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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1159	(Ry)	Press Mis. ✓
Dated 5-4-1877.		

Not to be folded or roughly handled

S^d 183

N^o 295. Madras Railway Co.
Chief Accountant's Office
Madras 20th October 1876.

Dear Sir,

I beg to forward herewith the usual statement of the Company's Accounts for the half year ending 30th June 1876.

2. The total expenditure on account of capital during the half year has been Rs 1,97,913-12-9, but after deducting various credits, particulars of which are given below, this amount is reduced to a net Capital expenditure of Rs

Rs 1,08,586-5-5 for the half year. The proportion of cash and stores in this outlay is as follows:-

Cash

In England - Rs 325.8.9

— India - 46,975-4-6.

47,300-13-3

61,285-8-2

1,08,586-5-5

Stores

3. The most important works on which capital expenditure has been incurred are the following, vide statement No 5 of the printed accounts.

Telegraph Department - Rs 34,301-5-9 represents the cost of renewing the wooden posts with Siemens's iron standards

standards between Vanniembady and Pattamby.

Stations & Buildings. Under this head is included the expenditure at the Royapuram and Salt Water Stations of Rs 14,630.14.10 for cost of piping for water supply in case of fire.

Construction of Line includes the expenditure during the half year at the Higgly Bridge amounting to Rs 52,689.1.10.

4. The several credits to capital amount in the aggregate to Rs 89,327.7.4 among which it will be observed that the following are

are the most important.

Rs 31,392-0-0 in January being the original cost of 18 coke wagons which have been broken up. This amount has been dealt with in accordance with the instructions contained in the Consulting Engineer's letter L^o 381 dated 10th April 1876 i.e. the whole sum has been credited to Capital and debited in part to the "Loco Store and Workshop account" Rs 9,067-8-0 for the present value of the iron work taken into stock, and the remainder Rs 22,324-8-0 to Revenue, Abstract 6, in the same way as the value of the 44 Ballast

85
Ballast wagons was dealt with in the accounts of the preceding half year. Rs 4,712-1-3 in March represents expenditure incurred for doubling the Line between 4 m. 32 ch. and Brady previously charged to Capital and now credited thereto by a transfer to Revenue, vide Consulting Engineer's letter L^o 1330 dated 26th December 1875.

Rs 45,594-8-6 in June represents the value of permanent way materials taken out from various sidings and lay bays and of stones found in excess transferred to stock by the Acting Chief Engineer in his

his store accounts for the month
of June 1876.

5. The following summary shows
the receipts and issues of stores during
the half year.

Store Balances at 31 Dec/75 - Rs 33,67,873-2-5
Receipts

From England - Rs 4,43,827-5-9

— Purchases in India - 5,08,753-9-1 — 9,52,580-14-10

Issues
Rs 4,3,32,454-4-3

Capital a/c Rs 61,225-8-2

Revenue a/c - 8,49,381-13-11

Sales - 45,472-9-3 Rs 4,56,137-5-4

Store balances at 30 June 1876 - 33,66,315-1-11

It will be seen from the Balance
Sheet that the Fixed Deposit accounts
of

7 86
of the Employees Guarantee and
Contractors' Security Funds are
closed, with the exception only of
a receipt of the Chartered Mer-
cantile Bank for Rs 3,800 repres-
enting the unpaid balance of the
gratuity granted by the Company
to the family of late Inspector
Satur. The closing of these ac-
counts is the result of the transfer
of the cash balances of the two
funds to the Government Treasury
under the head of Government of
India Special Funds Account
Bank of Madras' Sec Accountant
General's letter, L^o 107/15 dated 19

March

March 1875

7. The printed accounts herewith submitted are prepared in accordance with the Revised Terms of Half yearly accountants submitted to you by the Consulting Engineer with letter No 392 dated 13 April 76. The alterations, other than verbal, appearing in these revised Terms are such as the introduction of a new heading called "Minor Works" in abstract A, the omission of the heading "Contribution to Special Funds" from abstract G. and the transfer to the same abstract of certain accounts under the heading

Payments

987
"Payments to other Sincere"

8. In the amount debited to the "Materials Lost account" for the month of June will be found the equivalent of ^{s. d.} 3-9 which is apparently a sum overcharged in the Invoice of S. S. Duke of Newcastle, as shown in the statement of stores landed for the same month.

The clerical error in the Invoice of the Duke of Lancaster brought to the notice in the Secretary's letter dated 15th September 1876 has been adjusted

9. A List of the Statements which accompany is annexed.

Jonas

Forms 18
Edw J. Evans
Chief Accountant.

To

The Agent and Manager.

4 88
List of Statements

- Forms Nos 1-18 of the series issued by the
Government of India
19. Balance sheet for the half year ending
30 June 1876.
20. Statement of Capital Receipts &
Expenditure to 30th June 76 as per
Secretary's letter d. 21st 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. Wrecker Statement
24. Statement of Stores in Transit.

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- 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 in monthly
categories
- 30 — " — Wood Fuel
- 31 — " — payments made in Aug/
land for 1/4 ending 30 June/76
- 32 Certificate of Loco. Deptt.,
Chief Engineer, Cashier
Traffic Manager and General
Store Keeper of Cash balances
against Memo.
- 33 — " — of the Agent A.B. regarding
Office

Fire Insurance Fund.

34. Certificate of cash balances in the
Bank of Madras.
Oriental Bank Corporation & Govt.
of India special Funds. —
account with reconciliation
statement attached.
- 35 — " — of Fixed Deposit held by the
Chartered Mercantile Bank
of India, London & China
- 36 Copies of Bills for Stores sold,
received during quarter ending
June 1876.
37. Five Printed Copies of the Govern-
ment series of Accounts.

[sd/ J. Cramp
Chief Accountant

Madras
20th October
1876

3120

3120

S.D. 60

Madras Railway

No 54

Locomotive Superintendents
Office.

Perrambore Works

13th October 1876.

From

F. H. Trevithick Esq

Locomotive Superintendent

To

R. B. Chinn Esq

Agent & Manager

Madras Railway.

Sir,

I have the honour
to submit my report of the
working of the Locomotive
Department during the half-
year ending June 30th 1876.

2. Annexed are three
statements of figures, of
which

4. 65 (April) 1876

which No 1 exhibits in detail the monthly expenditure incurred in working and upholding Locomotive engines and tenders and the carriage and wagon stock.

3. No 2 furnishes a comparison of similar details between the last three half years.

4. And No 3 is a complete list of all the rolling stock in the Com^{rs} hands possession, showing also the quantity and description of rolling stock constructed and in course of manufacture at the Pernambuco Workshops during the half

year

year.

Locomotive Engines and Tenders.

5. The repairs to locomotives during the half year have been heavy and expensive and as many of the engines which have been at work from 15 to 17 years, are now requiring new fire boxes or new boilers. I fear no reduction in this item can be looked ^{to} for some time to come.

6. Repairs have been executed on 36 engines during the half year, and 33 were under or awaiting repair on the 30th June.

7. Two new boilers were

were constructed during the half year, and 8 new boilers were under construction on the 30th June; and during the next two years probably 20 more must be made and about 8 engines will need new fireboxes.

8. Some difficulty is now experienced in executing the repairs to engines with sufficient rapidity, partly because the number of engines available for working the traffic is very limited, and partly because the appliances at Perambore Works for constructing boilers are incomplete; it is hoped, however, that when the new smithy now under construction is finished, and the present smithy

62
smithy made available for a boiler shop with the necessary machinery and lifting tackle, the difficulty will to a great extent be removed. It is however very desirable that this work should be urged on to completion with all possible despatch.

9. I have stated that the number of engines available for working the traffic is very limited, the consequence of which is that the repairs have to be hurried on at great expense for overtime, because the engine cannot be spared from the traffic to be laid off for repairs.

repairs.

10.

