced by 2-30 feet girder openings. The piers and abutments are built on wells sunk to an average depth of 24 feet below the bed of the river. These wells rest in Merumbao, or decomposed gneiss, and are carried down beyond the reach of scour. As an additional precaution however curtain walls and flooring will be added next dry season. This bridge was opened for public traffic on the 10th of last August. In both cases the masonry is of excellent quality, and the new bridges are in all respects sound and substantial structures.

6. Bangalore Branch. About the middle of September 1874, during the prevalence of the S.W. monsoon, much apprehension

was undertaken for the safety of the line in the Goodbody valley in the Bangalore Branch owing to the threatened destruction of the Ascott's tanks. Fortunately however the damage to this important reservoir was only partial, and the precautions adopted to relieve the Goodbody bridge, by cutting large gaps in the embankment, had the desired effect. A small irrigation channel was however washed away, and has only been temporarily replaced, pending a thorough investigation into the sufficiency of the waterway allowed for the drainage of the valley. A very careful consideration of this question has satisfied me that our present bridge of 5-30' arches does not leave a margin of safety in the event of a very extraordinary flood, and I have therefore prepared a plan and estimate for a bridge of 2-30' girder openings to supplement the existing waterway. The original bridge has been provided with curtain walls and flooring, and when the additional waterway

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waterway which I now propose has been provided this part of the line will be rendered absolutely safe. ...
7. Floods of October 1874. The most disastrous floods with which the Railway was ever visited occurred in the end of October 1874, when the five square arches of the Geriatum bridge on the South-west line were completely destroyed, and the Chygur, Pampunne, Chittanuthy and Pennair bridges on the North-West line were very seriously damaged. Through communication was restored on the 18th of January by means of temporary roads laid through the beds of the rivers, in all cases except at the Pennair, where the damage was of such a nature as to admit of immediate repairs, and thus enable the bridge itself to be again utilized.
8. The Geriatum bridge has now been permanently restored, and was reopened for public traffic on the 17th of last September. This bridge

as originally constructed consisted of
two parts. Twenty four thirty feet skew
arches, and five thirty feet square arches
separated by a small island. The
island has now been removed and the
bridge is made continuous from bank
to bank, the island, and the five
square arches having been replaced by
eight thirty feet square arches, and a
skew girder opening of 35' span. The
masonry of the new portion of the bridge
rests on ^{solid} masonry ~~or on wells~~
carried down to the ~~Marumhao~~, at an
average depth of about 21' below the
bed of the river, having been carried
down through several alternate strata
of sand and clay. The old bridge
was founded on a thin stratum of
clay, at a depth of 13' below the bed
of the river, and the lower courses on
examination were found to have
been laid without mortar. The un-
injured portion of this bridge, con-
sisting of 24' skew arches will have

To

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to be very carefully protected.

9. The Cheyau, Paupugnee, and
Chettrainty bridges have been very sub-
stantially repaired, and were reopened
for traffic on the 24th of May. It
considers them in many important
respects more reliable than when
originally constructed.

New Bridges.

10. New Cheyau bridge. Nearly all the
iron cylinders received for this bridge
have been sunk, and work is almost
suspended pending the arrival of the ad-
ditional cylinders ordered for in June
1875.

11. A revised plan, and estimate,
embodying the alterations agreed upon, in
consultation, by Sir John Hawkshaw
and myself, were submitted to Govern-
ment on 22nd July last, but sanction
has not yet been received.

12. Bhugger Bridge. Satisfactory progress
is now being made, several of the
deeper cylinders having reached the rock.

The

The Diving dresses, and Pneumatic machines are in full work, and I can see no reason why this bridge should not be finished before the end of next year. Meanwhile the stone causeway, that now carries the line through the bed of the river answers admirably, there not having been a single interruption to traffic during the past year.

13. New Bridges at Pampunee, No steps
and Chittravatty } have yet
been taken towards the construction of these new works. When I was in London in last February, and March, I explained that the shifting nature of the beds of these rivers, and the great depth of the sand rendered it essential that I should have accurate sections taken before I could be in a position to decide upon the destruction of bridges that would be most suitable, and with this object I asked to be supplied with

13
with a set of efficient boring tools. These tools under the charge of an experienced borer arrived in Madras at 7th October, and are now being used at the Permain river.

14. The Board will no doubt remember that the bridge over this latter river appeared to have sustained comparatively slight injury, but I regret to say that since my return to India it has occasioned me much anxiety. Several piers that appeared uninjured after the great floods of October 1874 have since shown signs of weakness, and much labour and expense have been incurred to render the bridge secure against the coming monsoon. The masonry is said to rest upon a bunker, or on wells carried down to the bunker, but the nature of the cracks in some of the piers leads me to fear that the bunker which was reached is only a superficial stratum, and probably, as is sometimes the case,

overlies.

overlies a considerable depth of running sand. Should this prove the case it may be advisable to recommend the entire reconstruction of this bridge, but the bearings which I am now having taken will of course decide this point.

15. Protective works. As reported in my letter N^o 534 of the 22nd July, the plans for protective works to the Poiney, Gariattum and Palaw bridges, for which I obtained the sanction of Government in the beginning of 1873, underwent very important modifications during my absence from India on Sick leave. The alterations in question were designed with the object of effecting a considerable reduction upon my original estimates, but they did not meet with the approval of Sir John Hawkshaw, with whom I discussed the whole question at great length in the early part

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part of this year. On my return to Madras in the end of April I was obliged to stop the works already in progress, and to prepare fresh plans and estimates. This important subject is still under the consideration of Government.

16. The Telegraph Engineer's report for the half-year is forwarded herewith.

I have &c.

/s/ Beresford Anderson
Chief Engineer

/Truecopy/

Mountstuart St. J. R. E.
Cons. Engineer for Railways

Madras Railway
Electric Telegraph Department

Report for the half year ending
30 June 1875.

No 225.

My dear Sir

During the half year ending
30 June 1875 the Bell circuits at Madras,
which were previously working by means
of two wires, were altered to work with a
single wire, and the wire thus saved
was made use of for a new circuit be-
tween the central station and the Salt
Colours; the instrument fixed on the
circuit at the salt colours has been re-
moved.

A temporary office has been
opened at Perinai in connection with
No 2 circuit between Buddipah and
Gooty for the use of the Engineering Dept.

Ah

At Vernicepoor a single needle instrument has been fixed in connection with No 2 circuit between Bellare and Sollapett for the use of the Traffic Department.

Wires were erected on the existing poles between Gonda cul station and Gonda cul Junction for the introduction of the Block system between these two places.

The following table shows the number of interruptions during this half year as compared with that during the corresponding half of previous year.

Comparative statement of interruptions to communication during the half year ending 30 June 1874 and 1875.

	S. W. Line		N. W. Line		Total
	Interruptions caused by the neglect and carelessness of signallers	Accidental interruptions	Interruptions caused by the neglect and carelessness of signallers	Accidental interruptions	
1/2 year ending 30 June 1874	2	18	0	13	33
1/2 year ending 30 June 1875	3	15	5	11	29

Of the accidental interruptions 19 were caused by lightning, 6 were in consequence of contact of wires, 2 were due to live wires breaking, 2 were due to Clarks insulators breaking, and 11 were due to various other causes.

The cost of maintenance is given in the annexed table. Stores to the value of Rs 520-3-6 were sold to the South Indian Railway Company. These stores are some of those which have been thrown out of use by the recent improvements in instruments and Batteries and their value has been credited to Revenue. This amount should therefore be deducted from the expenditure of the Department. The cost per station for the half year would thus be reduced to 25-13-.

I also annex a statement of the working of the electric clocks.

Yours very truly
 J. H. Miller
 Secy to the Engineer
 The Secy to the
 Mr. Ry
 Revenue
 23 June 1875

Summary of the working
of electric clocks for the
months of January February
March April May & June 1875

	Jan	Feb	March	April	May	June	Sum of months
block failures	2.52	3.80	6.22	1.33	0.44	2.22	2.75
Caused by circumstances beyond the signallers control - per cent							
Caused through the negligence of signallers	3.66	0.47	2.88	3.55	2.88	3.55	2.83
Do errors 2 minutes or over	1.14	0.47	0.44	1.11	1.11	1.55	0.97
do do under 2 minutes but 1 minute and over	8.71	2.38	6.66	7.55	6.66	6.66	6.77
do stopped	0.45	0.00	0.22	0.0	0.00	0.22	0.14
do under 1 minute	83.52	92.88	83.58	84.46	88.91	85.80	86.54

100.00 100.00 100.00 100.00 100.00 100.00 100.00

Amund
23 Aug 75

Edw G. H. Miller
Tel Engineer

(Inclosure)

Minister of L. & C. R.

For Engineer for Rep

Madras Railway
Traffic Manager's Office
Madras 16 October 1875.

To The Agent and Manager
Madras.

I have the honor to submit my Report
upon the Traffic for the half year ending June

1875.
2. Open Mileage. The mileage worked over during
the last and corresponding half year of 1874 was
858.

3. Rates and Fares. On the 1st February 1875 Coaly
Glass Tickets, at a fare of 2 pice per mile, were in-
troduced on the North West Line and were issued
by the Local Trains running between Arcorum
and Buddafah and between Buddafah and
Bellary, and during the half year the following
Special Rates for Goods were made.

Article	Reduction per Ton per mile From To Per Per	In Tons Load	Condition
Bamboo	12. 10.	Subject to Minimum Weight	From any station to Madras.
Charcoal	10. 8.	3 Tons	From any station to Madras.
Co.ffee	18. 14.		Bangalore to Madras
"	14. 12.		Colombatore to do
Cotton (Seeds)	36. 25.	3 Tons	From any station on the B. & M. to Madras; from Gerragumla to Buddafah and from Tadpatri to Gerragumla.

Continued

(2)

Article.	From per mile	To per mile	In Wagon Loads.	Condition
Cotton (Lard)	36.	18.	3 Tons at owner's risk of fire	Raichore to Bellary.
"	36.	18.	do	do do Adoni.
"	36.	18.	do	Modanoor do do
Dye Roots	10.	8.	5 Tons	Booked at Nedamangalam for distances of 300 miles and upwards.
Firewood	10.	7.	In Wagon Loads	Colar Rd to Bangalore.
Ghee	18.	12.		Salem to Bangalore.
Appalar Cotton with seeds	14.	6 1/2.	6 Tons.	For distances of not less than 50 miles
Paddy	10.	8.	7 Tons.	For distances of 200 miles and less than 300 miles
"	10.	6 1/2.	do	For distances of 300 miles and upwards.
Salt	8.	6 1/2.	In Wagon Loads	From Madras to stations within 300 miles and upwards.
Seeds (Lard)	12.	9.	8 Tons	Gooty to Madras
Stone	12.	8.	6 Tons	Gerragoomba to Tadpatri
Tiles at owner's risk of breaking	12.	8.	6 Tons.	Beypore to Madras.

