

Public Works (1899) Department.

RAILWAY BRANCH.

✓ Letter

G.O., No. 124 Rg.

DATED 19th April 1899.

[Despatch Abstract.]

Progress reports

Forwarding to the Govt. of India — Forms A & B together with diagrams for the half-year and quarter ending, ending 31st March 1899 respectively, of the Calicut - Cannanore and Megapalam Bagre Extensions.

G.O.	No.	Department.	Date.
	193-74 R W-		20/2/99

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Joint Secy to Govt P.W.D.
Railway Branch

Extract from a letter from the Secretary, no 2392 d/15-12-78.

Personal allowance to Mr. W. H. Bates, Goods Agent at Salt Cotaurs.

16. The Traffic Manager requests that the approval of the Board may be obtained to the grant of a personal allowance of Rs. 100 to Mr. W. H. Bates, Goods Agent at Salt Cotaurs. Mr. Bates entered the Company's service in 1877, and was appointed to the post he now holds in August 1895. In regard to the conduct of his duties Mr. Read writes to me as follows:—

"The Goods Agent's duties at Salt Cotaurs have been performed by Mr. Bates in the most satisfactory manner since the date of his appointment on 16th August 1895, and I feel sure that you will agree with me in the desire that he should be permitted to enjoy the same pay and allowance as were sanctioned to his predecessor."

I enclose for the information of the Board, a complete record of Mr. Bates' service, and beg to recommend the application made on his behalf for the favourable consideration of the Board.

In connection with this subject I beg to invite attention to para. 10 of the Board's letter No. 731 and to G.O. No. 1133 R., dated the 28th November 1884, forwarded to you with this office letter No. 1651. In this correspondence, reference is made to the grant of a similar allowance to Mr. W. H. Johnstone, who was then Goods Agent at Salt Cotaurs.

Extract from a letter from the Secretary, no 788 d/13-1-99.

Personal grant to Mr. Bates.

With reference to para. 10 of 2nd Dec. 1884, I am to state that the Board, on the recommendation of the Traffic Manager, which is supported by you, in place of Mr. Bates, Goods Agent at Salt Cotaurs, a personal allowance of Rs. 100 a month, subject to the approval of Government. It is noted that a similar allowance was granted to his predecessor Mr. Johnstone. The record of Mr. Bates' services is very creditable.

3

164

SUBJECT.

189

Date

Record No.

AGENT AND MANAGER'S OFFICE.

Mudumalai Railway Company.

3,000-6-97

2

164

SUBJECT.

189

Date

Record No.

AGENT AND MANAGER'S OFFICE.

Mudumalai Railway Company.

3,000-6-97

N^o 1453 H. A. Bates

- 1877 January 20th Madras Pro. Station Master Rs 50/ appointed
 April. Passed Needle test.
 July. Bangalore Chief Booking Clerk. Promoted
 1878 April. — Asst. Station Master Rs 60/ Promoted
 October. Rs 75/ Promoted
 1879 June. Guntakal Station Master Rs 90/ Promoted & transferred
 September. Madras Station Inspector Rs 110/ — do —
 1880. — — Rs 120/ Promoted.
 1882 January. Rs 130/ — do —
 1885 April. Rs 150/ — do —
 1887 May. Rs 175/ Promoted on assuming charge
 of ordering S. trains.
 1889. June. Salt Cotawrs. ag Goods agent. Special
 allowance from 3rd June to 3rd July
 of Rs 100/ granted vide Consulting
 Engineers letter N^o 624 of 26-7-89.
 1889. July. Central Station. Station Inspector. Reverted
 1890. — — Rs 200/ Promoted
 1892. — — Rs 225/ Promoted
 September. Salt Cotawrs. Ag. Goods Agent, to draw
 an allowance of Rs 75/ while working
 at Salt Cotawrs.
 — November. Central Station. Station Inspector. Reverted
 1894 August. Manager, Traffic Managers Office. Rs 250.
 Promoted
 1895 — — 16th Goods Agent Rs 350/ Promoted & transferred.
 1896 — — 16th Rs 400/ Promoted.
 1898 November. — — 400/

| True Copy |

A. P. Blake.

Chief Clerk

A. P. Blake.

(No. L.)

No. 11429

164

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 11th February 1899

From

The Agent and Manager,

Madras Railway Company,

Madras

To

The Consulting Engineer for Railways,

Madras.

SIR,

I have the honour to enclose an extract, para 16, from my letter to the Board, no 2392 dated the 15th December 1898, recommending Mr. W. H. Bates, Goods Agent at Salt Bataurs, for a personal allowance of Rs 100/- per mensem. I also enclose an extract, para 7, from a letter from the Secretary, no 988 dated the 13th January 1899, in which the approval of the Board is conveyed to the grant of the allowance.

In connection with this subject, I beg to invite attention to G.O. no 1133 Q dated the 28th November 1884, in which sanction was accorded to the grant of

a

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

188

Recd.

No.

824

11.2.99

164

Am

a similar allowance to a former holder
of the appointment of Goods Agent.

Mr. Bates has been long in the
Company's Service and the records of his
work has been pronounced by the Board
to be "very creditable". I trust under
the circumstances that sanction will
be accorded to the grant to Mr. Bates
of the allowance proposed for him.

I have the honour to be,
Sir,

Yours most obedient Servant,

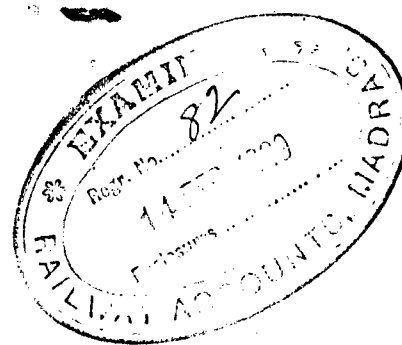
Lewis J. M. W.

Agent and Manager.

£us.
3.

Ans.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, *12th February* 1899.
14



No. *506*

OFFICE NOTE.

Letter from the Agent, & Manager, Madras Railway, No. *11429*,
dated *11th February* 1899, forwarded to the Examiner of Railway
Accounts, *for remarks.*

[Signature]
for E. R.
14.2.99

EXAMINER'S REPLY.

E. R.

The grant of a personal allowance of Rs 100 per mensem to Mr. Baker, goods agent, requires the sanction of the Govt. of India.