The Company possesses 128 engines, but of these 9 single engines with 12 inch cylinders are far too small for the main line traffic for which they are now not used at all, and they can only be employed to a very limited extent for shunting. Ten others, 4 coupled with 14 inch cylinders, are only available for shunting, and of these 4 are under repair - 2 others, 4 coupled with 15 inch cylinders - recently purchased in India, can also be employed for the lightest traffic.

11.

Thus of the 128 engines,

only 104 are available for the general traffic, out of which 93 are required in daily use, exclusive of shunting engines figures which will, I think, amply account for the difficulty I have mentioned in keeping them up to their work, and turning them out of the shops with sufficient rapidity.

12.

It would be to the advantage of the Company if 19 out of the 21 engines described above could be sold and others of a more powerful type purchased in their place.

13.

In the report of the meeting held in December 1875 at the instance of

of the Government Director of Indian Railways; the need of more engines of a more powerful build than the Company now possess is strongly urged. I fully concur in the opinion expressed, and have now under preparation designs for submission to the Board for 20 new engines.

Carriage & Wagon Stock

14. The expenditure under this head has been augmented by the cost of the wood-work of 10 Coke wagons debited to revenue which have been broken up; their iron-work has been returned into store. Six vehicles, viz, 2 open goods,

2364

1 covered goods and 3 coke wagons have been renewed during the half year on revenue account, and about 50 vehicles are now awaiting renewal.

Mileage

15. The number of train miles run has been 47,103 less this half year than last which is accounted for by reduction in the number of special trains which number this half 2853 against 3799 last half.

Working Expenses

16. The expenditure on fuel of all kinds consumed is less by Rs 33,947 than for the previous half year, accounted for

for by a reduction in its book value.

17. The difference in cost of repairs to engines and tenders, viz., £225,849, as compared with £174,937 for the preceding half is, as already explained, due to the number of new boilers and other heavy repairs necessitated by the age and service of the engines, a large sum having been required for iron and copper boiler plates, crank-axes and brass; and the difference in cost of working and repairs together, is attributable to the same cause.

18.

The number of

25 03
carriages and wagons which passed through the shops for repair and renewal is 2,358 against 1,991 in the half year preceding.

19. The fluctuation in the cost of general superintendence arises from the varying amount chargeable under this head to capital and reserve.

20. The total cost of working and repairing both Locomotives and carriages and wagons amounts to $\frac{£}{11} - \frac{10}{3.5}$ per mile against $\frac{£}{10} - \frac{10}{9.7}$ for the preceding half, which difference, as already explained, due to the heavy repairs and renewals which accumulate with the increasing age of the Company's stock. I have &c.

Edw. J. H. Trevithick
Genl. Superintendent

F.V.D.
23 MAR 77
NR 2756

Print

405 April 77 J.B. 117

SP 2723
Madras Railway
Electric Telegraph Department.

Report for the half year ending 30th
June 1876.

No 238.

My dear Sir,

During the half year
ending the 30th June 1876 the wooden
posts between Pothanore and Pattanam
were removed and Siemens's iron
poles erected instead.

Stations on the Morse
Circuit Nilgherry branch were
placed in direct communication
with Salem when rejoined by
means of a switch at Pothanore.

The

Summary of the working of
Electric Clocks for the months
of January, February, March,
April, May & June 1876.

clock failures {
caused by circumstances
beyond the signallers
control } 8 cent
caused through the
negligence of signallers } 90 cent

D² - Error 2 minutes and over } 8 cent
D² - D² Under 2 minutes but
1 minute and over } --
D² - Stopped -- --
D² - Under 1 minute -- --

25
31

	January	February	March	April	May	June	mean of 6 months
caused by circumstances beyond the signallers control } 8 cent	1.12	1.72	1.81	1.72	2.42	2.18	1.81
caused through the negligence of signallers } 90 cent	1.12	2.37	4.23	3.02	5.44	4.17	3.39
D ² - Error 2 minutes and over } 8 cent	0.89	0.65	0.60	1.29	0.40	1.04	0.81
D ² - D ² Under 2 minutes but 1 minute and over } --	3.13	4.09	6.45	4.53	4.44	6.64	4.88
D ² - Stopped -- --	0.0	0.0	0.20	0.43	0.20	0.0	0.13
D ² - Under 1 minute -- --	93.74	91.17	86.71	89.01	87.10	84.04	88.98
	100.00	100.00	100.00	100.00	100.00	100.00	100.00

Meanum
31st August
1876

Edw. G. Winter
Telegraph Engineer

W. J. P. P.
W. J. P. P.

N^o 1665

Madras Railway Co.
Chief Auditor's Office
Madras 19th October 1876.

The

Agent and Manager
Madras Railway
Madras

My dear Sir,

I have the pleasure to
forward my half yearly report.

3. In this half year the
mileage worked over for traffic was
the same as in the corresponding
half of 1875 viz. 858 miles.

3. The Gross Revenue has
been Rs. 30,87,397. 6.0 against
Rs. 30,87,397. 6.0

These Enclosures
connected with G.O.
N^o 115785. Dated 19/10/76

21/Jan/78

L. O. 5185 dated 11/10/76

The following results of our
Traffic operations in the way of dividend
is continued from the last report.

	Miles open average	Capital rais- ed at 31 st Dec. cents	Net Revenue	Equal & cent.
		£	£ s d	£ s d
1868	656	9,748,339	33,217 6 11	3 7 11
1869	690	9,763,765	286,012 19	2 18 6
1870	711	9,939,075	233,518 17 10	2 6 11
1871	826	10,161,854	267,608 3	2 12 8
1872	832	10,165,344	271,945	2 13 6
1873	851	10,154,432	271,697 9 6	2 13 6
1874	858	10,156,730	191,305 9 5	1 17 8
1875	858	10,775,052	175,188 17 3	1 12 6
First Half 1876	858	10,285,121	77,124 8 1/2	1 9 1/2

* must be doubled to give % centage, for annuities

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The following table gives
the results under each of the four heads
into which the Revenue is divided.

	Half year ending June 1876	Half year ending June 1875	Increase	Decrease
	Rs a p	Rs a p	Rs a p	Rs a p
Coaching Traffic	12,76,946 9 6	12,38,350 6 8	38,596 2 10	-
Goods	17,07,747 9 7	18,78,458 5 9	-	17,07,10 12 2
Electric Telegraph	12,027 6 9	11,701 12 9	325 10	-
Sundries	90,675 12 2	90,001 8 8	674 3 6	-
Total	32,87,397 6	32,18,512 1 10	39,596 4 17	17,110 12 2

The following are the items of
Goods Traffic from which increased
Revenue above Rupees 5000 has been
derived. For further particulars see state-
ment No 19

Carton & Loose Tons	-	-	Rs 6,744
Grain & Rubee	-	-	1,925 - 10,509
Grains	-	-	668 - 13,022

How

Iron of all kinds Tons 622 — Rs — 11,740
 Ordnance stores — 91 — " — 5,316
 Salt — 724 — " — 20,036
 Beds of all kinds — 1409 — " — 20,802
 Skins — 2609 — " — 53,082
 Twine — 353 — " — 5,421
 Harbour Materials 66965 — " — 21,011
 Railway Stock — 999 — " — 11,126

The following are the items
 in Goods Traffic which show a fall-
 ing off in Revenue above Rs 5000.