4 Train Mileage. The following figures represent the Train Mileage for the 12 years ended June 1874 and 1875.

Description of Trains	1874.	1875.
Mail Trains		
Passenger and mixed	319,956	327,468
Goods	35,212	36,815
Extra Passenger and Extra Goods	204,875	208,115
Special	13,726	14,115
Ballast Trains on construction	78,775	101,200
	622	622
	1,177	1,177

5. Interruption to Traffic. Following up the observations contained in my Report, dated 15th April, the transhipment of all Passengers and Goods Traffic was continued at the Chavair River from the 1st to the 14th January inclusive, and at the Raupugnee and Chittravathy Rivers from the 1st to the 17th January inclusive, and during this period Goods to the following extent were transhipped at these Rivers viz:

At the Chavair River	774 Tons.
" " Raupugnee "	692 "
" " Chittravathy "	694 "

On the 18th January a Through Day Mail Train service was established between Madras and Gooty, by running over diversions laid in the beds of the River, the journey (258 miles) being performed in 13 hours. Passengers proceeding from places North of Gooty to the South, and vice versa halting for the night at Gooty Station. This precautionary measure was adopted in one direction in order to avoid running through the River bed at night, and in the other direction to obviate the employment of a night staff between Gooty and Raichore, which while adding to the cost of working would not have accelerated either Passengers or Mails. The service is still in operation, and is not only much more popular with the people of the Country than a night service, but is very much more economical in cost of working. Simultaneously with the resumption of the Goods Traffic on the North Mad Line on the 21st

An Increase in Parcels of Russia	2766.
" " " Horses &c "	19,279.
" " " Goods " "	305717.
" " " Telegraph " "	724.
A Decrease in Passengers of Russia	4059.
" " " Soldiers " "	48,966.
" " " Material for Construction)	8525.
" " " Sundries " "	6095.
	<u>67,645.</u>
Net Increase.	Rs. 260841.

Period.	1 st Class Rs.	2 nd Class Rs.	3 rd Class Rs.	Coaly Class Rs.	Total.
June 1875. ———	6445.	23043.	971,214.	415,342.	1,416,044.
do — 1874. ———	7922.	27,584.	1,044,213.	277,777.	1,357,426.
Increase 1875. ———	—	—	—	137,565.	58,618.
Decrease 1875. ———	1477.	447.	72,999.	—	—
Increase per Cent ———	—	—	—	49.52	4.31.
Decrease per Cent ———	18.64.	16.24.	6.99.	—	—
				—	—
				—	—

10. The Percentage of numbers and Average Mileage of each Class.

Period.	Percentage of numbers.				Average mileage.			
	1 st .	2 nd .	3 ^d .	Cooley	1 st .	2 nd .	3 ^d .	Cooley.
— 1875 —	0.27.	1.45.	66.84.	31.44.	175.	79.	49.	39.
— 1874 —	0.58.	2.03.	76.93.	20.46.	125.	76.	47.	38.

11. The Average fare paid by each Class of Passenger was.

Period.	1 Class R. a P.	2 Class R. a P.	3. Class R. a. P.	only class R. a. P.
Half year Ending June 1875.	13. 2 2	2. 4. 3.	12. 8.	6. 6.
" " " " 1874.	11. 11. 8.	2. 8. 3.	12 11.	6. 6.

12. The Return Fair and Festival Traffic was as follows, and shows a decrease of 26628 in number and Rs. 2816 in receipt.

Period.	1 st Class including periodical tracts.		2 nd Class		3 rd Class		Total	
	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.
June 1875.	2956.	20189.	3846.	13965.	88,202.	30,257.	95,004.	64,411.
— do — 1874.	3957.	19,016.	9,437.	15,057.	1,08,238.	33,160.	1,21,632.	67,227.
Increase in 1875		1173.						
Decrease in 1875.	1,001.		5591.	1,086.	20,036.	2903.	26629.	2816.

13. Table showing the second class Traffic between Polkhamton and Buxford, where an exceptional local fare of 4 pence per mile has been in operation since the 1st March 1869.

Period.	Through Passengers at 6 piers per mile.	Local Passengers at 6 piers per mile.	Number.	Receipts Receipts.
June 1869.	379.	21,825.	22,204.	13,696.
— 1870.	284.	33,736.	34,020.	19,539.
— 1871.	365.	35,005.	35,370.	20,129.
— 1872.	312.	38,384.	38,691.	21,637.
— 1873.	850.	36,704.	37,554.	19,849.
— 1874.	766.	4425.	5191.	3854.
— 1875.	894.	5784.	6378.	4442.

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14. The result of the Passenger Traffic for the Half year was an increase in number of 4.3 per cent, but a decrease in money of 0.39 per cent. The decrease may be generally attributed to the operation of the 2 pie fare between Arcium and Bellary, which has had ^{not} sufficient time to develop.

15. As no Camp of Exercise was held this year at Bangalore, the Receipts from "Troops" compare unfavorably with 1874, and this Traffic was further affected by some of the Reliefs of the of the season being marched.

16. *Goods Traffic.* Compared with the corresponding period of 1874 the Receipts from Goods (exclusive of Materials for Construction) were \$18,63,052, against \$15,57,225, and the Tonnage was 199,333 against 173,995, or an increase of 19.6 per Cent in money, and 14.5 per Cent in weight. The following Table explains the increase and decrease in weight and receipt of each commodity.

<i>Increase</i>			<i>Decrease</i>		
Tons.	Amount.		Tons.	Amount.	
Cheillies ————	1670.28,	24,436. " 9.	Ballast & Stone ————	803.83.	1337. 6. "
Peanuts ————	153.64.	4,256. 11. 11.	Rice ————	72.04.	1160. 1. 9.
Coffee ————	5180.17-	12,964. " 5.	Bird's Nests ————	240.27.	1695. 1. 5.
Colgan D Pressed ————	393.10.	6,613. 11. "	Clothes & Piece Goods ————	_____	4016. " 8.
do do ————	1,857.15.	28,133. 8. "	Commissionaries Stores ————	_____	1243. 12. 6.
Dye or Redwood ————	409.19.	2,444. 6. "	Grain ————	3,664.92	46,253. 11. 4.
Firewood ————	1,584.37.	3,484. 15. 2.	Grains ————	689.11.	19,660. 3. 4.
Furniture ————	90.43.	2,611. 11. "	Indigo ————	133.63.	1574. 8. 7.
Gummes ————	678.66.	6,611. 15. 1.	Oil of all kinds ————	_____	1984. 7. 9.
Spon of all kinds ————	1,066.42.	9,236. 5. "	Potatoes ————	602.05.	2,611. 15. 1.
Luggage ————	778.56.	10,050. 7. "	Raggy ————	9,756.66.	74,239. 10. 10.
Luggagees ————	38.01.	1,123. 4. 8.	Sugar of all kinds ————	_____	1,448. 7. 6.
Cadoleg ————	2,458.00.	2,163. 2. 1.	Tobacco ————	61.13.	1,753. 9. 9.
Pitch, Tar & Asphalte ————	74.44.	1,158. " 1.	Twist ————	_____	3,413. 9. "
Rice ————	15,686.18.	24,781. 7. 5.	Miscellaneous loss ————	389.54.	3,569. " 1.
Salt ————	1,995.03.	2,036. 10. 5.	than 1000 Ruffs ————	_____	_____
Salt petre ————	85.29.	1,164. 1. "			
Seeds of all kinds ————	2,049.24.	4,296. 10. 4.			
Shin ————	1379.09.	1,994. 4. "			
Sundries ————	2,442.05.	6,113. 13. 9.			
Wines & Spirituous Liquor ————	590.29.	8,230. 14. "			
Work Telegraph Stores ————	470.16.	17,349. 1. "			
Miscellaneous less than 1000 Rs. ————	2,587.91.	4,743. 15. 2.			
Total	41,659.83.	476,950. 3. 5.	Total.	16,321.67.	1,71,131. 9. 7.

17. The following Table exhibits the Receipts from each class of Goods for the Half Year ending June 1874 & 75.

Class.	June 1874. Rupees.	June 1875. Rupees.
Special and First Class.	979,379	1,204,081.
Second do	2,72,474.	3,23,004.
Third do	1,67,459.	1,85,862.
Fourth do	90,973.	1,09,914.
Fifth do	46,941.	35,192.
Total.	15,57,226	18,63,053.

18. The Tonnage of Goods in each class for the same periods.

Class.	June 1874. Tons.	June 1875. Tons.
Special and First Class.	134,232.	153,656.
Second do	22,668.	27,379.
Third do	11,260.	12,264.
Fourth do	3,906.	4,545.
Fifth do	1,929.	1,669.
Total.	173,995.	199,333.

19. The Average Receipt per Ton carried in each class.

Class.	June 1874. Rupees.	June 1875. Rupees.
Special and First Class.	7'29.	7'87.
Second do	12'02.	11'79.
Third do	14'87.	15'15.
Fourth do	23'29.	24'18.
Fifth do	24'33.	25'95.
Average.	8'95.	9'34.

20. The Average Receipt per Ton per Mile in each class.

Class.	June 1874. Pies.	June 1875. Pies.
Special and First Class.	9'04.	8'64.
Second do	12'93.	13'20.
Third do	16'83.	16'76.
Fourth do	22'59.	22'09.
Fifth do	24'77.	35'20.
Average.	10'78.	10'27.

21. The total quantity of Cotton carried over the whole of the Company's system was 11,326 Tons, yielding a Receipt of Rs. 1,64,812 against 8749 Tons, and a Receipt of Rs. 1,29,194 for the corresponding period of 1874. The Average Receipt per Ton was Rs. 14.5 and Rs. 14.7 respectively.

22. The condition in which the Cotton was carried is shown in the following Table.

Condition	June 1874. Tons.	June 1874. Rupees.	June 1875. Tons.	June 1875. Rupees.
Loose	1318.12.	11,486.	2116.30.	12,038.
Half pressed	20.35.	413.	47.24.	732.
Full do	7410.67.	117,295.	1962.93.	1,52,042.
Total	8749.14.	1,29,194.	11,326.47.	1,64,812.

23. The Average Receipt per Ton carried was.

Condition.	1874. Rupees.	1875. Rupees.
Loose Cotton	9.	5.
Half pressed	21.	15.
Full do	16.	16.

24. Of the total quantity of full pressed cotton—carried over the whole line, Bellary and Adoni con-
tributed 76 per Cent, and of the total quantity of Loose
cotton carried no less than 77 per Cent was sent to
the Cotton Pressing Factories of Bellary and Adoni.
Bellary despatched 4,346 Tons of "full pressed" Cotton,
of which 4,092 Tons were sent to Madras, and 254
Tons to Bombay, the former yielding a Receipt of
Rs. 16.8 per Ton, and the latter Rs. 6.8 per Ton. On the
other hand, Bellary received from other Stations 397
Tons of Loose cotton, which yielded an average receipt
of Rs. 5.2 per Ton. Adoni despatched 2,676 Tons of full
pressed cotton, of which 2,639 Tons were sent to Madras,
and yielded a receipt of Rs. 16.9 per Ton, and 37 Tons to
Bombay yielding a Receipt of Rs. 2.6 per Ton. On the
other hand Adoni received from other Stations 1249 Tons
of Loose cotton, which yielded an average receipt of Rs. 3.8
per Ton. It is scarcely necessary to observe that the whole
of the Loose cotton carried to the Cotton Pressing Factories
of Bellary and Adoni, aggregating 1646 Tons, was carried
over the Line again in a "pressed" state. Cuddapah des-
patched to Madras 271 Tons of Full pressed cotton yielding
a receipt of Rs. 11.7 per Ton, and the whole of this cotton must
have been carted Loose to the Cotton Factory as none was taken
in by Railway. Gannagunta despatched 669 Tons of full
pressed cotton to Madras at an average Receipt of Rs. 13.9.
Carted to the Factory Loose as none was delivered by

38 (11.)
Railway. On the South West Line, Erode, Avenashy and
Coimbatore despatched 1002 Tons of full pressed cotton to
Madras at an average receipt of Rs. 20.9 per Ton, and to
Beyloor 147 Tons at an average receipt of Rs. 9.9 per Ton.