16.2.99
W. H. S.

[Signature]
C. R.
16.2.99

Papers to be read in Proceedings:—

Again G.O., dated

189 , No.

Again G.O., dated

189 , No.

9/R Current No. 824 of 1899, dated 13. Feb , from *et. Dr*

" "

" 189 , "

" "

" "

" 189 , "

" "

ORDER.No. 193. Dtd. 20/2/99
The Government

of India will be addressed.

No. 194. Dtd. 20/2/99

To The Secretary to the
Govt of India Dtd.

Sir

*
Letter No. 11429 7/11.2.99
13164
with 8. encs.I am directed to
forward herewith an ap-
plication from the Agent
and Manager, Madras Railway
for sanction to the grant
of a Personal allowance of
Rs 100 per month to Mr.
Mr. H. Bates, Goods Agent
at Cuddalore and to
recommend that the
~~Government of India~~
~~be pleased to sanction~~

the

the Agent's proposal, which
has the approval of the
Board of Directors, in sanctioning

2. At similar allow-
-ance was sanctioned
in Govt of India P.O.
No. 846. R.E. of 17.11.1884.

I have to
7/11/89

Despatched on 20/1/89

Documents accd

Copy of Agent's letter
with notes referred to

17.1.89

Public Works (1899) Department.

Railway
CURRENT No. 521

Pf.

PP 005, head to filling
C. & P. 193-94 R. 20.2-89.

Read also
R. current 521 of 13-4-89.

From
The Govt of India

Order No 455 R. of 21/4/89.

Communicated to the
Agent's Manager M.R. for in-
formation with reference
to his letter No. 11429 of 11.4.89.

No. 610 R 8

Dated 6th April 1899

Received } 13.4.99

Registered

Enclosures

Spare copies

7/11/89
19.4.99

To R

2

The Agent's Manager M.R.
Examiner of R. Accounts
C. & P. for R.

17.1.89

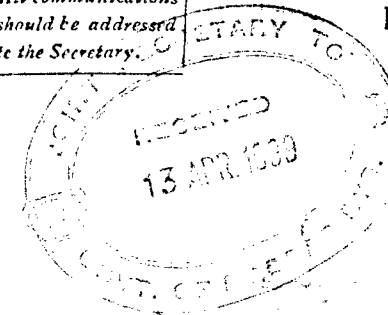
SUBJECT.

Mr H. H. Bakes, Goods
agent at Salt Coasters, Ind.

Sanctioning the grant
of a personal allowance of
Rs 100 per mensem in
addition to his present
salary of Rs 400 per mensem
to — with effect from 1st
January 1899.

[illegible][illegible]

*All communications
should be addressed
to the Secretary.*



Nil.

core.

You will notice from the Chief Engineer's letter of the 2th instant that the average expenditure in renewals per mile during the half years of 1898 amounted to only Rs.613-9-0 against an average for the two half years of 1897 of Rs.615-0-0.

I beg here to repeat what I have previously stated, viz: that no orders were issued by me to save money during the half year ended June 1898 at the cost of the December 1898 or any other half year, nor do I think for one moment that the then Chief Engineer - Mr. West - in issuing his orders for renewals of rails in the early part of 1898 had under consideration any question of saving money during that half year.

I have the honor to be,

Sir,

Your most Obedient Servant,

F. M. V. S.

Agent and Manager.

Papers to be read in Proceedings:—

Again G.O., dated 29th March 1899, No. 358 R. *Print*

Again G.O., dated 18/3 1899, No.

Current No. 177¹⁸¹³ of 1899, dated 8th April, from *et d. Print*

" " " 189 " " " "

" " " 189 " " " "

3 P.

ORDER.

No 405 R. of 12/4/99.

The Government of India
will be addressed.*To* *et d.* (The Departmental) *Print*
CR The Secy. to the Govt.
VR The Secy. to the Govt.

No 406 R. of 12/4/99.

The Secretary to the
Govt of India*Sir*With reference to
your memorandum No. 214.R.T.
dated the 14th March 1899, I
am directed to enclose an
extract, para 14, from a letter
from the Board of Directors
Madras Railway Company
No. 992 of 10th March 1899, con-
veying approval to the
agreement concluded
between the Government
of India and the Madras

(No. II.)

No. 11605

387

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE,

Madras, 11th April 1899

From

The Agent and Manager.

M. R. E.

To

The Consulting Engineer for Railways.

Madras.

Sir,

I have the honour to forward herewith the printed copies of the Analysis of Working of the Madras Railway (including Kolar Gold Fields Railway and Madras-Ennore section of the Bezwada-Madras Railway) for the half year ending 31st December 1898, as under:-

30 Copies for your Office *
6 for despatch to the Mysore Govt.

I have the honour to be,

Sir,

Your most obedient servant,

Edmund
Agent & Manager

Encls
(36 copies)

10-8011-566

1887
13.4.99

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Form No. 2.

Papers to be read in Proceedings:—

Again G.O., dated

Again G.O., dated

Again G.O., dated
 F. 14 Current No. 1887 of 1899, dated
 " 189 " "

„ 189 „

189

189 , No.

189 , No

12 6-99, from

;

7 7

ORDER

No 434 Rg of 17/4/99

Ordered that nine copies
of the Analysis of working of the
Madras Railway (including
Kolar Gold Fields and Madras
Engine Station of the ECR) for
the half year ended the 31st
December 1899, be forwarded to

2.

The Agent General M.R. the Govt of India Director of
Examinations & Railways Railway Traffic and to the
Chief Secy. for Ry & Ldg of State for India.

5 17.4.99.

W. E. 102435 Recd 9/17 April

Gravitate:

W. S. P. = $\frac{8}{434}$ Bul 7 April/8

The Rt Honble the Lord of the Treasury

Now have the horse

to foreman, re

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From—The Secretary to the Govt. of India, P. W. Dept.
To—The Joint Secretary to the Govt. of Madras, P. W. Dept., Ry. Branch.
Dated—Simla, the 8th May 1896, No. 337 R.T.

I am directed to forward, herewith, a letter from the Government of Bombay, No. 738, dated 19th March 1896, with its enclosures, regarding a proposal put forward by the Agent, Southern Mahratta Railway Company, for a special rate of 2½ pies per ton mile for the carriage of coal between Bezwada and Bangalore, and to request that, with the permission of His Excellency the Governor in Council, the Government of India may be furnished with the views of the Madras and South Indian Railway Administrations on the proposal made, at an early date.