Chillies — Tons 1799 — Rs 5564
 Cotton (clean & pure) — 865 — " — 10,321
 — ("E) — 937 — " — 13,792
 Gummies — 607 — " — 6,169
 Jaggree — 1,369 — " — 18,278

Paddy — Tons 2,069 — Rs 19,496
 Raggy — " — 2,335 — " 21,159
 Rice — " — 16,048 — " 204,932
 Sundries — " — 9,653
 Timber — " — 1,566 — " 10,003

Government telegraphs — 570 — " 17,349
 Stores

10. The following classifica-
 tion of all goods carried is designed
 to show country and Foreign Trade

Country Trade	Half year ending June 1876			Half year ending June 1875		
	Weight Tons	Amount Rs. a. p.		Weight Tons	Amount Rs. a. p.	
Food Grains	1,431,411	19	354,693 5	1,939,205	11 1/4	555,945 13
Articles of Domestic consumption	652,968	3 1/2	191,720 6	631,232	8 1/4	200,795 11
Salt and Saltpetre	634,824	15	179,636 15	615,738	22 1/2	160,086 2
Timber and fuel	159,232	15	18,621 1	160,428	3	17,282 1
Materials used in building construction and manufacture	445,416	2 1/4	134,422 8	493,046	18	133,684
Sundries	2,390,398	32 1/4	261,853 8 7	560,055	23 1/2	261,818 3 10
Exports of Colonial produce	727,572	23 3/4	362,572 2	780,928	18 1/2	355,906 12
Imports of cloth, &c. goods from Europe and stores for consumption India	140,914	17	95,644 4	128,786	8 1/2	87,070
Government stores	51,427	"	59,604 6	55,994	39 1/2	56,387 12 6
Railway stores	19,726	5 1/4	3,329 1	23,833	6 1/2	3,181 10
Totals	67,45,345	18 1/2	16,91,970 12	75,426,282	3 1/2	18,62,052 9 4

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

Commodities	To and from the G. I. P. Railway		Half year ending June 1875		Half year ending June 1876	
	No.	Amount	No.	Amount	No.	Amount
Passage Military	37	2,493 4	37	1,607 7		
Tobacco and Coffee	34	788 11	185	3,481 1		
Cloths and Piece Goods	308	4,311 8				
Cocoanuts	476	5,437 10	284	3,160 1		
Commissariat Stores	405	11,108 3	319	22,073 13		
Cotton (Clas E) pressed	1,135	9,000 8	289	1,849 11		
Firewood	240	544 8				
Furniture	40	1,900 11	41	1,751 14		
Gum Arabic Resin	6,625	65,321 3	4,251	56,800 6		
Gummies	108	1,476 8	75	1,011 3		
Indigo	114	2,074 5	66	1,652 2		
Dyes of all kinds	240	3,034	214	1,634 10		
Loggins	74	2,149 11	15	3,246 11		
Oil of all kinds	183	2,228 10	181	1,147 7		
Ordinance Stores	146	3,592 11	200	1,427 6		
Rice	1,021	17,545 6	181	4,427 6		
Salt	506	3,454 11	110	2,437 6		
Salt fish	27	532 6				
Sheep of all kinds	914	6,269 12	998	21,064		
Spices	2,799	86,164 8	173	2,795 5		
Sigars of all kinds	63	694 14	53	2,403 10		
Sundries	84	3,621 6	282	5,115 10		
Timber	80	891 8				
Tobacco	46	629 11				
Wine and spirituous liquors	28	736 8	23	746 8		
Wheat	913	11,199 1	776	9,274 5		
Gum Arabic	826	12,122 7	1,412	47,506 11		
Poppy seeds	57	3,972 15				
Bagging	202	1,112 12				
Sandal wood	96	1,282 11	373	2,289 11		
Rauvages	63	2,196 11				
Eye Rocks	107	707 15	136	203 4		
Cigars	41	552 2	45	1,059 12		
Greenware	8	1,199 5				
Gumblers	67	581 7				
Opium	15	542 11				
Jumping Mark	32	850 4	23	672 9		
Other items	773	14,118 4	1,460	17,207 5		
Total		18,994		22,073 13		

The interchange of Passengers Traffic is given in the accompanying Table and although it shows a falling off in numbers about 4,400 and in Receipts about Rs. 900 in the 3rd class traffic, the increase in other classes of Passenger Traffic is favorable. On the whole there is a small increase in Receipts.

To G. I. P. Railway		From G. I. P. Railway		To and from G. I. P. Railway	
Half year ending June 1875	Half year ending June 1876	Half year ending June 1875	Half year ending June 1876	Half year ending June 1875	Half year ending June 1876
No.	Amount	No.	Amount	No.	Amount
1 st class	192 5110 7	151 2,032 2	123 3,576 4	108 2,917 2	315 2,892 2
2 nd class	216 2,732 14	237 2,422 11	173 3,200 5	167 4,487 9	289 4,933 3
3 rd class	2,501 7,580 6	4,381 9,216 6	1,202 5,530 9	3,347 7,758 14	3,254 13,110 12
4 th class			1 13	1 9 2	1 13
5 th class					
6 th class					
7 th class					
8 th class					
9 th class					
10 th class					
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The

The notes against each head of Expenditure in the following Table show generally in a comparative form the work done in each department for each half year.

Expenditure

Half year ending June 1876				Half year ending June 1875			
Miles maintained	Cost	Profit	Miles maintained	Cost	Profit	Miles maintained	Cost
Abstract A.							
Maintenance of way, work, & stations	949 - 8	729,284 69	23.33	Miles - chains	921 - 21	3,53,333	118 26.51
Abstract B.							
Gross mileage of engines	10747602			Gross mileage of engines	1124,112		
Hours of engines under repair at any one time 27 1/2	753842 3	7 24.42		Hours of engines under repair at any one time 28 1/2	721,542	4 22.62	
Abstract C.							
No of vehicles under repair at any one time 263	203,353 38	6.59		No of vehicles under repair at any one time 242	110,077	13 3.42	
Abstract D.							
Profitable gross mileage of engines	322,591 12	11 10.42		Profitable gross mileage of engines	322,026	2 9.39	
Abstract E.							
General charges	224,907 6	11 7.75		Miles of gross 85.8	307,243 48	6.4	
Abstract F.							
Special and miscellaneous Expenditure							
	31,510 15	70					

14.

The usual Statistics are attached.

General

June 1876

General Manager

General Results.

For the Half year Ending	Gross Earnings	Expenditure	Net Revenue	Percentage Profit	Miles open	Earnings per mile	Costs per mile	Profit per mile
June 1875	32,18,512	1,02,09,731	119,10,878	68.66	31.34	858	3,751	2,10
December 1875	32,11,240	63,23,08,869	99,02,370	71.90	28.10	858	3,742	113
June 1876	30,87,397	62,23,46,404	8,41,357	972.75	27.25	868	3,598	510

No. 2. Earnings under Coaching and Goods Traffic.

For the Half year Ending	Coaching amount	Percent age	Goods Amount	Percent age	Total
June 1875	13,38,350	6.8	39.73	18,78,458	5.9
December 1875	12,27,643	4.6	39.50	18,79,982	8.3
June 1876	12,76,946	9.6	43.78	17,07,747	9.7

No. 3. Earnings per mile of train.

For the Half year Ending	Coaching amount	Goods Amount
June 1875	1,443	4 9
December 1875	1,430	13 1
June 1876	1,488	4 6

No. 4. Passenger Traffic including Excess Return Fares, Periodical Tickets, and Soldiers.