25. The following figures shew the quantity of cotton brought
into Madras during the 2 Half years under comparison.

Districts	June 1874 Tons.	June 1875 Tons.
Arcoth and Vellore	17.	—
Bangalore Branch	—	8.
Coimbatore and Salem	926.	1059.
North West Line	5886.	7733.
Total...	6829.	8800.

26. The Tonnage of cotton delivered by Railway at Madras and the
Tonnage exported during the last and 2 preceding half years is shown
in the following Table.

Period.	Tons. Delivered by Railway at Madras.	Tons. Exported at Madras.	Percentage of Total. Exports carried by Railway.
Half year Ending June 1874.	6829.	6730.	
do do Decr. —	9193.	9403.	97.7.
do do June 1875.	8800.	6326.	

27. The following figures shew the progress made in pressing
cotton in the interior during the last 5 years.

Half year Ending	Half Pressed.	Full Pressed.	Loose.	Tons.	Receipts.
April 1871.	866. 19.	3,314. 16.	1,877. 49.	6,057. 84.	167,371.
— 1872.	2403. 70.	3,851. 34.	2,640. 01.	8,895. 05.	218,128.
— 1873.	733. 26.	5,204. 28.	2,072. 75.	8,010. 29.	156,303.
— 1874.	20. 35.	7,410. 67.	1,318. 12.	8,749. 14.	129,194.
— 1875.	47. 24.	9,662. 93.	2,116. 47.	11,826. 47.	164,812.

28. The following Table exhibits the Tonnage of Coffee carried over the whole Line, and the Tonnage carried from Bangalore to Madras, during the June half of the last 5 years:

Half years.	Over the whole Line. From Bangalore to Madras.					
	Tons.	Amount.	Total.	Massé	Other	Chants.
June 1871. —	5198.	90,875.	2.	2173.	917.	1255.
" — 1872. —	3540.	55,412.	7.	1257.	937.	320.
" — 1873. —	4269.	71,970.	12.	2140.	1081.	1059.
" — 1874. —	3939.	44,041.	11.	583.	182.	401.
" — 1875. —	4458.	57,005.	8.	1392.	325.	1067.

29. It will be seen from the following Comparative Table that the Traffic in Food grains show a very favorable increase:

Half years.	East and South West and North.				Total.	
	Tons.	Refus.	Tons.	Refus.	Tons.	Refus.
June 1874. —	32,715.	194,449.	26,331.	2,21,858.	59,046.	4,16,307.
" — 1875. —	21,987.	1,08,948.	41,192.	393,250.	63,179.	5,02,198.
Increase —	"	"	14,861.	1,71,392.	4,133.	1,85,891.
Decrease —	10,728.	85,501.	"	"	"	"

30. It is necessary to explain, however, that in 1874 the Tonnage of Rice was 23,140 yielding a receipt of Rs. 125,601, while in 1875 the Tonnage rose to 38,826, and the receipt to Rs. 3,30,383. In 1874 Paddy figured for 13,841, and Rs. 1,02,004, but in 1875 it fell to 4,084 Tons and to Rupees 27,764. Grain also shows a large falling off; in 1874 the Tonnage was 16,891 and receipt Rs. 1,44,000, but in 1875 it was only 13,326 Tons with a receipt of Rs. 99,746. Both the Paddy and Grain Crops were very injuriously affected by the exceptionally heavy rains

of 1874, and the large falling off in the Eastward Traffic may be partly attributed to that fact and partly to the want of a market which the Bengal famine in 1874 opened up.

31. The Tonnage in Salt has generally improved in the South West Line but the figures on the North West Line continue to show a steady falling off, which no reduction in rate for transport seems to check, nor can any improvements in my opinion be expected for a year or two, when the tax on Earth Salt make itself felt. It will be seen from the following Tables that the falling off in Sea Salt sent to stations on the North West Line for the year Ending June 1875, as compared with the year ending June 1874, was 43.7 per cent.

The Tonnage of Salt carried out of Madras to the various Districts during the Half years ending June 1874 and 1875—

Districts	June 1874.	June 1875.
Between Madras, Arcotum & Conjeveram —	1002.	728.
Chuddapah —	117.	303.
Other Stations on the North West Line —	2437.	2854.
Arcot and Vellore —	4727.	5241.
Between Gorriallum & Vancimbady —	4028.	749.
Bangalore —	1724.	2378.
Other Stations on Bangalore Branch —	517.	721.
Salem —	1333.	2297.
Other Stations in Salem District —	2200.	3533.
Between Erode, Arcotum & Coimbatore —	2626.	3428.
Total... —	18,011.	20,357.

(14)

Salt Traffic out of Madras in each year for the 5 years ending June 1875.

Stations.	1871.	1872.	1873.	1874.	1875.
Between Arcotum & Conjevaram.	2,395.	2,156.	2,589.	2,200.	1,628.
Buddalapah	1,699.	1,345.	1,411.	907.	613.
Other Stations on N.W. Line	6,223.	6,439.	5,783.	5,012.	3,844.
Arcot and Vellore	9,521.	9,721.	10,600.	10,327.	10,456.
Corriallum & Vameinbady.	2,411.	2,282.	2,085.	1,966.	1,705.
Bangalore	4,067.	4,299.	3,831.	4,109.	4,694.
Other Stations on Bangalore Branch	1459.	1,426.	1,133.	1,057.	1,425.
Salem	1,739.	1,777.	1,981.	3,112.	3,888.
Other Stations in Salem District	5,153.	3,298.	3,616.	4,079.	5,275.
Erode, Arundishy & Coimbatore	7,113.	5,354.	6,902.	5,160.	6,049.
Total...	41,780.	38,091.	39,931.	37,929.	39,777.

32. Receipt from each class of Goods moved Northward and Westward during the Half Years ending June 1874 and 1875.

Class.	June 1874.	June 1875.
Special and First Class	5,28,370.	7,66,147.
Second do	1,01,267.	1,15,620.
Third do	95,408.	98,161.
Fourth do	74,890.	96,023.
Fifth do	33,236.	25,614.
Total.	8,33,171.	11,01,565.

33. With the exception of the fifth class, an increase will be found in all classes, but notably in the first and special which is due to Rice, Salt and Paddy. The falling off in Gram and Raggy has already been explained. Details of the increase and decrease of each commodity are given in the following table.

(15)

Commodities moved Westward.

Increase.			Decrease.		
Articles.	Weight Tons.	Amount Rs. a. p.	Articles.	Weight Tons.	Amount Rs. a. p.
Chillies	550.73.	4814. 3.	Clothes & Piece Goods	21.30.	49714. 4. 2.
Cotton Loose	597.34.	1928. 4.	Coffee	520.79.	5042. 12. 4.
do Dressed	105.58.	1010. 15.	Commissioned Stores		1012. 15. 6.
Firewood	671.00.	1604. 6.	Cotton & Dressed	327.48.	1659. 2. 3.
Furniture	64.50.	2364. 11.	Gram	3751.88.	43862. 13. 10.
Gunnies	492.35.	3778. 6. 11.	Grams	296.16.	5728. 3. 2.
Iron of all kinds	867.31.	7911. 11.	Raggy	2,475.48.	17420. 10. 1.
Jaggree	394.38.	7327. 13.	Saltfish	138.16.	1665. 15. 9.
Ordnance Stores		2228. 4. 6.	Twist	22.18.	4290. 15. 1.
Paddy	2014.69.	20059. 6.	Minor items less than 1000 Rs.	690.94.	5248. 8. 10.
Pitch, Tar & Asphalte	78.94.	1171. 10.			
Rice	19368.69.	223344. 6. 5.			
Salt	2345.74.	22892. 6. 3.			
Skins	168.94.	4423. 15.			
Sugar of all kinds	137.65.	1160. 2.			
Sundries	2,441.07.	28684. 11. 11.			
Tamarinds	231.42.	2355. 14.			
Wines & Spirituous Liquors	419.67.	7118.			
Good Telgi Stores	570.16.	17349. 1.			
Minor items less than 1000 Rs.	1704.69.	2378. 15. 11.			
Total.	32,926.70.	363,902. 2. 11.	Total.	9,353.77.	93,328. 7. 4.

34. Receipt from each class of Goods moved Eastward and Southward for the 2 Half years under Comparison.

Class	June 1874.	June 1875.
Special and First Class	4,57,009.	4,29,335.
Second do	1,71,297.	2,07,222.
Third do	72,051.	77,700.
Fourth do	1,43,821.	1,53,891.
Fifth do	13,704.	9,579.
	724,054.	7,61,487.

35. The principal items of increase will be found in Chillies, Cotton, Skins and Sundries, while Grains, Potatoes, Raggy and Rice show a falling off; the Potatoes crop having been injuriously affected by the heavy rains of 1874. Particulars of the increase and decrease in the several commodities will be found in the following Table.

Commodities moved Eastward.

Increase.			Decrease.		
Article.	Tons.	Amount.	Article.	Tons.	Amount.
Chillies	1119.55	19,621.13. 7.	Ballast & Stone	768.32	1,661.15.
Cocoanuts	238.81	5,071.14. 8.	Beet Huls	241.46	1,651.11. 8.
Coffee	1032.96	18,013. . .	Cotton Loose	..	1,376. 7.
Cotton D. pressed	237.77	5,702.12. .	Grains	393.95	13,532. .
— " — do —	1746.23	29,292. . .	Indigo	118.90	1,661.12. 9.
Eye or Redwood.	411.94	2,416.15. .	Oil of all kinds	56.86	1,525. 7. 3.
Firewood	913.37	1880. 9. 2.	Ordnance Stores	54.95	1,285. 4. .
Grain	186.76	2,609. 2. 6.	Potatoes	554.26	6,818. 12. 1.
Gunnies	186.31	2,232. 8. 7.	Raggy	7,281.37	56,819. . 11.
Iron of all kinds	139.11	1,322.10. .	Rice	5,682.51	18,562.15. .
Jaggree	334.28	2,722.10. .	Salt	350.71	2,573. 4. 11.
Saddy	443.31	1,103.12. 1.	Sugar of all kinds	45.22	2,601. 9. .
Salt fish	155.04	1,009. 1. .	Tamarinds	193.48	1,684. 4. .
Seeds of all kinds	1065.31	5,704. 1. 4.	Tobacco	24.13	1,084. 4. .
Skins	1,210.15	15,570. 5. .	Minor items less than 1000 Rs.	220.68	3,514. .
Sundries	3,299.97	33,129. 1. 10.			
Wine & Spirituous Liq.	171.34	1,112.14. .			
Minor items less than 1000 Rs.	1,892.70	5,764. 8. 3.			
Total	14,950.92	152,082.11. 2.	Total	14,186.80	116,629. 12.

36. The Percentage of Tonnage moved month by month during the Half year, in each direction, based upon the Ton Mileage, was as follows. It will be seen that the set of the Traffic was "Westward", and involved a large "Empty Return Vehicle" Mileage which amounted to 16.1 per Cent of the Gross Goods Vehicle Mileage, as compared with 14.3 per Cent for the Corresponding Half Year.

Months.	Eastward.	Westward.
January	39.	61.
February	38.	62.
March	38.	62.
April	32.	68.
May	33.	67.
June	39.	61.
Average...	36.	64.

37. The Tonnage of Materials carried on Revenue Account Free of Charge will be found in the following Table.

Departments.	Tons.	Average Mileage.
Engineering	6,548.	132.
Telegraph	140.	146.
Locomotive	4,889.	155.
Total	11,577.	142.