2. The return of the correspondence, which is forwarded in original, is also requested.

ENCLOSURE No. 1.

From—The Secretary to the Govt. of Bombay, P. W. Dept., Ry. Branch.
To—The Secretary to the Govt. of India, P. W. Dept.
Dated—19th March 1896, No. 738.

I am directed to forward, for the consideration and orders of the Government of India, the undermentioned papers regarding a proposal put forward by the Agent, Southern Mahratta Railway Company, for a special rate of 2½ pies per ton mile for the carriage of coal between Bezwada and Bangalore: and in so doing I am to remark as follows.

2. Your letter No. 117 R.T., dated 19th March 1895, conveyed the approval of the Government of India to the introduction of the following rule, which is published in paragraph 133, page 48, of the Southern Mahratta Railway, Goods Traffic, No. 1 of 1896.

"At the end of any calendar year a consignor whose aggregate consignments carried over the Southern Mahratta Railway for distances of 270 miles and over shall have exceeded 30,000 tons during the year, i.e., from 1st January to 31st December, may claim a refund in respect of the payments of freight charges made in accordance with the following scale:—

"(1) If the quantity is over 30,000 tons, the rebate will be difference between freight charges actually paid and freight charges calculated at 1/9th pie per maund per mile without terminals.

"(2) If the quantity is over 60,000 tons, the rebate will be difference between freight charges actually paid and freight calculated at 1/10th pie per maund per mile."

It will be observed that these rates are not below the sanctioned minimum of 1/10th pie per maund mile.

3. The Agent, seeking to further develop the coal traffic, proposes to adopt the following additional rule, applicable solely to the coal traffic from Bezwada to Bangalore and stations beyond: that the tariff rates be adhered to, but that if any consignor conveys over the Southern Mahratta Railway from Bezwada to Bangalore and stations beyond 30,000 tons of coal during the calendar year 1896, he shall receive a rebate at the end of the year to the extent of the difference between the tariff rates and 2½ pies per ton mile (0.092 pie per maund mile).

The proposed rate falls slightly below the sanctioned minimum of 1/10th pie per maund per mile.

4. The coal traffic for the public passing through Bezwada is practically monopolised by Hajee Sujan Laljee who was paid a rebate of Rs. 26,500 on his consignments during 1895. This traffic during the past three years has been approximately as follows:—

	TONS.
During 1893	10,000
" 1894	14,000
" 1895	31,000

These figures show that the traffic is expanding as vigorously as the exertions of a single merchant will allow; and it is questionable whether there is any reason to more than double the present rebate: this, as will be shown in the next paragraph, is what the Agent's proposal amounts to.

5. The distance from Bezwada to Bangalore is 453 miles. The present ordinary rate for coal is about 13 pies per maund per mile (3.54 pies per ton mile)—

	RS.	A.	P.
(1) Thus the carriage of one maund of coal from Bezwada to Bangalore costs	0	4	9
The carriage of one ton of coal from Bezwada to Bangalore costs	8	1	3
The carriage of 30,000 tons of coal from Bezwada to Bangalore costs	2,42,000	0	0
The present "rebate rate" is 1/9th pie per maund (3.02 pies per ton mile). At this rate the carriage of 30,000 tons of coal costs	2,12,000	0	0
Thus the present rebate granted is Rs. 2,42,000 — Rs. 2,12,000 = Rs. 30,000.			
(2) At the proposed rebate rate of 2.5 pies per ton mile, the cost of carriage of 30,000 tons of coal from Bezwada to Bangalore would be	1,77,000	0	0
Thus the proposed rebate would be Rs. 2,42,000 — Rs. 1,77,000 = Rs. 65,000.			

6. It will thus be seen that the proposal is to practically more than double the present rate of rebate. It is of course possible that the cheapening of the rate for coal might induce the consignor to lower the price paid by the public, and thus bring about an increased demand. But as the rebate if sufficient consignments are sent is not to be granted till the end of the year, it is not unlikely that the owner will retain the profits.

7. If the proposal however has in view the inducing of all or most of the coal which now takes off at Dharmavaram to continue down the Southern Mahratta Railway and go towards Madras and south from Bangalore, then the proposal amounts to competition with the South Indian Railway in which the Government of India are also interested.

8. The South Indian Railway have, it is understood, adopted the rates and rebates laid down in Government of India Circular No. 8, Railway, of May 1895. These rates if applied to 30,000 tons from Bezwada to Bangalore would give a result of about 3.5 pies per ton per mile as net freight. But the "rebate rate" of 1/9th pie per maund per mile already sanctioned by the Government of India for the Southern Mahratta Railway works out to 3.02 pies per ton per mile.

9. I am to add that the sanction of the Board of Directors of the Southern Mahratta Railway Company to the present proposal is not mentioned by the Agent, yet in paragraph 8 of their letter No. 238 of 26th July 1893 (copy attached) the Board expressed their desire to be freed from a minimum rate for coal. But the question was not submitted at the time to the Government of India, because this Government were of opinion that the Southern Mahratta Railway Company could not move coal profitably below their minimum, unless they received far more than Bangalore and the mines were likely to take. It is thus understood that the Board would not be averse to the present proposal.

10. As the Agent considers the matter urgent, I am to ask that the decision of the Government of India may be communicated as soon as possible.

11. In conclusion I am to say that this Government considers that it is exceedingly difficult to lay down any hard-and-fast rule regarding the actual figure below which it will not pay any railway to carry any traffic. The chief facts being seemingly the amount of that traffic to be carried. If that amount be great, the traffic can be carried and will pay a fair profit at rates carried. If that amount be small, the traffic involve a loss. I am therefore to say that this Government considers that the proposals of the Agent might be sanctioned say for two years, and the results carefully watched to see what result the alteration has on the coal traffic affected.

ENCLOSURE No. 2.

From—The Agent, Southern Mahratta Ry. Co.
To—The Consulting Engineer for Rys.
Dated—Bombay, 12th February 1896, No. 6262 C/1534.