For the Half year Ending	First Class		Second Class		Third Class		Fourth Class	
	L ^s	Amount	L ^s	Amount	L ^s	Amount	L ^s	Amount
June 1875	6,563 1/2	68,968 4	26,210 1/2	71,623 13	986,110 1/2	7,77,717 6	415,341 1/2	1,68,868 13
December 1875	6,725 1/2	73,090	25,812 1/2	90,526 6	846,283	7,12,088 7	422,644 1/2	1,73,676 13
June 1876	6,823 1/2	78,436 6	24,636 1/2	87,684 13	896,783 1/2	7,59,676 7	479,544 1/2	2,03,373 9

N^o 5 Percentage of numbers and Percentage of Receipts in each class

For the Half year ending	Percent of numbers				Percent of earnings			
	1 st Class	2 nd Class	3 rd Class	4 th Class	1 st Class	2 nd Class	3 rd Class	4 th Class
June 1875	.46	1.66	68.74	29.14	6.44	5.61	71.47	16.48
December 1875	.52	1.72	64.93	32.83	6.78	5.94	69.37	17.91
June 1876	.49	1.58	63.49	34.44	7.05	5.96	67.76	19.23

N^o 6 Miscellaneous (Coaching)

For the Half year ending	Parcel.	Passengers Luggage	Horse carriage and Dogs	Special Chairs	Charges Extra Paid			
	Amount	Amount	Amount	Amount	Amount			
June 1875	51.524	12	29944	10	42.064	1	25.568	11
Banghy Parcels = 3	1.050							
December 1875	54.366		37.345	11	50.185	13	35.314	2
Banghy Parcels = 3	1.050							
June 1876	52.649	9	33.541	2	49.267		11.267	11
Banghy Parcels = 3	1.050							

164

1000

N^o 7 Goods Traffic (Merchandise)

For the Half year ending	Merchandise	
	Weight	Amount
June 1875	5.426.282	18.13.052
December 1875	5.857.952	18.55.816
June 1876	6.745.34	16.91.970

N^o 8 The weight carried and amount earned per mile

For the Half year ending	Weight	Amount
June 1875	6.324	2.171
December 1875	6.827	3.162
June 1876	7.862	1.971

N^o 9 Materials

For the Half year ending	Material		Receipts
	Weight	Amount	
June 1875	6.348	1.459	.04
December 1875	15.323	4.049	.13
June 1876	9.257	2.214	.07

N^o 10 Miscellaneous (Goods Traffic)

For the Half year ending	Bottle		Demurrage	
	Amount	Amount	Amount	Amount
June 1875	11,414	11	2522	1
December 1875	17,507	11	2609	12 4
June 1876	10,964	2	2598	7

N^o 11 Abstract of Expenditure

Expenditure	For the Half year ending		Percent of Revenue	
	June 1875	Dec. 1875	June 1875	Dec. 1875
To maintenance of Way Stations and Stations	8,53,233	118	8,05,125	118
Locomotive Power	7,21,543	4	7,41,614	3
Repairs of Carriages & Wagons	11,007	13	2,06,936	10
Traffic Expenses	3,02,036	2	3,20,420	10
General Charges	2,07,948	13	2,27,160	14
Special Miscellaneous Expenses	14,892	2	7,621	13
	22,09,731	11	23,08,869	8

capacity, Number, and Mileage of Vehicles run during the half year ending June 1876.

18. Statement showing the repairs and working of vehicles for the half year ending June 1876.

19. Comparative Statement showing the weight and earnings of the principal commodities during the half year ending June 1876 & 1875.

20. Statement showing the locomotive power for the half year ending June 1876.

Signed) J. C. Church
J. C. Church
Chief Auditor.

G. O. S. April 1876

(Duplicate).

Madras Railway
Chief Engineer's Office
Madras 6th October 1876.

No.
The Chairman and Directors
Madras Railway Company
London.

Gentlemen,

I have the honour to submit my report for the half year ending 30th of June 1876.

2. The way and works are in good order throughout.

3. The average cost of maintenance is considerably less than that of the previous half year being Rs 760. 7. 0 against Rs 918-10-6 per mile. This is principally due to the substitution of iron sleepers for wooden on the 4th Division having ceased our stock of Bowd sleepers.

sleepers having been exhausted. An analysis of the account however shows that there has been a reduction on an ordinary maintenance also.

In the half year ending 31st December 1875 the maintenance was

Rs 918-10-6
 Extra Expenditure 257-5-7
 In the half year ending 30th of June 1876 the maintenance was

Rs 760-4-0
 Extra Expenditure -- 138-5-3
 Ordinary -- 622-1-9

New Bridges

4 The small bridges between Madras and Arcotum having been condemned by the late Chief Engineer, the former Engineer in his letter No 485 dated 13th July 1875 called for a list of all the bridges on the line which were in an unsafe condition, and would require to be rebuilt. I inspected all the bridges that were reported by the Resident Engineers to show any signs of weakness, and am glad to say found it necessary to condemn but six, in addition to those already condemned by Mr Anderson, all of

of them insignificant works.
Seven of the condemned bridges
have already been rebuilt in the
most substantial manner, and
five are in course of re-construction,
and will be finished by June 1877.

Double 30 ft. Girder bridge at
Cadgoody $\frac{203}{14}$ ms. Rang. Branch.

5. Sanction for this bridge
to which allusion was made in my last
report was received too late to com-
plete the work before the monsoons
set in. The work will be com-
menced as soon as the rains are over.

Kulagoontah Tank.

6. My attention having
been

85
been drawn to the inefficient
waterway provided for discharging
the surplus waters of the Kulagoon-
tah and Jallalamadaha tanks at
 $\frac{116}{5}$ ms. N.W. Line. A plan &
estimate for three extra 30 ft. open-
ings was forwarded and has received
the sanction of Government.

Manoor Ketchina Tank.

7. The question of the extra
waterway required beneath the
Manoor Ketchina Tank at the
 $131^{\frac{1}{2}}$ and $132^{\frac{1}{2}}$ mile has also been
settled, and the sanction of Govern-
ment received for a new 23 feet
opening at $\frac{130}{8}$, and 3.30 ft. at $\frac{131}{3}$.
The

The cost of this work, as I have explained should be borne by Government.

Chintagoontah Tank.

8. Extra waterway is also required at the 198th mile.

Government having decided not to repair the Chintagoontah tank, the whole of the water which was formerly confined by the dams will now cross our line at 197⁸. Plans and estimates of the 4 extra 30 feet openings required have been prepared and forwarded. The cost of this work should also be borne by Government.

4.6
10.5

for 2500
1/16

Cheyair Bridge.

9. All the masonry piers have ^{now} been raised to their full height, and the South Abutment and three main piers completed. Cylinder segments having arrived, piers 41, 42, and 43 are now in progress, and will probably be sunk to rock by the end of the month.

10. The estimate for fitting and sinking cylinders in the Cheyair and Higgry appears to have been made on the assumption that sand only would have to be dealt with, no allowance having been made for removing boulders,

or

or levelling the rock on which the
cylinders piers are founded. The
amount allowed in the estimate
for filling and sinking cylinders
is Rs 15 per foot, and the expendi-
ture up to date Rs 14-14-3. From
our experience in the Muggay this
amount is likely to be considerably
exceeded, and I am having a revised
estimate prepared which will be
forwarded to Government in due
course.

Pasiruggee Bridge

11. Boring at this bridge
has been commenced and shows
rock at an average depth of about
60 feet. Now that the new
boring

boring tools have been received, this
work will be pushed forward rapidly.

Pennair Bridge

12. The repairs of the Pen-
nair bridge were completed at the end
of June, and the bridge rendered as
safe as possible. For the reasons
however given in my letter N^o 574
dated 29th July last I have recom-
mended that the old structure be
abandoned and a new bridge
built; plans and estimates of which
have already been forwarded to
you.

Muggay Bridge

13. The progress of this
work.

work is very satisfactory. View 1 & 26
with the exception of one cylinder
in pier No 4 may now be said to be
completed, and the remaining
seven piers have all been sunk
through sand, and are resting on
the hard bottom. The Res Engineer
has experienced great difficulty
in sinking pier No 4 owing to the
size and hardness of the boulders
encountered. The estimate for
fitting and sinking the cylinders
of this bridge has been found in-
sufficient, no allowance having
been made for removing boulders,
and levelling the rock foundations.

This

This work can only
be done by the use of the
Pneumatic Apparatus or
by skilled divers and is
very costly. A revised esti-
mate of the bridge has been
prepared and will be forwarded
to Government.

Electric Telegraph.

14 The expenditure for
the half year is in excess
of that for the previous half
years, owing to the replacing
of wooden Poles on the
South West Line by Siemens
"Iron Standard" this work
has now been completed
between Pothanore and Put-
tamby.

15 Mr Winter has
submitted a proposal for
having a sympathetic
clock

clock at the central station placed in circuit with the Standard Clock at the observatory, and by this means transmitting correct time to all the principal stations. The cost would be very trifling and I hope to obtain the sanction of Government for his scheme.