38. Working Expenses. The increase in the Departmental Working Expenses is explained as follows.

Traffic Manager and Assistants
 Office Establishment
 Station Masters
 Clerks
 Guards
 Fire, Sights Water and General Stores
 Repairs
 Printing and Stationery
 Increase of Traffic Managers and one Assistant Traffic Manager
 Appointment of Traffic Conductors, New of Junior Conductors
 Additional Policing Staff and increments to Salaries of Station Masters
 New Appointments and promotion to higher grades
 Saving in Miscellaneous Stores
 Renewals due to previous half years
 Saving in Printed Forms and Books due to more favorable contracts for Printing

I am
 Sir
 Your obedient servant
 [Sig] H. E. Church
 Traffic Manager

[True Copy]

Examined. MRS

1874 1875
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Appendix

1. Gross Traffic Receipts in each month for the half year ending June 1875.

Months	Coaching				Goods		Total Receipts
	Passengers	Soldiers & Cavalry and Troop Trains	Parcels and Luggage	Carriage & Special Trains	Merchandise and Miscellaneous	Material	
January	160,875 5 11	9,003 15	10,249 10	12,910 2	264,430 3 5	407 6	4,50,876 10 4
February	158,784 4	23,609 12	17,712 2	14,139 12	285,122 11 7	203 8	4,99,522 27
March	178,932 4 10	21,666 11	14,971 8	8,796 11	308,112 12 4	362 4	5,32,542 32
April	166,993 1 6	4,212 6	11,075 15	15,679 15	310,424 12 11	177 10	5,08,563 12 3
May	182,399 6 5	4,163 7	13,970 9	13,635 2	334,852 1 7	186 11	5,49,007 5
June	176,600 6	3,404 8	10,755 15	8,364 8	367,693 1 6	141 10	5,69,179 10 4
Total	1,024,614 12 8	65,760 11	77,775 11	74,525 14	1,870,635 11 4	1,459 1	31,16,771 10 4

2. Comparison of the Gross Traffic for the Half-years ending June and December 1874 and June 1875.

Half years	Coaching				Goods		Total Receipts
	Passengers	Soldiers & Cavalry and Troop Trains	Parcels and Luggage	Carriage & Special Trains	Merchandise and Miscellaneous	Material	
June 1874	1,024,614 12 8	65,760 11	77,775 11	74,525 14	1,870,635 11 4	1,459 1	31,16,771 10 4
December 1874	1,024,614 12 8	65,760 11	77,775 11	74,525 14	1,870,635 11 4	1,459 1	31,16,771 10 4
June 1875	1,024,614 12 8	65,760 11	77,775 11	74,525 14	1,870,635 11 4	1,459 1	31,16,771 10 4

3. Average Receipt per mile open and per mile run for the same period.

Period	Per mile	
	open	run
Half-year ending June 1874	3322.32	2.94
Do. Do. December 1874	3348.92	2.96
Do. Do. June 1875	3132.59	2.97

4. Table of Expenditure for the half-years ending June and December 1874 and June 1875.

Period	Permanent Way		Locomotive		Repairs to Carriages		Traffic	General Charges		Special Allowances		Total
	Rs	Pu	Rs	Pu	Rs	Pu	Rs	Rs	Pu	Rs	Pu	Rs
Half-year ending June 1874	592,322	630,380	1,12,918	288,522	2,00,654	26,763	1942,259					
Do. Do. December 1874	4,30,366	6,64,179	1,51,398	303,395	191,037	36,698	19,77,273					
Do. Do. June 1875	6,50,234	7,21,543	1,10,078	302,036	2,07,949	14,892	22,09,732					

5. Percentage of Working Expenses for the same period

Period	Permanent Way		Locomotive		Repairs to Carriages		Traffic	General Charges		Special Allowances		Total
	Rs	Pu	Rs	Pu	Rs	Pu	Rs	Rs	Pu	Rs	Pu	Rs
Half-year ending June 1874	32.18	34.22	5.59	15.66	10.89	1.46	100.00					
Do. Do. December 1874	31.88	33.59	7.66	15.34	9.66	1.87	100.00					
Do. Do. June 1875	38.62	32.65	4.98	13.66	9.41	0.68	100.00					

6. Percentage of Revenue for the same period.

Period	Permanent Way	Locomotive	Repairs to Carriages & Wagons	Traffic	General Charges	Special & Miscellaneous	Profits	Total
June 1874	20.04	21.31	3.48	9.76	6.79	0.91	37.71	100.00
December 1874	21.38	22.52	5.13	10.29	6.48	1.25	32.95	100.00
June 1875	26.57	22.42	3.42	9.39	6.46	0.46	31.34	100.00

7. Passengers Traffic in each month for the half-year ending June 1875 exclusive of Return Tires and Soldiers.

Months	First class	Second class	Third class	Empty class	Total
	No. Receipts	No. Receipts	No. Receipts	No. Receipts	No. Receipts
January	687 5,656 3 3,661 6,828 9 15,827 4 122,732 9 4,651 2 19,070 4 209,134 152,317 9				
February	440 5,744 14 2,784 6,248 7 13,861 9 119,865 12 6,921 9 24,165 12 202,311 147,124 13				
March	531 7,671 5 2,845 6,262 12 15,909 2 115,730 7 74,484 29,858 4 228,770 157,523 6				
April	568 8,661 8 3,251 7,643 15 14,650 2 114,453 9 69,718 28,738 6 229,188 152,497 6				
May	635 9,088 8 3,559 8,497 15 14,536 8 120,104 10 79,966 32,803 2 229,519 169,994 3				
June	627 6,979 12 3,096 8,037 13 14,295 2 118,006 13 84,441 34,722 7 231,17 169,746 13				

Total 34,892 45,832 2. 19,197 43,519 7. 883,012 7,01,993 14.8 4,153,412 16,858 13. 1321,040 2,69,204 4.5

	Miles open	1st class	2nd class	3rd class	Empty	Total
Average Receipt per mile open.	858	53.6.8	50.11.7	816.21.9	196.12.10	119.1.10
Average Percentage of numbers.		27	1.45	66.84	31.44	100.00
Average mileage of Passengers		175	79	49	29	-
Average Percentage of Receipts.		4.77	4.53	73.11	17.59	100.00

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9. Passenger Traffic in each month inclusive of Return Fare but exclusive of soldiers

Months	First class	Second class	Third class	Coaly class	Total
	N ^o Passes	N ^o Passes	N ^o Passes	N ^o Passes	N ^o Passes
January	1219 2358 15.	4075 8689 8.	162,078 122,756 10 11	46,572 19,070 4.	214,184 166,875 5 1
February	881 1640 11.	3556 8545 5.	164,332 177,302 5.	60,219 24,145 12.	222,988 152,734 4.
March	1195 11819 2.	3905 9408 .	177,673 127,771 4 10	74,404 29,858 11.	259,250 172,932 4 10
April	966 4629 8.	3794 8967 3.	154,961 116,657 . 6	47,715 20,730 6.	229,440 166,993 1 6
May	1146 12637 12.	4160 10899 .	159,347 126,558 13 5	79,966 32,803 2.	244,620 182,399 6 5
June	1037 11935 2.	3562 9899 3.	163,522 120,123 10 .	84,441 34,722 7.	239,553 176,680 6.
Total	6405 66021 2.	28043 57,483 14.	971,214 732,258 15 8	415,341 168,858 13.	1,416,044 1,024,614 12 8

10	1 st class	2 nd class	3 rd class	Coaly class	Total
Average receipt per mile open.	650	76.15 2	67.0 0	853.7 0	1961.12 10 1194.3 0
Average percentage of numbers.		45	1.63	18.57	29.33 100.00
Average mileage of passengers.		170	98	48	39
Average percentage of Receipts.		6.44	5.41	71.47	16.48 100.00

11. Return Fare Traffic for two half-year ending June 1875.

Months	1 st class	2 nd class	1 st class	2 nd class	3 rd class	Total
	N ^o Passes	N ^o Passes	N ^o Passes	N ^o Passes	N ^o Passes	N ^o Passes
January	2 375 .	4 324 .	530 2397 12.	410 1536 15.	4104 1024 1.	5050 6537 12.
February	2 .	4 .	439 2895 13.	768 2296 14.	25464 6416 12.	26677 11609 7.
March	2 .	4 135 .	662 4147 13.	1056 3085 4.	20764 12040 13.	32488 12408 14.
April	5 260 .	4 .	393 2702 .	539 2322 4.	831 2204 7.	9252 7495 8.
May	5 .	4 .	566 3529 4.	597 2401 12.	13989 6454 3.	15101 12405 8.
June	4 .	4 .	406 2955 6.	452 1061 6.	7570 2116 13.	8436 6933 9.
Total	20 635 .	24 459 .	2936 19554 .	3822 13567 .	88212 36257 1.	95004 64410 6.
	3	6	3	7	3	7

First class Second class Third class Total

Months.	N ^o	Refuse	N ^o	Refuse	N ^o	Refuse	N ^o	Refuse
January	10	248 8.	48	337 .	3210	2784 4.	3268	2370 3.
February	12	340 .	87	690 3.	3548	14086 6.	3647	15116 9.
March	27	735 .	105	954 2.	2842	11343 3.	2974	13032 5.
April	8½	191 .	37	307 3.	1559	3714 3.	1644½	4212 6.
May	2½	36 .	34	272 9.	1864½	3854 14.	1921	4163 7.
June	1	32 .	30½	239 1.	1356	3133 7.	1307½	2404 8.
Total	61	1582 8.	341½	2800 2.	14399½	42916 12.	14802	48299 6.

13. Comparison of the Passenger Traffic inclusive of Return Fare but exclusive of soldiers for the half-years ending June and December 1874. and June 1875.

Period	First class	Second class	Third class	Coaly class	Total
	N ^o Refuse	N ^o Refuse	N ^o Refuse	N ^o Refuse	N ^o Refuse
June _____ 1874	7,922 6538 3.	27,514 60542 5.	104,423 709,066 1 11	277,777	1,122,26 15. 1,357,426 1,226,785 4.
December _____ 1874	6,825 60244 9.	24,744 54301 4.	106,679 831,655 47	292,029	1,18,789 11. 1,391,277 1,64,990 127
June _____ 1875	6,445½ 64,021 2.	23,043 57,483 14.	97,124 732,250 15 8	415,341½	1,68,850 13. 1,404,044 1,524,644 125

14. Comparison of the Passenger Traffic exclusive of Return Fare & soldiers for the half-years ending June and December 1874. and June 1875.

Period	First class	Second class	Third class	Coaly class	Total						
	N ^o	Refuse	N ^o	Refuse	N ^o	Refuse	N ^o	Refuse			
June —————	1874.	3,965	46522 0.	18,077	45,091 2.	93,975	756,216 1 2	277,777	1,122,26 15.	1,357,914	2,44,464 125
December —————	1874	3,342	37,882 5.	29,099	32,077 12.	96,427	754,443 35	292,029	1,18,789 11.	1,372,745	1,77,782 150
June —————	1875	3,489½	45832 2.	19,197	43,579 7.	88,012	704,990 146	415,341½	1,68,850 13.	1,321,040	2,44,204 45

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15. Comparison of the Return Bare Traffic for the half-years ending June and December 1874 and June 1875.