In Bombay Government Resolution No. 785 of 1895, the Government of India sanctioned certain rules for the granting of rebates on coal carried over the Southern Mahratta Railway. I have now to inform you that, as the result of a meeting held in my office on the 5th instant, Hajee Sujan Laljee, the coal contractor, Singareni mines, has undertaken to convey over this line from and *via* Bezwada to Bangalore and stations beyond 30,000 tons of coal during the calendar year 1896, provided we give him a special rate of 2½ pies per ton per mile. He agrees to pay in the first instance at tariff rates, the necessary rebate being given when he has completed the 30,000 tons. This proposal is outside the arrangement sanctioned in the above-quoted Government Resolution. The rate of 2½ pies per ton per mile is slightly below our sanctioned minimum of 1/10 pie per maund per mile, but as the volume of the traffic is large and the lead long, I trust the necessary sanction will be given. The sanction is required as we should notify in the usual way that coal booked from, and *via* Bezwada to, and *via* Bangalore will be charged ordinary tariff rates, but that at the end of any calendar year any consignor whose aggregate consignments carried over this line from or *via* Bezwada to Bangalore and stations beyond, namely, stations between Bangalore and Nanjangol or to stations on the Madras Railway, shall have exceeded 30,000 tons during the year, *i.e.*, from 1st January to 31st December, may claim a refund in respect to the payment of freight charges made as follows:—

The rebate to be the difference between the freight charges actually paid and the freight charges calculated at 2½ pies per ton per mile without terminals.

2. As the matter is urgent, I should be glad if I could have a reply by telegram.

Endt. by the Consulting Engineer for Rys., dated 28th May 1896, No. 52/O.

Copy forwarded to the Agents, Madras and South Indian Railways, for favour of their views.

From—The Agent, South Indian Ry.
To—The Consulting Engineer for Rys., Madras.
Dated—Trichinopoly, 9th June 1896, No. 497.

With reference to your endorsement No. 52/O., dated 28th May 1896, on Government of India letter No. 337 R.T., dated 8th May 1896, I have the honour to inform you that this railway has no objection to the Southern Mahratta Railway making the proposed rebate provided that the same concession is also applicable for coal passing on to the South Indian Railway *via* Dharmavaram. I am not sure if any further expression of opinion is required on the prospects of the proposed rates proving remunerative, and on the advisability of further strengthening Mr. Hajee Sujan Laljee's monopoly of Singareni coal. To avoid future reference however, I beg to state that I think the rate will prove remunerative, though not knowing the traffic conditions obtaining in respect to return lead on the wagons I am not prepared to give a decided opinion. In respect to the general development of the coal trade from the Singareni mines, I question the advisability of granting the further rebate proposed. So long as the mining company give Mr. Hajee Sujan Laljee the right to all the coal raised after certain railway requirements have been met, the rebate will have but little effect beyond increasing Mr. Laljee's profits. When, however, this monopoly is withdrawn the smaller merchants will be placed at a greater disadvantage than ever by increasing the rebate, and Mr. Laljee's position will be strong enough to resist all competition.

From—The Agent and Manager, Madras Ry. Co.
To—The Consulting Engineer for Rys.
Dated—Madras, 29th June 1896, No. 9008/555.

With reference to your endorsement No. 52/O., dated 28th May 1896, on 'correspondence forwarded with letter No. 337 R.T., dated 8th idem, from the Government of India Public Works Department, regarding a proposal by the Agent, Southern Mahratta Railway, for a special rate of 2½ pies per ton per mile for the carriage of coal between Bezwada and Bangalore, I have the honour to submit the following observations.

2. The only large market for coal to which the route is *via* Bangalore is the Kolar Gold Field which is at present, for all practical purposes, entirely served by English coal carried over the Madras Railway from Madras. The Southern Mahratta Railway proposal to reduce the rates, therefore, can only have been made for the purpose of competing in this market with this Company.

3. As a matter of fact, I am informed that Singareni coal is not suitable for the purposes of the Gold Mines, and that entirely outside of any question of rates, it is not likely to supplant the English coal now used for gold mining purposes; but independently of this, it seems advisable that Government should understand that any revenue made by the Southern Mahratta Railway through the carriage of increased quantities of coal *via* Bangalore would represent a corresponding amount out of the revenue of the Madras Railway. The Madras Railway naturally would not give up this revenue and any reduction in its rates necessitated by the younger company being allowed to commit a breach of its contract with the Secretary of State and charge rates lower than the minimum fixed by the contract would have the inevitable result of loss of revenue to the State.

4. The present lowest rate from Yellandu to Marikuppam by the broad gauge is As. 7-8 per maund. The present lowest rate between the same points *via* Bezwada is As. 8-1 per maund, and if the proposed reduction is carried into effect, this will be reduced to As. 6-10 per maund, provided no change is made in the proportion of the other railways concerned. Neither of these rates have been made much use of for reasons connected with the quality of the coal. The broad gauge lines would, however, have to reduce their rates in competition and that they would hold the traffic owing to the two transshipments necessitated by the narrow gauge route there is little doubt.

5. With reference to paragraph 11 of the Government of Bombay letter, the statistics for the year 1894 show that the average cost of lifting a ton of goods on the Southern Mahratta Railway was 4.78 pies and 5.63 pies for the two half-years, respectively, and therefore the proposed rates which would include the cost of two transshipments would imply a very serious loss on the statistical cost of working. Whether this loss is a real one or not, it is certain that the Madras Railway can afford to come down to any figure which the Southern Mahratta Railway can carry at before parting with its traffic, and it should I think therefore be apparent to the Government of India that any such competition would have very expensive results. As pointed out in the letter from the Bombay Government, the only probable result to the public would be to put money into the pockets of one merchant.

6. The above represents the opinion expressed by the Company's Officiating Traffic Manager, and with his views I fully concur.

From—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Govt. of India, P.W. Dept.
Dated—Ootacamund, 9th July 1896, No. 599 R.

In reply to your No. 337 R.T., dated 8th May 1896, I am desired to forward copies of the letters noted in the margin from the Agents of the South Indian and Madras Railway Companies, expressing their views on the subject of the proposal to allow a further rebate on freight paid for coal carried over the Southern Mahratta Railway from Bezwada to Bangalore and beyond by consignors whose transactions aggregate over 30,000 tons per annum.

2. It will be observed that the Agent, South Indian Railway, will not oppose this proposed reduction in freight provided that the same concession be also made applicable to coal passing on to the South Indian Railway *via* Dharmavaram. At the same time he does not consider the rebate called for.