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

I have &c

W. R. Robinson
Telegraph Engineer

G. 57 April 77 J. B. K.

4. 6. 5 April 77 L. L. 17.

W.D.

25 MAR 77

Mileage for construction purposes of 3,817 miles.

5. Gross and Net Earnings. Compared with the corresponding period of 1875 the Earnings from all sources were Rs. 30,67,397 against Rs. 32,18,572, and the Net Earnings were Rs. 8,41,357 against Rs. 10,06,780. The Working Expenses were therefore Rs. 22,46,040 and Rs. 22,09,732 respectively, or 72.75 and 68.66 per cent of Revenue. The decrease in the Gross Earnings is explained as follows—

Increase in Passengers.	Rs.	32,797	
Troops & Police		9,176	
Passengers Luggage.		3,596	
Horses, Carriages &c.		6,988	
Parcels		1,125	
Railway materials.		755	
Rent and Demurrage.		76	
Miscellaneous		311	
Telegraph		325	
Sundries		674	55,823
Decrease in Special Trains	Rs.	15,301	
Goods		1,71,081	
Live Stock		576	
Interest.		10	1,06,938
Net Decrease	Rs.	1,31,115	

The Increase in the Working Expenses is shown in the following figures.

Increase in Locomotive Charges	Rs.	32,300	
Carriage & Wagon Repairs		93,275	
Traffic Expenses		20,054	
General Charges		16,961	
Special Charges		6,668	1,69,258
Decrease in Maintenance.			1,32,950
Net Increase	Rs.	36,308	

Commonality Statement for the Half Years Ending June
1875 & 1876. 59

Eastward		Westward					
June 1875	June 1876	June 1875	June 1876				
Shrs	Amount	Shrs	Amount				
Baggage Military	482	1442	2667	6991	2608	8240	41161
Mail and Stores	480.61	1945.10	566.12	2042.92	394.87	1206	158.51
Bamboo	1622.67	6430.7	1856.79	5310.15	863.44	4488.15	41553
Beer	662	628	1855	128.5	26206	48344	46238
Birds	2253.66	2511.14	2614.08	29070.8	185.87	22094	140815
Birds & Eggs	145.17	1109.9	158.38	1186.7	312.03	4401.6	385.02
Charcoal, Coffee and Coal	9794	2989	346.78	1175.6	118.84	505.4	83.72
Chillies	2247.70	31403.14	950.40	10416.2	1442.43	12011.5	5435.6
Chinaman and Liner	433.24	1074.14	244.76	557.4	236.76	528.5	348.1
Cloths and Fine Goods	557.37	10113.9	507.09	9428.15	2180.43	43529.2	47367.1
Cocaine	934.86	9309.14	1257.58	12138.13	355.26	22344	3154.15
Coffee	3182.76	44163.5	3306.45	41457.2	1275.28	12842	14388.15
Commercial Stores	31.34	385.4	15.28	410.2	1457.89	32689.2	27918.13
Colony Loose	900.12	6165.2	1201.44	17070.12	1216.13	5873.1	1710.13
Do A Passed							Do A Passed
Do B							Do B
Do C							Do C
Do D							Do D
Do E							Do E
Dye or Redwood	47.24	7311	3.42	78.4			93.12
Firewood	1933.76	33582.4	1214.96	24750.2	148.99	1515.12	27.9
Food and Vegetables	6772.71	114776.15	5007.38	94151.8	307.46	2167.2	9000.5
Grains	1273.00	6618.5	439.68	2344.4	5.27	60.7	93.12
Grains	4112.08	12677.7	3563.26	12631.2	1584.42	3500.13	4005.13
Grains	1849.37	19232.11	1775.06	17308.8	690.39	3557.9	4292.6
Grains	8357.44	54197.9	5608.45	49226.9	4969.06	45548.7	87028.5
Grains	2852.97	15226.12	2773.13	16409.14	654.68	5557.5	17396.4
Grains	256.12	832.12	354.05	1276.4	212.47	1667.5	1711.5
Grains	1183.95	14124.9	890.19	9495.1	1813.59	12354.3	10814.12
Grains	3.02	12.13	402.61	5280.6	170.67	2814.1	123.12
Grains	305.42	5900.13	514.21	5250.1	4207.45	51066.1	3315.9
Grains	526.48	3756.7	1644.02	9021.3	2855.74	26427.15	9293
Grains	1539.88	10163.9	1644.02	6105.6	299.09	6272.5	69863
Grains	290.57	5747.15	303.06	17081.5	1388.61	9700.1	9179.10
Grains	1904.52	15194.7	2045.86	1157	427.48	1225.56	22298.12
Grains	27.92	914.6	24.13	1157	427.48	1225.56	3315.9
Grains	750.78	1793.4	464.43	1626.8	2654.31	21726.13	61312.15
Grains	794	2710	49.95	330.12	149.92	2187.9	9293
Grains	706.99	6594.6	1052.11	9435.6	140.87	861.3	1565.9
Grains	9.01	445.10	4.11	412	28.62	1978.7	2674.8
Grains	2822.22	18846.1	1001.35	3455.14	1262.09	8418.9	3150.6
Grains	7174.32	18882.13	6978.38	24925.3	31652.00	311500	
Grains	2013.72	8368.14	753.79	3559.5	29356.94	148249.7	22340.57
Grains	710.26	6258.7	467.44	3428.11	138.78	1046.11	153.01
Grains	135.81	2263.13	119.20	1781.14	112.55	704	106.53
Grains	4347.81	30445	4184.70	31232.4	3341.02	23302.12	4912.97
Grains	3667.41	51087	5770.25	96405.1	513.52	9011.3	1019.49
Grains	1183.12	9349.7	931.37	7336.15	1387.62	12561.11	1137.01
Grains	8755.56	88793.5	9238.95	97779.13	8160.53	117176.130	8077.66
Grains	2562.76	14669.4	3608.85	18872.4	1306.02	9004.3	1610.04
Grains	6392.32	30677.1	6091.60	34714.2	3204.52	27935.12	1939.48
Grains	945.23	5926.15	1101.85	7153.1	2075.04	16394.12	2198.46
Grains	319.26	4298.1	4373.1	5973.13	1675.86	29129.4	1888.71
Grains	288.66	1895.9	298.10	2326.7	1170.45	24201.9	972.95
Grains					370.16	17349.1	
Grains							108.4
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Traffic Manager's Office }
Madras 23rd October 1976

SP 27/67
Madras Railway

Staff Manager's Office

23rd October 1876.

The Agent & Manager
Ragapooram

Dear Sir,

I have the honour to submit my Report upon the Traffic for the Half-year ended June 1876.

2. Open mileage. The mileage worked over remained the same as the corresponding period of 1875, viz 858 miles.
3. Rates and Fares. No change was made in the ordinary Rates and Fares, but the following Special Rates for Goods were introduced during the Half year.

Articles.	Reduction per Ton per mile		Conditions	Locality
	From Ru	To Pis		
Bark (of all kinds)	12	10	Wagon loads of 4 Tons.	Booked at any Station on N. W. Line Northwards.
Cigars in boxes or cases.	14	12		
do. baskets.	18	14		
Cocoanuts (green or dry)	12	10	In consign- ments of not through booking less than 10 Tons with South and for distances Indian Rail- of not less than - way.	Extended to 300 miles
Firewood.	10	6 1/2	Wagon loads of 3 Tons.	From Salsputre and Gooty to Bellary and Adami

M.D.

Articles	Reduction per Ton per mile From To Piso Piso		Conditions	Locality
First and 2nd class goods as well as coffee and Retail Nuts.	14 1/2	6 1/2	Billed in se- parate con- signments of 3 tons or collectively in consignments aggregating not less than 3 tons.	Beypoor & Paichoor.
Kerosine Oil	12	10	In consignments of not less than 6 tons for dis- tances of not less than 300 miles	From Sunkerydoo to all stations on S. P. Railway East & in- clusive of Trichi- nopoly.
Lamp Oil.	12	10		
Pepperc.	14	12	Irrespective of weight or dis- tance.	
— do —	14	7		From Beypoor to Madrass.
Sweets (of all kinds)	12	8	In consignments of not less than 200 miles and less than 300 miles.	
— do — do —	12	6 1/2	— do —	— do — 300 and upwards.