Period	First class		Second class		Third class		Total	
	N ^o .	Rupies	N ^o .	Rupies	N ^o .	Rupies	N ^o .	Rupies
Half-year ending June — 1874	Other Excursion 3867 18748 13. 2685 14732 7. 63990 22692 129 76542 56374 . 9							
Half-year ending December — 1874	Other Excursion 3345 22394 . 3913 14937 4. 71542 82153 132 78000 119382 12							
Half-year ending June — 1875	Other Excursion 2915 20158 4. 3180 13714 11. 45771 12668 13. 57866 53541 12.							

16. Soldiers Traffic for the three half-years ending June and December 1874 and June 1875.

Period	First class		Second class		Third class		Total	
	N ^o .	Rupies	N ^o .	Rupies	N ^o .	Rupies	N ^o .	Rupies
Half-year ending June — 1874	59	1189 .	460	4073 3.	12445	32472 8.	12964	45704 8.
Do. Do. December — 1874	51	939 9.	335	2232 15.	11021	25717 14.	11407	28829 8.
Do. Do. June — 1875	61	1582 8.	341 1/2	2800 2.	14399 1/2	42916 12.	14862	48299 8.

17. Parcels, Treasure and Passengers Luggage Traffic for the half-years ending June and December 1874 and June 1875.

Period	Parcels		Treasure		Passengers Luggage		Total	
	N ^o .	Rupies	N ^o .	Rupies	N ^o .	Rupies	N ^o .	Rupies
Half-year ending June — 1874	33810	22	16341	15.	27357	1.	77408	22
Do. Do. December — 1874	34503	11	3134	1.	21253	5.	66896	11
Do. Do. June — 1875	37245	4.	15329	8.	27200	15.	77775	11.

149 53

Goods Traffic
Gross Earnings and Luggage of Goods exclusive of
Railway Material for the half-year ending June 1895.

<i>Months</i>	<i>Weight Receipt</i>	
	<i>Tons</i>	<i>Refuse</i>
<i>January</i> _____	31,141	2,63,590 55
<i>February</i> _____	39,965	2,83,493 147
<i>March</i> _____	33,254	3,06,668 34
<i>April</i> _____	32,885	3,09,112 211
<i>May</i> _____	34,423	3,33,714 117
<i>June</i> _____	36,665	3,66,473 36

Total 199,333 18,63,062 94

The direction in which the Goods have been moved.

<i>Months</i>	<i>Eastward</i>		<i>Westward</i>	
	<i>Tons</i>	<i>Refuse</i>	<i>Tons</i>	<i>Refuse</i>
<i>January</i> _____	15,872	1,13,087 10	15,269	1,58,508 15
<i>February</i> _____	14,630	1,21,948 11	16,335	1,61,545 37
<i>March</i> _____	15,327	1,39,278 14	17,927	1,77,389 54
<i>April</i> _____	13,643	1,14,854 12	19,242	1,94,257 61
<i>May</i> _____	13,611	1,24,936 11	20,813	2,08,773 17
<i>June</i> _____	16,432	1,57,387 5	20,233	2,09,085 16
<i>Total</i>	89,515	7,61,487 4	109,818	11,01,565 54

42605

20. Salt Traffic in each month for the half-year ending June 1875.

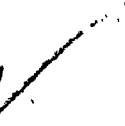
Months.	Weight	Receipt
	Tons	Dupies
January	3,624	24,491 6.
February	3,790	25,579 4.
March	3,288	23,097 2.
April	3,682	26,580 4.
May	4,447	32,020 15.
June.	3,540	25,349 6.

Total 22,371 157,118 5.

21. Comparison of the traffic exclusive of Railway material for the half-years ending June and December 1874. and June 1875.

Period	Weight	Receipt
	Tons	Dupies
Half-year ending June 1874.	173,995	15,67,225 15 8
do. do. December 1874.	196,571	16,19,525 11 1
do. do. June 1875.	199,332	18,63,052 9 4

22. 60.



22. Tonnage and Receipt from Salt Traffic from
the opening of the line.

year	Half-year ending	Tons	Amount.
1856	December	136	330 6 4
1857	June	1,429	4,011 5 1
	December	3085	9,212 1 7
1858	June	5,187	15,447 6 1
	December	4,517	14,182 5 9
1859	June	5,966	19,003 12 1
	December	6,759	21,189 5 5
1860	June	5,937	22,149 5 9
	December	12,626	41,073 15 2
1861	June	11,655	51,493 13 10
	December	13,031	67,879 9 0
1862	June	14,174	77,383 8 5
	December	17,923	1,04,873 6
1863	June	19,740	1,23,876 15 11
	December	22,472	1,17,017 2 1
1864	June	24,723	2,01,015 1 3
	December	27,397	1,95,687 10 9
1865	June	22,312	1,66,870 8 1
	December	23,041	1,82,163 10
1866	June	23,220	2,07,625 9 10
	December	26,309	2,41,179 9 4
1867	June	24,696	2,28,261 5 11
	December	23,845	2,14,441 8 6
1868	June	25,661	2,03,738 14 3
	December	28,293	2,28,670 11 11
1869	June	24,863	1,86,297 5 3
	December	24,032	1,94,082 3 9
1870	June	25,331	1,85,666 13 4
	December	24,603	1,87,124 1 10
1871	June	22,279	1,64,720 9 7
	December	23,099	1,59,427 10 5
1872	June	21,695	1,57,867 11 2
	December	21,588	1,43,531 13 6
1873	June	23,712	1,62,197 11
	December	23,101	1,57,435 14 11
1874	June	22,376	1,36,801 10 7
	December	22,676	1,50,159 11 6
1875	June	22,371	1,57,118 5 1

Bartholomew Statement of the Supply Expenses for the half-year ending June 9 December 1894 and June 1895.

Traffic Manager,
Assistant Secy,

Office
Establishment

Travelling
allowances

Contingencies

Station masters
See the Parkers & Co.

Guards and
Assistant Guards

Overtime
allowances

Fire, Lights, water.
Genl. Stores

Wagon Cavers
and Ropes

Office Station
Fittings and
Furniture

Clothing of
Guns and
Barrels

Printing
Stationery V.
Tickets

Miscellaneous

Mileage of
Foreign Calling
Spent

John

June 1894 23464 64415 11 2459 6 9798 1 12420 6 3149 1 78 45 8435 5 2 2915 10 9 2063 1309 45 26965 67

258521 108 1966

December _____ 1874 24 54 66 75 77 66 3509 9 • 9889 14 8 130 10 18 1 11 23 117 4 1. 153 9 4 52 9 45 11 7 4 10 22 2 11 2 23 13 13 11 9 10 4 14 10 1 2 310 • 6

8926 21 303395 51

Sum ————— 1675 2518 11 6 1788 9 14 9 358 4 3 970 6 7 3 127 908 . 5349 5 8 8 68 2 4 27 558 3 11 210 95 . 63037 . 8 990 1 6 2160 9 8 164 . 9011 11 . 302,036 2.

Pr. 64/4/76

Madison Railway
Commodity Statement for the half-year ending June 1874-1875.

Description	Actual		Budget		Actual		Budget	
	June 1874	Amount	June 1874	Amount	June 1874	Amount	June 1875	Amount
Baggage 1st class	35.38	961 5	14.82	144 2	99.22	3952 1	69.91	2605 5
Passage 1st class	1448.93	3627 9	486.61	1975 10	230.44	891 7	394.69	1206 5
Freight	1294.17	6710 5	1632.67	6430 7	903.71	4240 6	863.44	4485 15
Freight 1st class	33.69	367	6.62	62 5	307.03	5706 7	262.06	4834 14
Freight 2nd class	2497.12	2676 10	2255.66	2541 15	184.48	3283 4	185.67	3249 14
Freight 3rd class	117.19	1095 4	145.17	149 9	308.24	4497 5	312.03	4401 6
Freight 4th class	145.08	622 1	97.90	298 9	16.38	126 7	115.64	505 4
Freight 5th class	1130.15	11722 3	264.70	3140 14	891.70	5197 2	1442.43	1904 5
Freight 6th class	377.80	998 1	433.24	1074 9	244.32	576 2	236.76	528 5
Freight 7th class	498.75	919 5	537.37	1048 9	240.73	4549 8	418.43	4352 2
Freight 8th class	696.05	4227 15	934.38	9309 14	435.43	4549 8	355.26	2234 14
Freight 9th class	2143.86	26150 5	3102.76	44168 5	1796.07	17590 12	1295.28	12942 4
Freight 10th class	23.26	616 7	34.34	385 4	1442.72	35702 1	1467.69	32609 2
Freight 11th class	699.43	12521 9	900.72	16685 2	618.79	3944 13	1216.13	5973 1
Freight 12th class	20.35	412 10	40.24	731 4	43.46	504 13	145.19	1515 12
Freight 13th class	1646.19	2997 5	1938.76	39582 4	694.52	3326 70	39.46	2167 2
Freight 14th class	5261.48	85433 15	4792.71	114776 15	11.02	38	8.29	6 7
Freight 15th class	861.06	4196 6	1293.00	6613 5	893.42	2196 7	1564.42	2800 19
Freight 16th class	3198.71	12376 13	4112.08	1267 7	756.37	2684 6	690.39	3857 9
Freight 17th class	1795.63	2045 9	1849.37	19223 4	121.04	2899 8	185.54	4244 8
Freight 18th class	19.95	338 6	45.88	535 6	85.34	97 12	123.53	1969 1
Freight 19th class	521.11	8670 5	496.32	8943 10	872.74	9441 4	994.06	45048 7
Freight 20th class	6719.68	57533 6	837.44	57177 9	949.34	11285 8	652.68	4357 5
Freight 21st class	3296.93	28958 12	282.97	15226 12	230.73	1516 1	812.47	1667 5
Freight 22nd class	841.60	1158 13	256.18	832 12	821.24	8575 12	1518.57	14354 3
Freight 23rd class	997.64	4291 5	733.95	1424 9	876.22	876 2	131.57	1354 3
Freight 24th class	39.28	39 11	8.08	12 13	17.04	2147 12	42.07	5706 1
Freight 25th class	337.37	2482 13	526.48	9756 7	320.14	43154 6	262.74	2647 13
Freight 26th class	1155.60	7440 15	1539.88	10143 9	2459.46	18900	299.09	472 5
Freight 27th class	226.39	4982 6	290.87	5747 15	265.26	5913 9	188.81	9700 1
Freight 28th class	1471.38	16719 14	1904.82	15194 7	1061.60	10109 1	427.48	17225 5
Freight 29th class	83.67	2199 10	29.92	914 6	543.05	15000 1	149.92	21726 13
Freight 30th class	307.47	690 1	750.78	1793 14	639.62	1667 7	140.37	861 3
Freight 31st class	9144	41 3	71.94	27 10	78.98	1015 15	28.62	4978 7
Freight 32nd class	1261.25	13413 2	706.99	454 6	189.69	1454 6	140.37	4910 9
Freight 33rd class	48	11 14	9.07	445 10	19.39	26339 3	1262.09	311500
Freight 34th class	14103.59	75665 1	232.22	12046 1	3737.57	88155 9	29368.94	144249 7
Freight 35th class	1855.83	37445 12	7174.38	18088 13	12283.31	12535 9	158.78	1046 11
Freight 36th class	554.43	11442 9	2018.73	8068 14	16011.20	42535 9	140.37	4910 9
Freight 37th class	545.22	5249 6	710.26	6258 7	326.94	3712 10	140.37	4910 9
Freight 38th class	75.28	1298 15	135.81	3263 13	85.67	529 13	140.37	4910 9
Freight 39th class	32.82.56	25440 14	4347.61	30445	2357.12	24010 1	140.37	4910 9
Freight 40th class	2457.26	35676 11	3667.41	57087	344.58	4587 4	140.37	4910 9
Freight 41st class	12586.34	4950 5	1183.13	9849 7	1249.97	11401 9	140.37	4910 9
Freight 42nd class	5455.58	67644 3	3755.56	82793 5	6019.46	88492 1	140.37	4910 9
Freight 43rd class	2755.24	14352 2	7562.76	14669 4	1074.60	28286 1	140.37	4910 9
Freight 44th class	5235.82	3896 3	4392.32	30677 1	3861.57	28286 1	140.37	4910 9
Freight 45th class	949.36	7011 3	4392.32	30677 1	2119.04	11064 1	140.37	4910 9
Freight 46th class	233.06	2420 10	945.23	4298 1	1666.04	33420 3	140.37	4910 9
Freight 47th class	177.12	782 11	267.66	1095 9	750.78	17083 9	140.37	4910 9

Total 85950.65 724054 5 0 09574.77 761457 4 83244.14 833.171 9 9 109818.07 1101665 5 4

San Jose Manager's Office
Madison Railway
J. H. C. Edwards
J. H. C. Edwards

87 54
Madras Railway
Locomotive Superintendent's Office

Perrambore Works
No 52. 16th September 1875.