3. The Agent, Madras Railway, however strongly objects, as he considers that the concession would enable the Southern Mahratta Railway to attempt to compete both with the broad gauge route from the coal mines to the Kolar Gold Fields and with the English coal traffic from Madras, and would force him to reduce his rates also in order to retain the traffic. This the fact of the two transshipments on the Southern Mahratta Railway route would enable him to do successfully, but at the cost of a considerable loss of revenue to the Company and therefore to the State. There is no doubt, moreover, that he would oppose the proposal still more strongly if the proposed concession were to be made applicable to the South Indian Railway also and that he would have great reason for so doing.

Little 4. Under the circumstances therefore I am desired to state that it appears to this Government that this further concession is not desirable, as it would probably do *not* *but* better towards the development of the consumption of Singareni coal and its principal effect would be to increase the profits of the monopolist at the cost of the revenues of railways in which the State is directly interested. It is hoped, therefore, that it will not be granted.

5. All the enclosures to your letters are returned as requested.

From—The Secretary to the Govt. of India, P.W. Dept.
To—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, the 27th July 1896, No. 579 R.T.

The following is forwarded to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, for information, with reference to his No. 599 R., dated 9th July 1896.

ENCLOSURE.

From—The Secretary to the Govt. of India, P.W. Dept.
To—The Secretary to the Govt. of Bombay, P.W. Dept., Ry. Branch.
Dated—27th July 1896, No. 578 R.T.

With reference to correspondence ending with your letter No. 1674, dated 9th July 1896, I am directed to state that after consulting the Madras and South Indian Railway Companies the Government of India are unable to sanction the special rate of 2½ pies per ton mile for the carriage of coal between Bezwada and Bangalore which the Agent, Southern Mahratta Railway Company, proposes to introduce in competition with those Companies.

2. I am to add that the Government of India are of opinion that any proposed reduction of rates for the carriage of coal from Singareni to Southern India might advantageously be considered at a meeting of the Claims Arbitration Committee of Southern India, the constitution of which was recognised in the Government of India's letter, No. 156 R.T., dated 22nd February 1896.

Endorsement by the Consulting Engineer for Rys., dated 17th August 1896, No. 2517.

Copy forwarded to the Agent, South Indian Railway, with reference to his letter No. 497, dated 9th June 1896.

Also to Agent and Manager, Madras Railway, with reference to his letter, No. 9008/555, dated 29th June 1896.

From—The Secretary to the Govt. of India, P.W. Dept.
To—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 29th October 1896, No. 855 R.T.

In continuation of correspondence ending with Government of India memo., No. 579 R.T., dated 27th July 1896, forwarding a copy of Government of India letter, No. 578 R.T., of the same date, to the Government of Bombay, in which the proposal of the Agent, Southern Mahratta Railway, to introduce a special rate of 2½ pies per

ton mile for the carriage of coal between Bezwada and Bangalore was negatived, I am directed to request that the Government of India may be furnished at an early date with the following information:—

- The cost of Singareni coal per ton at Kolar *via* Wadi, Raichur, Guntakal and Arkonam.
- The cost of Singareni coal per ton at Kolar *via* the Southern Mahratta Railway, with two transshipments at Bezwada and Bangalore.
- The cost of English coal at Kolar *via* Madras, giving details in all cases of cost, rail freight, &c.

Endorsement by the Consulting Engr. for Rys., dated 11th November 1896, No. 3551.
Copy forwarded to the Agent and Manager for favour of early report.

From—The Agent and Manager, Madras Ry.
To—The Consulting Engineer for Rys.
Dated—Madras, 17th December 1896, No. 9008/1129.

With reference to your Endorsement No. 3551, dated 11th November 1896, on a letter from the Government of India, No. 855 R.T., I have the honour to give below the information required:—

(a) The cost of Singareni coal per ton at Kolar *via* Wadi, Raichur, Guntakal and Arkonam at existing rates —

			RS.	A.	P.	
Yellandu to Wadi	277 miles at 3 pies rate	...	4	3	6	per ton.
Wadi to Raichur	67 " at 3 " "	...	0	15	9	"
Raichur to Bowringpet	441 " at 3 " "	...	6	14	3	"
Bowringpet to Marikuppam	11 " "	...	0	13	6	"
	Total	...	12	15	0	
	Add cost of coal at the mines	...	6	0	0	

Grand Total ... 18 15 0

(b) The cost of Singareni coal per ton at Kolar *via* the Southern Mahratta Railway with two transshipments at Bezwada and Bangalore —

			RS.	A.	P.	
Yellandu to Bezwada	93 miles at 5 13 pies rate	...	2	8	6	per ton.
Bezwada to Bangalore	453 " at 3 39 " "	...	8	0	3	"
Bangalore to Bowringpet	44 " at 10 0 " "	...	2	4	0	"
Bowringpet to Marikuppam	11 " "	...	0	13	6	"
	Total	...	13	10	3	
	Add cost of coal at the mines	...	6	0	0	

Grand Total ... 19 10 3

The above includes no transshipment charges, these charges having been abolished for some years, but it is understood that in the case of Singareni coal which particularly suffers from handling, the transshipment at Bezwada and Bangalore would no doubt cost very considerable wastage which would affect the value of the coal.

(c) The cost of English coal at Kolar *via* Madras —

			RS.	A.	P.	
Madras to Bowringpet	176 miles at 4 pies rate	...	3	10	6	per ton.
Bowringpet to Marikuppam	11 " "	...	0	13	6	"
	Total	...	4	8	0	
	Add cost of coal delivered at Madras as furnished by Madras Agents	...	20	6	8	

Grand Total ... 24 14 8

In accompaniment to Government of India Circular No. XVI, Railway, of 1894, Welsh coal and Kurhurbaree equivalents are given as follows :—

	TONS.
Giridli (Kurhurbaree) best steam coal	1.00
Welsh best steam coal	0.80

And in my letter No. ^{771b}/₈₈, dated 28th January 1895, the following equivalents arrived at by actual experiment were quoted :—

	TONS.
Kurhurbaree	1.00
Singareni	1.20

This gives for Singareni as compared with Welsh coal as follows :—

	TONS.
Best Welsh coal	1.00
Singareni	1.50

In other words, one ton of Welsh coal is equivalent to one and-a-half ton of Singareni. At this rate to compete with Welsh coal, Singareni coal should be delivered at the mines at $\frac{2}{3}$ of Rs. 24-14-8 or Rs. 16-9-9 per ton.