Wm E

77

Articles	Reduction per Ton per mile		Conditions	Locality
	From Piso	To Piso		
Soap Sand.	12	8		In through looking with S. P. Railway.
Stone (Slab).	12	6	Wagon loads of 8 Tons.	Jerragombu to Gooby.
Serpentine & spirits of Tur- -pentine.	24	12		In through looking with South Indian Railway.

4. Train Mileage. The Train mileage for the last
and corresponding Half-years of 1875 was as
follows.

Description of Trains	1875	1876
Mail Trains	327,460	322,322
Passenger and Mixed	357,322	371,947
Goods	208,606	221,548
Extra Passenger (Extra Troop Trains).	4,545	15,367
—do— Goods.	138,940	79,875
Specials	4,252	1,703
Laterals	—	5,140
Ballast Trains on Construction.	5,009	1,192
Total	1,048,134	1,009,094

There was a decrease in the Train mileage on the
South West line of 82,339 miles, and an increase
in the Train mileage on the North West line
of 47,116 miles, and a decrease in Ballast Train

75 31

6. Passenger Traffic. The Receipts from Passengers (exclusive of Troops and Police) were $\$10,574.13$ against $\$10,246.14$, or an increase of $\$32,799$, equivalent to 3.2 per cent. The numbers carried were 1,390,702 against 1,416,044, or a decrease of 25,342, equivalent to 1.78 per cent.

7. The Receipts from each class of Passengers are shown in the following Table.

Period	1 st class	2 nd class	3 rd class	body class	Total
June 1876.	74,524	62,983	7,16,532	203,374	10,574.13
1875.	66,021	57,484	7,32,257	1,68,868	10,246.14
Increase in 1876	8,503	5,499	-	34,576	32,799
Decrease in 1876	-	-	15,719	-	-
Increase per cent	12.88	9.57	-	20.44	3.20
Decrease per cent.	-	-	2.15	-	-

8. The number of Passengers carried in each class is shown in the following table.

Period	1 st class	2 nd class	3 rd class	body class	Total
June 1876.	6,697	21,587	882,874	479,544	1,390,702
1875.	6,445	23,043	971,214	415,342	1,416,044
Increase in 1876.	252	-	-	64,202	-
Decrease in 1876.	-	1,456	88,340	-	25,342
Increase per cent	3.91	-	-	15.45	-
Decrease per cent.	-	6.32	9.09	-	1.78

9. The Percentage of numbers and average mileage of each class.

Period	Percentage of Nos Average Mileage							
	1 st	2 nd	3 rd	body	1 st	2 nd	3 rd	body
1876	0.48	1.55	63.49	34.48	191	108	50	40
1875	0.27	1.45	66.84	31.44	175	79	49	39

Made

10. The Average Fare paid by each class of Passengers.

Period		1 st class	2 nd class	3 rd class	4 th class
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Half year ending June	1876	14 14 10	2 10 6	13 7	6 9
	1875	13 2 2	2 4 3	12 8	6 9

11. The Return Fare and Festival Traffic.

Period		1 st class including Principal Tickets.		2 nd class		3 rd class		Total	
		N ^o .	Rs.	N ^o .	Rs.	N ^o .	Rs.	N ^o .	Rs.
June	1876	3,196	22,259	4,347	17,212	71,638	26,276	79,181	65,747
	1875	2,956	20,189	3,846	13,965	88,202	30,257	95,004	64,411
Increase	1876	240	2,070	501	3,247	-	-	-	1,336
Decrease	1876	-	-	-	-	16,564	3,981	15,823	-

12. The results must, under all circumstances, be considered satisfactory. Not only has trade been very dull in consequence of a failure of the Season, but Cholera has been very prevalent, although not so severe as in the Half-year ending December 1875. The 1st class increased 13 percent in Receipt and 4 percent in number. The 2nd class increased 7 1/2 percent in receipt, but decreased 6 1/2 percent in number. The 3rd class decreased 2 percent in Receipt and 9 percent in number, while the 4th class increased 20 percent in Receipt and 15 percent in number. All classes travelled longer distances in 1876 than in 1875. Cholera would appear to have had a greater effect upon the "Festival" than upon the "Ordinary" 3rd class traffic, for while the decrease in the latter was only 8 percent in number and 1.6 percent in Receipt, the decrease in the former was 18 percent.

Wm. D.

Increase			Decrease		
Staples	Lino	Rupio	Staples	Lino	Rupio
Gram	1926	10,509	Fruits & Vegetables	143	1,492
Grains	669	13,022	Gumies	608	6,169
Chon	622	11,741	Jaggery	1369	16,277
Luggage	50	1,070	Paddy	2069	19,496
Oil	84	1,367	Paggy	2385	21,158
Ordinance Stores	91	5316	Pice	1648	204,932
Potatoes	403	3543	Salt fish	248	2,453
Salt	724	20,036	Sugar	562	4,500
Goods of all kinds	1409	20,803	Sundries		9,653
Skins	2609	53,082	Timber	1566	10,003
Sundries	401		Wines and spirit	188	976
Samxinal	1350	4541	-taw liquore		
Tobacco	286	2300	Foot. Sal. Stores	570	17,349
Twist	353	5,421	Miner items left	808	1,934
Harbour materials	64,965	21,011	than 1000 Rs.		
Railway stock	999	11,126			
Miner items less than 1000 Rs.	292	1,526			
Total 80,704 209,238			Total 32,248 380,320		

16. The following table exhibits the Receipts from each class of goods for the 2 Half-years under comparison. —

Class.	June 1875 Rupio	June 1876 Rupio
Special & First class.	12,09,081	10,46,953
Second class.	3,23,004	2,96,955
Third do	1,85,862	2,08,423
Fourth do	1,09,914	89,077
Fifth do	35,192	50,563
Total	18,63,053	16,91,971

W.D.

35 11
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17. The Tonnage of goods in each class for the same period.

Class	June 1895 Tons	June 1896 Tons
Special & First class.	153,656	202,407
Second class	27,399	25,592
Third do	12,264	14,583
Fourth do	4,545	3,526
Fifth do	1,469	1,681
Total	199,333	247,789

18. The average Receipt per Ton carried in each class and the average Receipt per ton per mile.

Class.	Per Ton carried		Per Ton per mile	
	June 1895 Rs	June 1896 Rs	June 1895 Pies	June 1896 Pies
Special & First class.	7.87	5.17	8.64	9.13
Second class.	11.79	11.60	13.20	12.82
Third do	15.15	14.29	16.76	16.57
Fourth do	24.18	25.26	22.09	23.05
Fifth do	23.95	30.07	35.20	35.54
Average.	9.34	6.53	10.27	10.87

19. The most serious falling off in the Goods Traffic will be found in the item of "Rice" and can only be attributed to the failure of the seasons and the consequent scarcity. It was no less than 16,048 Tons in weight and Rs. 2,04,932 in money, equivalent to 41 per cent and 62 per cent respectively. In the North Arcot District the falling off amounted to 21,655 Tons, representing a money value of not less than 14 Lacs of Rupees. In the Salem and Coimbatore Districts the falling off

was 2,496 Tons, while the figures for Malabar, the Mysore Dominions, the Great Indian Peninsula and South Indian Railways show an increase of 5,242 Tons, and direct imports at Madras by ship from the coast, and sent into the interior by Railway increased 3,000 Tons nearly. In 1875 Rice was largely exported by Railway from the North Arcot District to Beypore on the Western Coast, and was sent thence up the coast and sold at Rs. 5.8.0 per Bag, but in 1876 the Rice rose to Rs. 6.12.0 per Bag, and rather than submit to this high rate the Western Coast Merchants imported Rice direct from Calcutta by ship at an average price of Rs. 5.8.0 per Bag, which was considerably less than the North Arcot Ryots demanded for Rice in the District itself. The Returns of the Arcot and Vellore Stations show a deficiency in the Revenue of this Staple alone of Rs. 2,22,356. In Paddy and Paddy the largest falling off was in Exports from the Mysore Territory. The falling off in "Chillies" is also attributable to the failure of Seasons and occurred in the Salem, Coimbatore and Malabar Districts. The decrease in "Jaggery" was due to the want of a market, the exports to Beypore alone from the North Arcot District having fallen from 2,530 Tons in 1875 to 387 Tons in 1876. On the other side of the account there was a satisfactory increase in Salt, Suxes and Skins, the latter being due to large consignments of skins sent from Cawnpore and Delhi and Stations on the Pajputana State Railway.

to Madras and from Bombay and stations on the G. P. R. to Bangalore and Madras. Some of these consignments were carried over a distance of 2,300 miles, and gave the Madras Railway a load varying from 350 miles to 482 miles.