From The Ag. Locomotive Superintendent.

To
The Agent and Manager
Madras Railway.

Sir, I have the honor to submit my
Report for the half year ending 30th June
1875.

2. Three Statements accompany the
Report, numbered respectively 1, 2, and 3.

3. No 1. is an Abstract, exhibiting
the expenditure incurred in each month, under
various heads, in working and upholding Loco-
motive Engines and Tenders and Rolling Stock,
during the six months.

4. No 2. is an Abstract furnishing
similar

Similar information for the last three half years for the purpose of Comparison.

5. No. 3. is a Statement showing the classes and numbers of Locomotive Engines and Vehicles on the line; exhibiting also the number of the several descriptions of Rolling Stock constructed during the half year, and those at present in course of manufacture in the Workshops.

Locomotive Engines and Tenders.

6. The Locomotive Engines and Tenders have been maintained in good order generally throughout the line during the past half year.

7. The work in repair of Locomotives has continued very heavy. One Engine has been thoroughly renewed; and thirty three Engines have been repaired, during the half

Year

69
Year; the repairs to the thirty three Engines having been very extensive, and having involved a large expenditure in highly priced material.

8. At the end of June last, there were 12 Engines in the works undergoing thorough renewal, and fifteen Engines under, and awaiting repairs. The repairs generally to these Engines will, it is anticipated, be of a heavy character; and a large outlay on this account will therefore probably be continued during the present half year.

9. The mileage run during the six months ending the 30th June last is higher than that of the two preceding periods, being shown as follows.

January to June 1874.	12,64,024.
July to December 1874.	12,70,493.
January to June 1875.	13,85,111.

or

or an increase of 1,21,087 miles over the corresponding period in 1874.

10. The monthly mileage throughout the half year, excepting January and February, is comparatively uniform. The largest variation is in the months of January and May. The mileage for the former of these months stands at 2,08,759. that for the latter month is shown as 2,46,280.

Carriage and Wagon Stock.

11. The Carriage and Wagon Stock is generally in good working order.

12. The repairs under this head have, as anticipated, when forwarding my last Report, been very extensive, and have consequently necessitated a heavy outlay. During the past half year, in addition to the large number of wagons which have been repaired, there have

2. 53
69
been twenty three vehicles thoroughly renewed, consisting of twenty horse Wagons; and Cattle Wagon; one Carriage Truck; and the Engineer's Inspection Carriage, destroyed in the Paupugnee accident. At the end of the half year there were five wagons under renewal, and one hundred and sixty nine Wagons, and twenty five Timber Trucks, under repair.

Working Expenses.

Working and repairs of Locomotive Engines and Tenders.

13. The monthly total expenditure, as exhibited in Abstract marked A, represents the cost of working and upholding the Locomotive Stock as ranging from ^{Rs.} 1,11,482 in February, the lowest month, to ^{Rs.} 1,32,205 in June, the highest month; although owing to the increased mileage in the latter month, the total

Cost

Cost per mile is less in June, being 8-10.22,
than in January, when it stands 9-1.02.

14. The cost per mile of Enginemen
and Firemen's wages throughout the half
year varies very slightly; and a similarly
slight variation appears in the expendi-
-ture per mile under the head of Cleaners,
Cookers and Watermen's wages. The dif-
-ferences are so small as to need no
comment.

15. The consumption of coke, coal
and Patent Fuel per mile varies to a small
extent, it being heaviest in June when it
stood at 28.13 lbs per mile. The quantity of
wood consumed per mile is also highest in
June being 83.70 lbs per mile against 76.88
lbs. per mile in the previous January. The
consumption of fuel is obviously always liable

to

to some fluctuation from various causes; but
I attribute the variation in the present in-
-stance principally to the strong adverse winds
which have been very prevalent on the line
during this hot season. It will also be ob-
-served that the average number of vehicles
hailed in June is higher than in January,
and has steadily risen during the half year,
increasing from 16.76 in January to 17.84 in
June last.

16. Owing to the causes which I have
already indicated, the total cost per mile
in working Engines is shown in Abstract 1.
as higher in the latter than in the earlier
portion of the half year.

17. A reference to Abstract No. 2. shows
that the expenditure for the half year under
review, under the head of working and upholding

Locomotives

Locomotives, amounts to ^{Rs} 711,342 which is a larger sum than that incurred during the previous two half years respectively; but taking into consideration the increased mileage run, the mileage outlay under this head, as exhibited in the last column. "Total cost per mile," is less than in the preceding period, and differs only slightly from that of the corresponding period. The figures are ^{Rs. P.} 8-2.60 for the six months ending June last; ^{Rs. P.} 8-3.86 for the half year ending December 1874, and ^{Rs. P.} 7-11.68 for the period ending June 1874.

18. The cost per mile during the past half year of Enginemmen and Firemen's wages, as well as that of Cleaners, Fokers and Watermen, contrasts favorably with the cost during the two preceding periods. The figures are shown as ^{Rs. P.} 1-0.27 per mile for Enginemmen and

and Firemen, and ^P 3.66 per mile for Cleaners & Fokers.
19. The total consumption per mile of Coal and Patent Fuel during the last three half years does not vary to any great extent. The total cost per mile in these descriptions of fuel is shown for the half year ending June last at ^{Rs. P.} 6-0.35, while the mileage cost in the two half years previously stands at ^{Rs. P.} 4-10.52, and ^{Rs. P.} 5-1.72 respectively. The excess in the cost as compared with the previous periods is due principally to a revision in the price of Coal which had effect from the 1st January last. It will however, be seen from the following table of charges made against this Department for supplies of Coal since January 1874, that the prices have latterly fallen somewhat. This will enable me to make a reduction in the price of future issues.

Average

Average price of Coal received from England and taken to account during the half-year ending 30th June 1874, inclusive of all Charges

Rs. Rs. P.
30-0-10.

1. Do. Do. Do. half
Year ending 31st December 1874 31-8-2.
2. Do. Do. Do. half
Year ending June 1875. 28-11-9.

20. The average consumption and cost of wood per mile is shown as remaining very nearly the same for the three half years.
Consumption being Rs. 79. 36
Cost Rs. 2-6.48 per mile
78. 59 2-6.18 do
79. 22 2-6.42 do

21. The total cost per mile of working is augmented by the increased cost in fuel, otherwise the result would have compared favorably with the previous half years.

22. The expenditure under the head

of repairs of Engines and Tenders remains high, being 171123 Rs. or 1-11.72 per mile. The causes of this heavy outlay I have already indicated.

Carriages and Wagons.

23. Abstract No. 1. represents the average cost per mile of running Carriages and Wagons as 3.49 during the past half year, the monthly expenditure on this account remaining very uniform. Under the head of repairs, a far heavier outlay in material is shown as during March, April, and June than in the remainder of the half year. This is principally due to Charges having been taken to account in those months for teak and sundry stores issued for the twenty three vehicles which I have already referred to as having been renewed during the half year.

24. In Abstract No. 2, the cost of running Carriages

Carriages and wagons, as exhibited in the fourth column, is favorable as compared with the two previous half years, being ^{Pies.} 3.49 per mile against ^{Pies.} 4.97 and ^{Pies.} 4.09 per mile.

25. In the same Abstract the cost of repairs per mile is shown as ^{Pies.} 10.46 against ^{Pies.} 9.32 and ^{Pies.} 1-4.47 per mile in the two preceding periods. The outlay under this head will, I anticipate, be large during the current half year, a heavy additional expenditure being necessary for the conversion of the wagons required for the conveyance of material for the Madras Harbour Works.

Summary:

26. The total cost per mile during the past year for working and upholding engines and Tenders, and for running and repairs of Carriages and Wagons, is exhibited in the Summary of Abstract No. 2 as ^{As.} 9-5.68 per mile. The cost per mile for the half year preceding

4. preceding is shown as higher, being ^{As.} 10-2.41. The cost for the corresponding period in 1874 is slightly less, being ^{As.} 9-3.31 per mile, but it will be observed that the average number of vehicles hauled in that half year is also less, being 16.20 per mile against 17.34 per mile in the period now revised.

Staff.

27. The conduct of the Staff has been satisfactory, and the health of the employees has been good. Fever has continued to some extent at Jolarapett, and has also occasionally prevailed at Stations on the North West Line.

I have the honor to be,
Sir,

Your most obed^t. Servant
Wm. E. W. F. Boodle -
As: Loco. Superintendent,

(True Copy.) M. A. T. W. L. H. of R. E.
Cons: Engineer for Railways

Mr 64/2/76

N^o 3

Madras Railway

Locomotive Department.

A statement of Rolling stock

finished up to 31 December 1874

that constructed during the half

year ending 30 June 1875 and the stock

in course of construction up to latter date.

No 1612.

Madras Railway Company
Chief Auditor's office
Madras 14 October 1875.

The Agent and Manager

Madras Railway

Madras

Dear Sir,

I have the pleasure to
forward my report on the Revenue
Accounts for the half year ended 30
Janu 1875.

2.

The mileage worked on
for traffic was the same as in the
corresponding half of 1874 viz 858 miles.

3.

The gross revenue has
been Rs 22,18,572. 1. 10 against Rs 20,57,671. 8. 8
being an increase of Rs 2,60,840. 9. 2, or
its equivalent 8.82 per cent.

4.

The expenditure in the
past

past half amounted to £220,731.11.9 compared with £184,258.8.9 in the corresponding half. In the former sum is included extraordinary expenditure on account of repairs of bridges and of the reconstruction of the Churn amounting to £239,284.12.10, in the corresponding half of 1874 the extraordinary expenditure was £41,959.12.9. Deducting these sums from their respective half-years the figures compare thus:-

June 1875 £197,044.6.14.11
 June 1874 " 180,029.8.12.0
 the increase in expenditure in 1875 as compared with 1874 is, therefore, 7.45 per cent.

The net revenue was £10,08,780.6.1 as compared with £11,15,412.15.11 in the corresponding half

half year, it gives at 1/10^d exchange £92,471.10.8 sterling, equivalent to a dividend at the rate of £1.15.8 per cent per annum on the Capital bearing interest viz. £10,359,541.0.0, raised at 30th June 1875.

The following results of our traffic operations in the way of dividend is repeated from my last report.