From the figures given below it will be seen that it is not possible at present rates, even if the low rate of $2\frac{1}{2}$ pies between Bezwada and Bangalore is quoted to deliver Singareni coal at the gold mines at a rate that will compare favourably with Welsh coal.

Besides this, we have recently been furnished with a proof of the unsuitability of Singareni coal for working stationary engines, in the fact that a firm carrying on a large business not far from Madras who recently purchased a large supply have asked us to take it off their hands.

Cost of Singareni coal per ton at Kolar *via* Southern Mahratta Railway when the coal is carried at $2\frac{1}{2}$ pies per mile from Bezwada to Bangalore —

		RS. A. P.
Yellandu to Bezwada ... 93 miles at 5-13 pies rate ...	2	8 6 per ton.
Bezwada to Bangalore ... 453 „ at $2\frac{1}{2}$ „ ...	5	14 4 „
Bangalore to Bowringpet ... 44 „ at 10 „ ...	2	4 0 „
Bowringpet to Marikuppam 11 „ ...	0	13 6 „
Total ...	11	8 4
Add cost of coal at the mines ...	6	0 0
Grand Total ...	17	8 4

From—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Govt. of India, P.W. Dept., Calcutta.
Dated—Madras, 19th December 1896, No. 1064 R.

With reference to your letter, No. 855 R.T., dated 29th October 1896, I am directed to forward herewith a copy of letter No. 9008/1129, dated 17th December 1896, from the Agent and Manager, Madras Railway, giving the information regarding cost of coal called for therein.

From—The Secretary to the Govt. of India, P.W. Dept.
To—The Joint Secretary to the Govt. of Madras, P.W. Dept., Ry. Branch.
Dated—Calcutta, 25th February 1898, No. 199 R.T.

The following is forwarded to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, for information with reference to correspondence ending with his letter No. 1064 R., dated 19th December 1896.

ENCLOSURE.

From—The Secretary to the Govt. of India, P.W. Dept.
To—The Secretary to the Govt. of Bombay, P.W. Dept., Ry. Branch.
Dated—25th February 1898, No. 198 R.T.

I am directed to acknowledge the receipt of your letter, No. 395, dated the 4th February 1898, forwarding for orders copy of further correspondence regarding the adoption by the Southern Mahratta Railway of a special rate of $2\frac{1}{2}$ pies per ton mile for the carriage of coal between Bezwada and Bangalore.

2. In reply, I am to state that the Government of India are pleased to sanction the adoption of the above rate for a period of one year in order to encourage the use of Indian coal at the Kolar Gold Mines.

3. I am to request that the effect may be watched and the result reported at the end of six months.

ORDER—No. 389 Ry., dated 9th March 1898.

Communicated to the Agents, Madras and South Indian Railways, for information.

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Agent, Madras Railway.
" Agent, South Indian Railway.
" Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.

Exd. Shaik Karim.

(No. 1.)
No. 9008

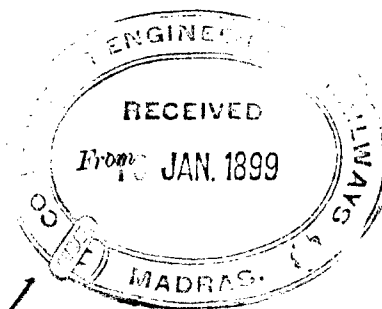
50

MADRAS RAILWAY

58

AGENT AND MANAGERS OFFICE,

Madras, 12th January 1899.



325

16.1.99

The Agent and Manager.

Madras Railway.

The Consulting Engineer for Railways.

Madras.

To

SIR,

I have the honor to invite attention to G. O. No. 389⁸⁴⁶⁵ Ry dated 9th March 1898 conveying the sanction of the Government of India to the adoption by the Southern Mahratta Railway of a special rate of 2½ pies per ton per mile for the carriage of coal from Bezawada to Bangalore, and to state that when we agreed as a guaranteed Company to be bound by minimum rates fixed by the State for State Railways we never expected that a competing Company would be allowed to quote rates below the sanctioned minimum rates to enable that Company to compete with us for the carriage of coal.

I have the honor to be,
Sir,
Your most obedient servant,
L. S. M. V.
Agent & Manager.

Encl. 1.

Undated
6.2.1899

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 17 January 1899.

No 196.

OFFICE NOTE.

Letter from the Agent, Madras Railway, No 50,
dated 12th January 1899, forwarded to the Examiner of Railway
Accounts. for remarks.

7/11

A. E. R.

17/1

EXAMINER'S REPLY.

ER

I cannot find that the Madras Ry Co has at any time
agreed to be bound by the minimum rates laid down by
Govt for State Railways, but as the Agent now states that
they have so agreed, it would perhaps be as well not to question
the statement.

I would suggest that in reply to his letter the Agent
might be asked whether he wishes in any case to lower his
rates below the minimum, and if so to submit his proposals
for consideration, as you feel sure that the Govt of India, having
sanctioned the rate for the carriage of coal on the S.W. Ry being reduced
below the minimum, would be equally willing to approve of a
similar reduced rate on the Madras Ry.

Unwalled
C.R. 27/1/99

What is p. 86
winding up p. 8. 3
at 4. 2. 195
51. 1. 199.
51. 1. 26
51. 1. 26

21.1.99

replied to the
Agent 7/11
13/1

Form No. $\frac{1}{A}$

0

Reminders.

Reply No. 9008
108
dated 26.1.99

No. 262

60

Madras, 24 Jan 1899

From

THE CONSULTING ENGINEER FOR RAILWAYS,

MADRAS,

To

THE AGENT AND MANAGER, M. Ry.

SIR,

With reference to your letter No. 9008 dated the 12th January 1899, I have the honour to enquire whether you desire ~~in any case~~ to lower your rates below the minimum. If so, will you submit your proposals for consideration, as I feel sure that the Govt of India having sanctioned the rate for the carriage of coal on the S. M. Ry. being reduced below the minimum, would be equally willing to approve of a similar reduced rate on the Madras Railway.

[Signature]
24.1.99.