20. The average Receipt per Ton of Goods carried was Rs. 6.53 against Rs. 9.34, and the average Receipt per Ton per mile was Pies 10.87 against Pies 10.27, for the corresponding period of 1875.

21. The total quantity of Cotton carried over the whole of the Company's System was 9,010 Tons and a Receipt of Rs. 1,46,789 against 11,326 Tons and a Receipt of Rs. 1,64,811 or a decrease in 1876 of 20 per cent in Weight and 11 per cent nearly in money. The falling off was undoubtedly due to a short crop. The average Receipt per Ton carried was Rs. 16.29 against Rs. 14.55.

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

Condition	June 1875		June 1876	
	Tons	Receipt	Tons	Receipt
Loose	2,116.30	12,038	1,646.15	18,787
Half pressed	47.24	732	3.42	78
Full — do —	9,162.93	1,52,042	7,360.64	1,27,930
Total	11,326.47	1,64,812	9,010.21	1,46,789

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23 The Average Receipt per Ton carried was — 89

Condition	1875 Rupees	1876 Rupees
Loose Cotton	5	11
Half pressed	15	26
Full — do —	16	17

24 "Loose" cotton was distributed as follows; to Madras 328 Tons, to Cotton Pressing Factories 1118 Tons and to other stations 200 Tons. "Full pressed" Cotton was distributed as follows; to Madras 6,226 Tons, to Bombay 1,135 Tons and to Baysford 3 tons, and was contributed by the following stations, Viz: Bellary 2,942 Tons, Adoni 2,489 Tons, Yeragumtha, Tadputri, and Cuddapah 898 Tons, and Erode, Arunachy & Coimbatore 1,132 Tons. The quantity of "Loose" cotton sent to Madras increased from 100 Tons to 328 tons, and the quantity of "Full pressed" cotton sent to Bombay increased from 289 Tons to 1135 Tons, of which Bellary contributed 815 Tons, Adoni 268 Tons and Tadputri 52 tons.

25 The following figures shew the quantity of Cotton brought into Madras during the two half years under comparison

District.	June 1875 Tons.	June 1876 Tons.
Bangalore Branch	8	—
Coimbatore and Salem	1059	1046
North West Line	7733	5508
Total	8,800	6554

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26. The tonnage of Cotton delivered by Railway at Madras and the tonnage exported during the last and two preceding Half-years is shown in the following table.

Period	Tons		Per Cent of total exports carried by Railway
	Delivered by Railway at Madras	Exported at Madras	
Half-year ending June 1875	8860	6326	—
do do December 1875	15,773	14,429	—
do do June 1876	6553	6583	—

27. The following figures show the progress made in pressing Cotton in the Interior during the last five years.

Half years.		Half pressed.	Full pressed	Loss	Total	
					Tons	Repus
June	1872	2403.70	3857.34	2640.01	8895.05	218,128
"	1873	733.26	5204.28	2072.75	8010.29	136,303
"	1874	20.35	7410.67	1318.12	8749.14	129,194
"	1875	47.24	9162.93	2116.30	11326.47	164,812
"	1876	3.42	7360.64	1646.15	9010.21	146,789

28. For the reason already explained the falling off in Seed Grains was very serious, and will be found in the following Table, which shows the Increase or Decrease in each description of Grain.

Next

Staple	Half year ending June 1875.		Half year ending June 1876.	
	Tons	Rs	Tons	Rs
Gram	13,326	99,746	15,252	110,254
Grains	3,538	20,784	4,206	33,806
Paddy	3,405	23,521	1,335	40,24
Raggy	4,084	27,764	1,749	6,606
Rice	38,826	3,30,383	22,778	1,25,451
Total	63,179	5,02,198	45,320	2,80,141
Decrease in 1876			17,859	2,22,057

29 The following Table Exhibits the Exports and Imports of Grain at the Port of Madras for the half year ending June 1875 and June 1876.

Staple	Imports.		Exports.	
	1875 Tons.	1876. Tons.	1875. Tons.	1876. Tons.
Rice	2,938	4,089	2,461	323
Pulse	1,152	1,451	57	389
Wheat	131	181	5	
Paddy	246	2,365	269	25
Doll		1	3	
Total	4,467	8,087	3,795	737

30 Coffee The reduction in the Rates for this commodity has resulted in an Increase of 300 Tons in Weight, but a Decrease of Rs 1,159 in money. There is no doubt, in my opinion, that the reduction in the Rate has attracted Trade to the Railway, and increased Returns may reasonably be looked for in the future.

W. D.

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The following Table exhibits the Tonnage of Coffee carried over the whole System, and the Tonnage carried from Bangalore to Madras during the same half of the last 5 years

Half years	over the whole line			from Bangalore to Madras		
	Tons	Amount		Total	Masses Priming & Co.	Other Purchands
June 1872	3,540	55,418	7	1,257	937	320
" 1873	4,269	71,970	12	2,140	1,081	1,059
" 1874	3,939	44,041	4	583	182	401
" 1875	4,458	57,005	8	1,392	325	1,067
" 1876	4,758	55,846	11	1,728	927	801

31. The total quantity of salt carried over the whole of the Company's system was 23,094 Tons yielding a Receipt of Rs 1,77,154 against 22,370 Tons yielding a Receipt of Rs 1,58,118. Salt from the East Coast increased 1,205 Tons, while salt from the West Coast decreased 1,259 Tons. Earth salt increased from 289 Tons to 887 Tons, and was all exported from the Guddahalli and Bellary Districts. The Traffic in sea salt to the North West Line has only held its own. In the case of Arcot and Vellare on the South West Line the figures show a falling off of 1,399 Tons or 26 per cent and is no doubt attributable to the inability of the people to buy salt, while the Traffic to stations in the Coimbatore District has increased by 1,154 Tons, equivalent to 34 per cent. Madras Salt is gradually working its way into Malabar, the figures being 924 Tons against 699 Tons for the December half of 1873.

32 The Tonnage of salt carried out of

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37 42

Madras to the various Districts during the Half
Years June 1875 and 1876.