Miles Open	Capital raised at 31 st December £	Net Revenue		Equivalent per cent per annum	
		£	s. d.	£	s. d.
1868 average 656	9,748,339	331,217	6. 11	3 7 11	
1869 690	9,763,765	286,012	19 "	2 18 6	
1870 711	9,939,075	233,578	17 10	2 6 11	
1871 826	10,061,854	267,608	3 "	2 12 8	
1872 actual 832	10,155,344	271,945	6	2 13 6	
1873 average 851	10,154,432	271,697	9 6	2 13 6	
1874 actual 858	10,156,730	191,305	9 5	1 17 8	
First half 1875 858	10,359,541	* 92,471	10 8	1 15 8	

The following table gives the results under each of the 4 heads into which must be doubled to give percentage per annum.

which the revenue is divided

	Half year ending June 1875	Half year ending June 1874	Amount	Surplus
Coaching traffic	1238350 6 8	1269704 6 1	31553 15 5	
Goods	1878458 5 9	1581034 12 8	277423 9 1	
Electric Telegraph	11701 12 9	10977 14 7	723 14 2	
Sundries	90001 8 8	95424 7 4	5422 14 8	
Total	3218512 1 10	2957641 8 8	293477 3	3206141

8. The following are the items of goods traffic from which increased revenue above Rs 5000 has been derived. For further particulars see statement No 19.

	Tons	Rs
Chillies	1640	24,436
Coffee	518	12,964
Cotton D. pressed	393	6,614
Cotton I. pressed	1359	28,133
Gummes	678	6,612
Iron of all kinds	1056	9,236
Jaggree	779	10,051
Paddy	2458	21,164
Rice	15686	204,781
Salt	1995	20,316
Skins	1379	19,994
Sundries	5441	61,814
Government Telegraph lines	570	17,349

The following are the items in

in goods traffic which show a falling off in Revenue above Rs 5000

Grain	Tons 3564	Rs 46,254
Grains	689	19,560
Potatoes	603	7,612
Raggy	9757	74,239

The following classification of all goods carried under a the number of heads shows very marked and interesting results.

	Half year ending June 1875	Half year ending June 1874	Weight	Amount	Weight	Amount
	Mds. S.	Rs as P.	Mds. S.	Rs as P.	Mds. S.	Rs as P.
Country Goods	1929,205 11 3/4	555,945 13	1780,902 18 1/2	465,758 2 8		
Food grains	631,232 8 1/2	200,795 11	598,231 13 3/4	184,015 15 5		
Articles of domestic consumption	615,738 22 1/2	160,162	559,709 30 1/2	138,625 6 7		
Rail and salt petre	160,428 3	17,282 1	115,874 9 1/2	13,741 12 10		
Timber and fuel	49,045 18	133,684	1,331,524 18 3/4	122,640 5 3		
Materials used in building	560,055 2 3/8	261,818 3 10	375,575 5 1/4	174,920 11		
Construction & manufactures	780,928 18 1/2	355,806 12	627,909 38	277,778 6 1		
Sundries	128,786 8 1/2	87,070	126,028 15	94,499 9 8		
Exports of colonial produce	47,034 24 1/2	30,994 8	32,901 23	23,925 11 9		
Imports, cloths piece goods and twist	55,994 39 1/2	56,387 12 6	61,153 7	56,803 8 6		
European stores for consumption in India	23,833 6 1/2	31,81 10	45,714 17	4,579		
Government stores						
Railway stores						
Total	5426,282 33 3/8	1863,052 9 4	4736,524 36 1/2	1557,225 15 8		

The

11. The following are the Chief commodities interchanged with the Great Indian Peninsula Railway

	To and from G. I. P. Railway			
	Half year ending June 1875	Half year ending June 1874	Weight Tons	Amount Rs. & P.
Baggage (Military)	37	1607 7	29	1204 14
Cloths and piece goods	105	3481 7	126	2107
Isocanils	284	3160 1	347	2638 7
Leinnussan at stores	819	22073 13	812	21217 14 6
Cotton & pressed	289	1049 13	671	2723 8
Furniture	41	1757 14	13	615 10
Grain & pulses	4051	50800 6	9614	9769 4 16
Gumms	75	1041 3	130	2074 5
Indigo	68	1052 2	55	970 14
Sp. of all kinds	214	1634 10	63	585 10
Luggage	65	2246 11	57	2015 10
Oil of all kinds	106	626 1	126	1506 14
C. & wine stores	200	11147 7 6	101	7408 8
Potatoes	112	900	7	31 4
Salt	101	1407 6	11	32 10
Seeds of all kinds	410	2437 6	154	1956 8
Skins	998	21004	460	10656 5
Sugar of all kinds	173	2795 5	209	3722 13
Skinneries	53	2403 10	63	2325 6
Tanneries	77	1106 3	21	306 11
Timber	203	5715 15	300	4909 4
Wines and spirituous liquors	28	740 8	0	263 15
Lumines	330	3067 13	166	1630 10
Dying bark	22	537 11	2	20
Liquor	40	1057 12	37	1462 4
Medical stores	21	921 3	15	223 6
Machinery	63	520 10	2	62 15
Wheat	777	9474 5	537	7079 11
Bagging	373	2289 10	130	663 10
Dye roots	130	603 4	79	520 14
Sawmills	1412	4250 10	1790	14564 14
Tanning bark	23	672 9	3	70 11
Other items	827	10107 11	871	11049
Total	1376 7	173986 6	17,119	205419 1 6

12. The interchange of passenger traffic is given in the accompanying table and shows a marked increase in numbers as well as in amount.

	To G. I. P. Railway from G. I. P. Railway to G. I. P. Railway			
	Half year ending June 1875	Half year ending June 1874	Half year ending June 1875	Half year ending June 1874
Passenger 1 st Class	151 4034	174 4732 8	108 1/2 2917 2	134 3485
2 ^d	237 2008 11	210 2957 5	167 1487 9	156 2024 4
3 ^d	458 1293 6 6	1710 5316 7	3347 7705 14	1532 5073 3
Periodical	11 1/2 426 10	23 853 4	51 834 11	25 1/2 417 5 6
Soldiers	1 9 2	1 9 2	3 244	4 2812
Return tickets	28 414 4	28 414 4	127 796 15	63 1/2 398 7 6
Total	4863 16199 8	62131 14150 6 6	5717 12996 6	1862 12700 6

13. The notes against each head of expenditure here in the following table show generally in a comparative form the work done in each department for each half year.

Expenditure

Expenditure.

Half year ending June 1875. Half year ending June 1874.

Abstract A.

Maintenance of engines, works and stations

Abstract B.

Locomotive expenses.

Abstract C.

Carriage & Waggon expenses

Abstract D.

Traffic expenses.

Abstract E.

General charges

Abstract G.

General and Miscellaneous

Gross mileage of engines

1124,112.

Hours in steam

28,674

Repairs at any one time

39

No of vehicles under repair at any one time

242

Profitable train mileage

1048,134

No of stations

84

Miles open

858

General and Miscellaneous

14,892

22

46

Gross mileage of engines

1,031,335

Hours in steam

25,820

Repairs at any one time

35

No of vehicles under repair at any one time

138

Profitable train mileage

964,850

No of stations

84

Miles open

858

General and Miscellaneous

26,963

8

9

No.1.

General Results.

5991

For the half year ending June 1874. Gross Expenditure Net Earnings ditto Revenue

June 1874 29,57,671 88 10,42,258 89 11,15,412 1571 61,29,771 858 3,44,729 96,780 3-11 145
December " 29,48,828 410 19,77,732 28 9,71,553 12 2,67,053 95 858 3,43,613 10,95,762 3 12 21-
June 1875 32,18,572 110 2,24,473 11 9 10,08,780 6 168 66 31 34 858 3,75,722 10,14,812 3 12 219

No.2. Earnings under Coaching and Goods Traffic

For the half year ending June 1874. Coaching Per Goods R. Total
amount centage amount amount
June 1874 1,269,704 61 44.54 15,81,034 128 55.46 28,50,739 29
December " 1,199,778 11 6 42.29 16,37,262 138 57.71 28,37,041 92
June 1875 1,238,350 6 8 39.73 10,78,458 59 60.27 31,16,808 125

No.3. Earnings per mile open.

For the half year ending June 1874. Coaching Goods
amount amount
June 1874 1479 136 1042 112
December " 1398 56 1908 38
June 1875 1443 49 2109 56

No.4. Passenger Traffic including Excess, Return fares, Periodical tickets and Gold cards.

For the half year ending June 1874. First class Second class Third class Cooly class
No amount No amount No amount No amount
June 1874 7,981 66,727 3 27,974 65,215 8 1,056,658 8,28,838 9 11 27,717 113,226 15
December " 6,876 61,183 2 25,079 56,534 3 1,078,700 8,57,373 7 29,202 1,18,789 11
June 1875 6,562 68,968 4 26,210 71,613 13 9,06,110 7,77,717 6 8 41,534 1,68,858 13

The usual statistics are attached.

Sincerely faithfully
Sd/- F. Church
Auditor

No. 5. Percentage of numbers & Percentage of Receipts in each class.

For the half-year ending	Percent of Numbers					Percent of Earnings		
	1st class	2nd class	3rd class	4th class	5th class	1st class	2nd class	3rd class
June 1874	.59	2,047.77	05.20	32	6.37	5.88	76.74	11.01
December do	.50	1,817.76	94	20.75	5.66	5.10	78.09	11.15
June 1875	.46	1,666.68	74	29.14	6.44	5.61	71.47	16.48

No. 6. Miscellaneous (Coaching)

For the half-year ending	Parcels		Passenger Luggage		Horse Carriages		Special Train		Cheap Extra Train	
	Amount	Amount	Amount	Amount	Amount	Amount	Amount	Amount	Amount	Amount
June 1874	49,652	12	2,637	1	46,399	7	2,896	10	69,590	15
Barshy Parcels	1,050									
December 1874	44,587	12	21,258	5	33,544	12	4,367	10	1,090	1
Barshy Parcels	1,050									
June 1875	51,524	12	29,944	10	42,064	1	2,658	11		
Barshy Parcels	1,050									

No. 7. Goods Traffic (Merchandise)

For the half-year ending	Weight		Amount	
	Thousands	Pounds	Sh.	P.
June 1874	4,736,524	36 1/2	1,537,225	15 8
December do	5,357,099	23 1/8	1,619,525	11 1
June 1875	5,426,282	32 1/8	1,868,052	9 4

No. 8. The weight carried and amount earned per mile open.