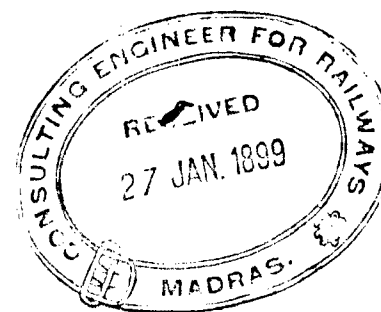
Dispatched on 24/1/99

NO.

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE,

Madras, 26th January, 1889.



From

The Agent and Manager.

M. R. C.

To

The Consulting Engineer for Railways.

Sir,

Madras

In reply to your letter No. 232, of the 24th

instant I have the honor to inform you that we have no desire to reduce our existing rates for Coal from Madras to the Kolar Gold Mines and there is really no necessity to quote rates lower than those we are charging.

2. Any reduction in the rate will simply be a loss of revenue to the State.

3. The action of the Government of India has released us from observing a minimum rate, a rate which we imposed upon ourselves at the verbal request of the President of the Railway Conference of 1898.

4. There is, in my opinion, no necessity for trade purposes for any Railway in India to quote rates below the minimum rates fixed by the Government unless the Railways concerned are competing with water carriage.

I should regard with grave suspicion any

Letter from ...
1008 of 12-1-99.

application from a Railway to lower its rates below the authorized and fixed minimum rates unless it had competition by water to contend with, and I should further view any such application as an endeavour to compete with another Railway at the sole expense of the State, because in this country all Railways are practically the property of the State.

I ask that the special rate sanctioned for the carriage of Coal from Bezwada to Bangalore may be withdrawn.

I have the honor to be,

Sir,

Your most Obedient Servt,

Ernie S. M. V.

Agent and Manager.

No. 122 Ry.

Government of Madras.

PUBLIC WORKS DEPARTMENT
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT

31st January 1899.

SIR,

With reference to correspondence ending with your letter No. 149. R.T. dated the 25th Feb. 98, I have found for ready reference in the enclosed copy of the Govt. proceedings No. 389. R. dated 9th March 98, I am directed to enquire whether the Govt. intend to pass the permission granted to the S.M. R. a permission the currency of which is now expiring, off to carry Singurani and between Benaul and Bangalore at a rate below the scheduled minimum.

2. - The matter from the subject of the accompanying copy of a letter from the Agent M.B.L. No. 9008/90 dated the 12th Jan. 99, and in a subsequent letter that gentleman has explained that his Company engaged on themselves a minimum rate at the verbal request of the President of the Railway Conference of 1898.

3. - The Govt. see no reason to depart from the opinion already expressed that there is no advantage to anyone concerned except to the Singurani and Bangalore in the reduction of freight below the scheduled minimum.

I have &
7/1/99 30/1/99

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

188

Recd.

No.

Documents accompanying

1. Procs. referred to.

2. Letter from B.M. No. 1008 of 12-1-99.

Public Works (1899) Department.

Railway Branch

CURRENT No. 470

G.O. No. 387 R. dated 9.3.98.

Letter from Am. No. 9008 dt 12.1.99. (Regd. Am. No. 9008)
to " " " 262 dt 24.1.99.
from " " 9008 dt 26.1.99.
to the Govt of India No. 122 R. dt 31.1.99.
from " " No. 259 R. dt 28.3.99.

From

The Govt of India

Order

No 392 R. of 8/4/99.

Communicated to the Agents Major & S.I. Rgs for information in continuation of P.O. No 387 R. dt 9.3.98.

No. 259 R.T.

Dated 28.3.99

Received }
Registered } 4.4.99

Enclosures

Spare copies

6.4.99.

SUBJECT.

Reduced rate for Carriage of Coal over the S.M. Rg. between Beavada & Bangalore.

The Agent Major & S.I. Rg.

Encl. P. No. 122 R. dt 31.1.99. Jorg. copy of a letter No. 258 R. dt 28.3.99 from Secy to Govt of India. P.W.D. to Secy to Govt of Bombay. P.W.D. Rg. Bh. reg.

S. Hall

SCHEDULE K.—concluded.
Changes in Superior Staff

Department.	Name of Officer.	Designation.	Nature of Change.	Remarks as to authority for Changes, Allowances, Passage monies, &c.
Engineering	Mr. Attwill Ellis	Resident Engineer.	Resigned with effect from 16-12-98.	Board letter No. 218 of 4-11-98.
Do.	Mr. F. F. Smith	Deputy Chief Engineer.	One month's privilege leave with effect from 20-2-99.	Agent.
Traffic	Mr. S. Bryant	Assistant Traffic Manager.	38 days' privilege leave with effect from 20-12-98.	Do.
Do.	Mr. S. J. Mercer	do	Deputed to Arkonam, Katpadi, Vellore, Renigunta, and Madras, &c. (via the Madras Railway) on the 16th, 17th, 26th and 31st December 1898, in connection with the collection of information for the Illustrated Guide.	Do.
Engineering	Mr. C. R. Dallas	Temporary Executive Engineer.	Appointed for duty on the Madura-Pamban Railway Survey with effect from 6-12-98 on Rs. 600 per mensem, plus the usual Travelling Allowances under the Civil Service Regulations.	Madras G. O. No. 3 Ry. of 2-1-99.
Do.	Mr. H. W. Perry	Temporary Assistant Engineer.	Appointed for duty on the Madura-Pamban Railway Survey with effect from 22-12-98 on Rs. 500 per mensem plus the usual Travelling Allowances under the Civil Service Regulations.	Do.
Do.	Mr. C. H. Bond	do	Appointed for duty on the Madura-Pamban Railway Survey with effect from 18-1-99 on Rs. 400 per mensem, plus the usual Travelling Allowances under the Civil Service Regulations.	Do.
Do.	Mr. H. P. O'Shaughnessy...	do	Transferred from the Erode-Nanjangod Railway Survey to the Madura-Pamban Railway Survey with effect from 5-12-98, on Rs. 250 per mensem, plus the usual Travelling allowances under the Civil Service Regulations.	Do.
Do.	Mr. R. A. Clifford	Resident Engineer.	Re-transferred from the Erode-Nanjangod Railway to the South Indian Railway open line with effect from 1-12-98.	Agent.
Audit	Mr. W. M. Simpson	Chief Auditor.	Deputed to Bombay, from the 7th to 13th October, 1898, in connection with a Railway Conference.	Do.