Districts	June 1875	June 1876.
Between Madras, ^{Coryvaram} Arcotum and Coryvaram Cuddapah	728	509
Other Stations on R. W. Line	303	301
Arcot and Vellore	1,840	2,143
Between Gorriattum & Vaniambady	1,940	2,241
Bangalore	5,241	3,842
Other Stations on Bangalore Branch	749	1,148
Salem	2,378	2,266
Other Stations in Salem District	721	3,099
Between Erode Arcotum & Bangalore	778	3,044
Malabar	2,299	2,607
	2,670	4,969
	2727	5,334
	3,420	4,520
		924
Total	20,357	21,562

33. Tonnage of Salt Traffic out of Madras in each
year for the 5 years ending June 1876

Stations	1872.	1873.	1874.	1875.	1876.
Between Arcotum ^{Coryvaram} and Coryvaram Cuddapah	2,156	2,569	2,200	1,628	1,409
Other Stations on R. W. Line	1,345	1,411	907	613	655
Arcot & Vellore	6,439	5,783	5,012	3,844	4,054
Gorriattum & Vaniambady	9,721	10,600	10,327	10,656	9,213
Bangalore	2,282	2,085	1,966	1,705	2,031
Other Stations on Bangalore Branch	4,299	3,831	4,109	4,694	4,771
Salem	1,420	1,133	1,057	1,425	1,418
Other Stations in Salem District	1,777	1,981	3,112	3,888	5,497
Erode Arcotum & Bangalore	3,298	3,616	4,079	5,275	5,726
Malabar	5,354	6,902	5,160	6,049	9,673
					1,623
Total	38,091	39,931	37,929	39,777	46,070

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34 Receipt from each Class of Goods moved Northward and Westward during the Half Year ending 1875 and 1876

Class	June 1875	June 1876
Special & First Class	Rupus 7,66,147	Rupus 5,72,798
Second Class	1,15,620	1,04,688
Third - D ^o	98,161	1,10,395
Fourth - L ^o	96,023	79,318
Fifth - D ^o	25,614	29,118
Total	11,01,565	8,96,317

5. The falling off is explained in the following Table Increase and Decrease in Staples moved Westward.

Increase			Decrease		
Staple	Tons	Rupus	Staples	Tons	Rupus
Baggage Military	12	1,511	Chillies	500	4,576
Brass & Copper	73	1,561	Commissariat Stn.	279	4,770
Cloth & Piece Goods	143	3,838	Cotton Loose	771	4,162
Coffee	177	1,547	- do - D pressed	146	1,488
Cotton C. pressed	828	6,833	Gummies	314	1,539
Grain	1,681	15,480	Jaggree	4473	17,135
Grains	778	11,839	Vaddy	1,783	19,329
Iron of all kinds	634	10,247	Raggy	514	5,768
Ordnance Stores	95	5,073	Rice	15,852	2,10,974
Salt	1,984	25,346	Sugar of all kinds	251	2,488
Seeds of all kinds	1,572	20,015	Lundries	83	18,640
Shins	506	7,764	Timber	1,265	14,040
Tobacco	123	1,074	Wines & Spirituous	197	1,407
Twist	215	3,745	Govt. Telg. Stores	570	17,349
Warrior Materials	109		Minor items		
Minor items less than 1000	913	5,883	less than 1000 Rs	745	3,449
Total	9,734	1,21,865	Total	24,743	3,27,114
Decrease	15,009	2,05,249			

36. Receipt from each class of Goods moved Eastward and Southward for the two Half-years under comparison.

Class.	June 1875. Rs.	June 1876 Rs.
Special and First Class.	4,42,933	4,74,155
Second Class.	2,07,384	1,92,267
Third - do -	87,700	98,028
Fourth - do -	13,891	9,759
Fifth - do -	7,579	21,445
Total	7,61,487	7,95,654

37. Increase and Decrease in Staples moved Eastward.

Increase			Decrease		
Staples	Tons	Rs.	Staples	Tons	Rs.
Betel Nuts	358	3,959	Bambos	478	1,119
Cocoanuts	323	2,829	Phillies	1,299	20,988
Coffee	124	-	Coffee	-	2,706
Cotton loose	301	10,906	Cotton 2d. pressed	719	8,832
Furniture	19	1,399	do 8 - do -	1,765	20,625
Graw	245	-	Oye or Redwood	833	4,272
Gprains	-	1,183	Fruits & Vegetables	74	1,927
Iron of all kinds	-	1,494	Graw	-	4,971
Jaggree	104	-	Gprains	110	-
Oil of all kinds	141	1,887	Gunnies	294	4,630
Potatoes	345	2,839	Iron of all kinds	12	-
Rice	-	6,042	Jaggery	-	1,142
Skins	2,103	45,318	Raggy	1,821	15,390
Sundries	483	8,986	Rice	196	-
Tamarinds	1,046	4,203	Salt	1,260	5,310
Timber	-	4,037	Salt fish	242	2,830
Tobacco	157	1,726	Sugar of all kinds	252	2,013

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Increase		Decrease	
Staples	Tons to	Staples	Tons to
Twist	108 1676	Timber	301
Harbour Materials	66,965 20,902	Minor items	
Railway Stock	1,000 11,126	Less than 1,000 lbs	1,348 3,769
Minor items less than 1,000 lbs	617 4,679		
Total	74,469 134,691	Total	11,004 100,524
		Increase	63,465 34,169

38. The Per Centage of Tonnage moved month by month during the Half Year in each direction based upon the ton mileage was as follows.

Months	East	West
January	47	53
February	44	56
March	43	57
April	50	50
May	41	59
June	50	50
	46	54

39. The Tonnage of Materials carried on Revenue Account "fre of Charge" will be found in the following table.

Department	Tonnage	Average Mileage
Engineering	9,001	161
Locomotive	59,844	127
Stores	27	243
	15,012	140

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43 Departmental Working Expenses. The Increase in the Working Expenses is explained as follows.

Traffic Manager and Assistants.	Increase of an Assistant Traffic Manager's salary.
Office Establishment	Decrease due to continued absence from sickness of staff.
Travelling Allowances	Presidency allowances to Madras Assistant Traffic Manager.
Contingencies	Personal allowance for Rent credited to this account.
Station Masters &c. &c.	Employment of additional staff for night service on North West Line, increased Relieving staff and Increments.
Guards	Increments and additional staff.
Fire, Light and General stores.	New screw couplings and General stores for visit of H.R.H. the Prince of Wales.
Wagon, Cows	Increased renewals.
Office and Station fittings	Exceptional requirements in corresponding period.
Clothing	Material not available in corresponding period.
Printing and Stationery	Additional works.
Mileage of Foreign stock	Now charged to General Charges.

I am &c
(Signed) J. E. Church

Traffic Manager.

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Abstract of cost of Maintaining Electric Telegraph during the 1/2 year ending 30th June 1875 and 1876.

Date	Maintenance of Line						Maintenance of Stations.						Grand Total	No. of miles open	Expenses here per mile	No. of Stations open	Expenses here per Station.
	Superintendence			General			Superintendence			General							
	Engineer	Inspector	Office Estabmt	Post Office Engineer Estabmt	Labor	Materials	Carriage	Engineer	Inspector	Office Estabmt	Post Office Engineer Estabmt	Labor					

1/2 year ending 30th June 1875 } 2404-14-6 2140-14-9 542-6-5 761-12-2 2972-2 526-4-0 2908-14-6 342-6-5 3403-14-4 3892-7-9 1392-6-9 22168-10-9

1/2 year ending 30th June 1876 } 2374-2-3 2642-6-1 729-10-0 2508-11-3 12392-4-5 1-5-3 329-8-2 2874-8-8 3502-6-5 1553-3-0 12301-7-0 35249-9-8

Approved
31st August 1876 }
To the Chief Engineer
Ry.
G. H. Winter
Telegraph Engineer

PUBLIC WORKS DEPARTMENT
Railway Branch.

Consulting Engineer's Office,
Madras, ~~22~~ March 1877.

ports from the heads of the
to of the Madras Railway
of year ended the 30th June

No. 182

SUBMITTED

for the information of Government

Mentioned
to be

Comr. Engr. for Ry.

3120

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Date 2nd March 1877

h (25th April 77) J.B.L. 11/7

✓ 25th 1872

No. 1159 of 5 April 77

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recorded.

Yes. But can they not
be sent in more promptly.
On 24th March I get report
in 42 yrs. moving from

Box 25th 13

C.E. for Rys. ✓

recd 2 May 77

Cir 24/6/77

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Govt. of 1877 (S. 111)
PUBLIC WORKS.

To

Dated

Issued

Recd.

Encl

5-4-1877 No. 1112

Nos. 117-118

Reports from the heads of the
Departments of the M. Ry.
for the half year ended
31 June 1876, Accorded