For the half-year ending	Weight		Amount	
	Thousands	Pounds	Sh.	P.
June 1874	5,520	1,814	15	2
December	6,237	1,887	8	11
June 1875	6,324	2,171	6	3

N. 9. Material

For the half-year ending	Material	Percent of gross Receipts
	Weight in Pounds	Amount in \$
June 1874	33,450 10 1/2	9,983 13
December	27,526 1 1/2	6,029 12
June 1875	6,348 2	1,457 1

N. 10. Miscellaneous (Goods Traffic)

For the half-year ending	Costs	Demurrage
	Amount	Amount
June 1874	10,672 12	3,152 4
December	8,009 3	3,412 15
June 1875	11,414 "	2,522 1

N. 11. Abstract of Expenditure

Expenditure	For the half-year ending			Percent of		
	June 1874	December 1874	June 1875	June 74	Dec 74	June 75
To Maintenance of Way & Water stations	5,92,821 14 1	6,30,366 2 1	8,52,233 11 8	20.04	21.38	26.57
Locomotive Power	1,30,386 2 1	6,64,178 9 7	7,21,523 . 4	21.31	22.52	22.42
Repairs of Carriages & Wagons	1,02,917 8 11	1,57,397 10 8	1,10,077 13 11	3.48	5.13	3.42
Traffic Expenses	2,88,521 10 5	2,03,395 5 10	2,02,036 2 .	9.76	10.29	9.39
General Charges	2,00,653 12 7	1,91,037 1 1	2,07,948 13 8	6.79	6.48	6.46
Special & Miscellaneous Expenses	26,963 8 8	36,898 5 5	14,892 2 2	.91	1.25	.46
	18,42,258 8 9	19,77,273 2 8	22,09,731 11 9	62.29	67.05	68.66

The statements which accompany the Report are the following

1. General results
2. Earnings under coaching and goods traffic
3. Earnings per mile open
4. Passengers traffic including excess Return fares and soldiers
5. Percentage of numbers and percentage of Receipts in each class
6. Miscellaneous/coaching/
7. Goods traffic/merchandise/
8. Weight carried and amount earned per mile open
9. Material traffic
10. Miscellaneous/goods traffic/
11. Abstract of expenditure
12. Return showing the Inwards and Inwards traffic at each station for the half year ending June 1875.
13. Comparative statement showing the quantity and amount of the principal commodities of merchandise traffic for the half years ending June 1875 and 1874.
14. Statement of quantity of merchandise traffic (mentioning the chief staples) forwarded from and received at the principal stations during the half year ending June 1875.

No 15. Statement of mileage of vehicles for the half year ending June 1875.

16. Statement showing the number and mileage of engines and trains run up and down distinguishing between passengers goods and mixed also between engines and trains run for traffic local motive and maintenance for the half year ending June 1875.

17. Statement showing the number and mileage of passengers, horses, carriages and dogs, the weight in tons and ton mileage of merchandise and materials &c. &c. for the half year ending June 1875.

18. Statement showing the weight carrying capacity number and mileage of vehicles run during the half year ending June 1875.

19. Comparative statement showing the weight and earnings of the principal commodities during the half years ending June 1875 and 1874.

20. Statement showing the locomotive power for the half year ending

June 1875.

32
97
Sd. J. Church
Chief Auditor.

/ True copy /

Wentworth St. H. R. E.
Cons. Engineer for Railways

1739
Madras Railway Company
Chief Accountants Office
No. 341. Madras 7 October 1875

Dear Sir,

In forwarding the usual Statements of the Company's Accounts for the half year ending 30 June 1875 I beg to report that the following accounts have been closed during the half year.

Law Charges in Suspense.

The Government Promissory notes for Rs 4000 deposited in the High Court, for the eventual cost of appeal to the Privy Council in the case Madras Railway Company Vs. Zamindar of Barvairhugga, having been returned to the company has been sold and the necessary part of the proceeds credited to this account on the 7 May 1875; the surplus realized being carried to our Revenue Account for

4-547
11/11/76
Pess

PR 64
7/76

for the month of April 1875.
Miscellaneous Surveys Account.

The balance standing at the debit of this account was closed in accordance with the Comr. Engineer's letter No. 394 dated 8 April 1875 as under.

In January 1875. Cost of Deviation Survey No. 5927. 13.0 transferred to the debit of "Line open for Traffic" as this charge is to borne by the Company.

In March 1875. Cost of Bochim, Hyderabad and Kurnool surveys less credit No. 29829-4-11 recovered from Government of India.

Messrs. Hopkins Gilkes & Co.

The amount at the credit of this account was closed by a credit to

74
101
London Office Store Account in the accounts for the month of March 1875. Please see para 7 of Board's Letter No. 549 dated 9 April 1875. The interest hereon was dealt with as directed by the Board.

Bank of Madras Bellary. As intimated in para 6 of the last report this account has been closed Oriental Bank Corpn. M. Ry. Emp. Gua. Fund. Oriental Bank Corpn. M. Ry. Contro. Serv. Fund.

The balances of the above two accounts were withdrawn from the Oriental Bank Corpn. under Govt. Orders on the 24 March 1875 and paid into Govt. Treasury Govt. of India Special Funds Account Bank of Madras see Accountant General's letter No. 10715 dated 19 March 1875. It

It will be seen from the Accountant General's certificate on the Govt. of India Special Funds Account that the Interest Rs 355-11-9 though credited by the Govt. Examiner was not credited by the Accts General. We have been advised since however that this amount has been passed to our credit in the accounts for the half year ending 30 June last.

Contribution to Fire Insurance Fund.
The contribution to this Fund from our Revenue has been discontinued vide para 5 of Board's letter No 549 dated 9 April 1875 and Govt. Engrs letter No 922 dated 23 August 1875 embodying G. O. No 2259 dated 5 August 1875.

In accordance with G. O. No 2115 dated

75
103
dated 24 July 1875 forwarded with the Govt. Engrs letter No 881 dated 11 August 1875. All charges appertaining to the accounts of the past half year were as far as practicable included in the accounts of that half year though the payments were made during the current half year. The attention of the Board should be drawn to this so that effect may be given by them to the wishes of Govt. in the case of sick leave allowances &c paid in England.

As directed in the same G. O. the words "the half year" have been substituted for "previous half year" in first column of Statement No 6.

The addition to the Capital Expenditure during the half year amounts to Rs 1,01,141-8-10 made up of cash and Stores

Stores in the following proportions
 Cash outlay

In England ~~Rs~~ 2,023-1-11.
 In India 144,234-15-10 146,258-1-9
 Stores Issues ~~Rs~~ 34,883-7-1
181,141-8-10

The following Summary shows the
 receipts and issues of Stores during the
 half year.

Balance of Stores on hand 1 Jan 1875. ~~Rs~~ 37,71,275-4-1
 Receipts

From England ~~Rs~~ 4,34,702-1-0
 " purchases India. 4,12,039-6-1. 8,46,741-7-1
 Issues. 46,18,016-11-2

Capital Account ~~Rs~~ 34,883-7-1
 Revenue Account 901,451-9-6
 Sales 47,388-11-2 2,03,723-11-9
 Store balances 30 June 1875. ~~Rs~~ 36,34,292-15-5

A list of Statements that accompany
 is annexed.

Yours faithfully
 Edw J Church
 for Chief Accountant

List of Statements

- Forms Nos 48 of the series issued by the Govt of India
 19. Balance Sheet for the half year ending 30 June 1875
 20. Statement of Capital Receipts & Expenditure to
 30 June 1875, as per Secretary's letter dated
 21 October 1873.
 21. Details of Cash Expenditure on the purchase
 of Stores and issues of Stores on Capital
 and Revenue Accounts.
 22. Fire Insurance Fund Account
 23. Ledger Statement
 24. Statement of Stores in Transit.
 25. The Agent and Manager in account with
 London Office.

26. Memo. of Materials lost account
 27. — of Short landings.
 28. — in Explanation of short landings
 29. Statement of Interest on monthly Balance.
 30. — of Wood Fuel.
 31. — of Payments made in England
 for quarter ending 30 June 1875.
 32. Certificates of Loco. Suptt., Chief Engineer,
 Cashier Traffic Manager & General-
 Storekeeper of Cash Balances against
 them.
 33. — of the Agent of the Oriental Bank
 Corpn. regarding Fire Insurance
 Fund.
 34. — of Cash Balances in the Bank
 of Madras, Oriental Bank Corpn.
 and Govt. of India Spl. Funds Account.

35. Certificate of Balance of Cash on Fixed
 Deposits, held by the Bank
 of Madras, & B.C., Messrs.
 Arbuthnot & Co. and Chartered
 Mercantile Bank of India London
 and China and of Fixed Deposit
 Receipts held by Messrs R.B.
 Churn and F. Church for safe
 custody.
 36. Six Printed Copies of the Govt. Series of
 Accounts.

, True Copy /

Wentworth Lt. Col. R. &
 Consulting Engineer
 for Railway.

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE.

Madras, 22nd December 1875.

No. 676

From

LIEUT.-COLONEL J. H. M. SHAW-STEWART, R.E.,
Consulting Engineer for Railways,

To

MAJOR-GENERAL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

I have the honour to
forward copies of the reports from the
heads of departments of the Madras
Railway Company for the half-year
ended 30th June 1875.

I have the honour to be
Sir

Your most obedt Servant
W. M. Stewart Lt. Col. R.E.
Cons. Engineer for Railways

Chief Eng & Repat.
Telegraph Engineer
Traffic Manager
Ag. Secy: Supt.
Chy: Auditor
Chy: Acty

No 356

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 9 Feb 76

Read the following :-

The Chief Engineer
for Railways

W.E. No 676 of 22 Dec 75

Ordered that these
papers be forwarded
for the information of the
Government of India.

In Ld No 2605 dated
10 September 1875 the
attention of the Board of
Revenue was called to the
falling off in the Salt
traffic of the North India
line during the half year
ending December 1875.

I do not think that we should
satisfied with the Consulting Eng
mere transmuting these un-
important reports - I think rather remarkable
I made a work deal of inquiry into the
on the subject of our dip in the traffic
that of the C.E. in respect to the
the traffic in Calcutta down as
lower than it is there before the
primary duty of the one of the Traffic Manager's
part of the half year report is
Necessity demands - from the C.E.

P. W. 1876 Dept
RAILWAY DEPARTMENT.
No 64.
From
The Consulting Engineer
for Railways,
To
The Secretary to Government,
P. W. Department,
Fort Saint George.
Dated 22 December 1875.
Recd. 25

No. 676
Despatched 4 Jan 76

E. J. Howard
Copies of reports from
the heads of de-
partments of the
M. Ry Co for the half-
year ended 30 June 75.

No 115-b-

report for the half year
ending June 1875 that
the traffic has still
further declined. The
subject will be again
remitted through the

Revenue Department
for the consideration of
the Board and for ^{impr.} ~~recom.~~
~~transmission~~ of the causes

of the decrease.

H. C. Esq. dated 9/1/75

The Secy. to the Govt.
of India, S. H. C.

Sir I am directed by the
Governor in Council to
transmit herewith the
accompanying reports
of the officers of the
Madras

leave the for & notice the work
- need falling off - a 2^d
time. As the C. S. has been in
communication with the Board
& Collection.

We have here a remarkable
evidence of the effect of a rise in
the price of salt - The average
of 10 1/2 years down to 70 was at
25,000 tons; of 10 1/2 years from
that year 22,400 tons, a decrease
of about 10%. The additional tax of
5.00 a maund (per 1-11-0 lb
2.00) account of the salt
took effect in 1870

I shall

Mr. Mr. Esq. let the
insult be paid to
when this fact is in his covering
letter, I think any inquiry has
been instituted in his office
he will be requested
to state the cause of
so continued a falling off.

The Com. Secy. for Agri.
Rev. Department

Dr. P. - 16-2-75

Madras Railway Company
on the operations of their
several Departments for
the half year ending 30
June 1875.

Comr.

3/

18 21/10 18
21 18
18 21/10 18

refers
enclosed
the
last

Govt. of India
PUBLIC WORKS.

To Govt of India
Consig. Engr. for
Ry. 10/1

Dated

Issued

Recd.

Encl

G. O. 7 Feb 1876, No. 35

No. 145-147
148

Transmitting Recd.
of the Officers of the
Ry Co on the operations
their several Depots for the
last half year ended 31
Jan 1876.
accor
of the

Reports from the
Depots of the Ry Co
for the half year
ended 31 Jan 1876.
This is on the