SCHEDULE L.
Changes in Subordinate Staff

Department.	Name of Subordinate.	Designation.	Nature of Change.	Remarks as to authority for Changes, Allowances, Passage monies, &c.
Engineering	D. Lal Singh	Timber Measurer	Deputed to Kallai (Malabar) from 26th November, to 4th December, 1898, for the inspection and passing of Pyn-gadu Sleepers to be obtained from Mr. A. Brown.	Agent.
Do.	F. C. Hanks	Weigh Bridge Inspector	In-Appointed as Weigh Bridge Inspector, with effect from 23rd November 1898, on a salary of Rs. 300-25-350.	Government of India letter No. 2480 G., of 10-8-98, and Board letter No. 218 of 4-11-98.
Traffic	A. Colundavalloo Pillay	Rates Clerk	Deputed to Guntakal from the 2nd to 4th November 1898, in connection with a route agreement with the Southern Mahratta Railway Company.	Agent.

SCHEDULE M.
Publications purchased in India.

Name of Publication.	Quantity.	Amount.	Authority.	REMARKS.
Gazette of India	One copy weekly.	Rs. A. P. 20 12 0	Agent.	Subscription in advance for the year 1899.
Classified List, and Distribution Return, P. W. D. corrected up to 31st December, 1898, including forwarding charges.	Three copies	6 8 0	do.	
"Indian and Eastern Engineer" Diary for 1899, including forwarding charges.	One copy	2 1 0	do.	
Quarterly Army List	One do.	3 7 0	do.	
Indian Railway Traveller's Guide.	Two copies	1 4 0	do.	
"Madras Times" Newspaper.	One copy daily.	50 0 0	do.	Subscription in advance for one year from 1st January to 31st December 1899.

A. BEWLEY,
Deputy Consulting Engineer for
Railways, Madras.

W. H. SPALDING,
for Agent, South Indian Railway.

No. 269

South Indian Railway Co., Ltd.,
AGENT'S OFFICE,
TRICHINOPOLY, 28th March 1899.

From

The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Adverting to your letter N^o 955 of the 20th March 1899, I have the honor to forward (by Railway Parcel) 26 printed copies of the Minutes of Official Meeting N^o 1 of 1899.

In two of the copies, sent packed separately, the printed Signatures of Mr. A. Bewley and of Mr. W. H. Spalding have been omitted and these Mr. Spalding has signed; will you please have Mr. Bewley's Signature affixed to these copies and return one to myself in due course.

Kindly let me know at an early date the number and date of the Government Order with which these Minutes will be transmitted to the Government of India.

I have the honor to be,
Sir,
Your Most Obedient Servant,

M. Levesnier,
for Agent.

26. Enclosures by Railway Parcel.

* will follow

M. L.

Another agent when

Dec 1/10
No. 771

South Indian Railway Co., Ltd.,

AGENT'S OFFICE,

Trichinopoly, 27th July, 1900

From

Az.
The Agent,

SOUTH INDIAN RAILWAY,

To

The Consulting Engineer for Railways,

MADRAS.

Sir,

I have the honor to inform you that on further consideration of the alterations to the Villupuram yard, sanctioned by G. O. N^o 1027 Ry. of September 13th, 1899, by the officers of the Engineering, Traffic and Locomotive Departments, certain suggestions have been made for a slight alteration to the arrangements as sanctioned. It has been pointed out that the entrance to the Loco yard by means of the 4th line which in all probability will be seldom clear of trucks and the disconnection of the proposed shunting neck with the loop (N^o 1 line) except by a back shunt which will necessitate shunting over the main line will be an inconvenient arrangement. The sanctioned arrangements also make the shunting from Villupuram - Dharmavaram side of the yard to the goods yard, an unnecessarily long operation. It is also advisable to get the Wagon Weigh bridge on a loop instead of a dead end. In the revised plan, now submitted, the entrance to the Loco yard comes off N^o 2 line, which is generally clear, and by this arrangement room is given on the 4th line to form a loop for the weigh bridge, and by keeping in certain cross-overs now existing the shunting from the

Station by utilizing the loco present

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

[G.]
[63]
1,000-30-8-99.

Political Department.



PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper:—

From the Resident in Travancore & Cochin, Ref. on G.No.2619,
dated 28th August 1899:—

In reply to G.O.No.860 Ry., dated 5th August 1899 communicated
with G.O.No.519 Political, dated 8th idem, I have the honour to state
that His Highness the Maharajah of Travancore agrees to underwrite
the Secretary of State's guarantee at such higher rate than 2½ %
as may be found absolutely necessary for raising debentures for
the Travancore branch of the South Indian Railway and is also pre-
pared to join the Government of India in paying interest out of
revenue during construction.

O R D E R :—No.581, dated 2nd September 1899.

Communicated to the Public Works Department, Rail-
way Branch, with reference to Proceedings No.860 Railway, dated 5th
August 1899.

(True Extract)

for Chief Secretary.

To

The Public Works Department (Railway Branch)
... Resident in Travancore & Cochin

K.P.A.
4.9.99

RAILWAY.
Government (1899) of Madras.
PUBLIC WORKS.

Recd.

Regd.

1899.

Enclosures

Spare copies

In Press

G.O., No. 1021 Ry., 12th September 1899.

SEPTEMBER.

Travancore Branch of the South Indian Railway

Travancore Branch of the South Indian Railway
The Travancore Branch of the South Indian Railway
agrees to maintain the security of the Travancore Branch
Native State section of the railway at such rate as may be
found necessary for the maintenance of the line and for the
protection of the property of the Travancore Branch.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

G.O., No. 781 A Ry., dated 6th June 1898. 43

G.O., No. 580 Ry., dated 15th May 1899. 103

Order—No. 687 Ry., dated 22nd June 1899.

The Government of India will be addressed.

From—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—22nd June 1899, No. 688 Ry.

Referring to your letter No. 96 A.R., dated the 3rd May 1899, allotting a grant of seven lakhs for expenditure on the Travancore branch of the South Indian Railway for the current year, and referring also to paragraph 5 of my letter No. 549 Ry., dated the 9th May 1899, I am instructed to enquire whether or not it is intended that the South Indian Railway Company should endeavour, this season, to raise debentures for the construction of the Travancore section.

2. In the absence of any instructions from the Government of India as to what it is intended should be done in this matter, it is not easy to effectively supervise the arrangements, in regard to staff, &c., which the South Indian Railway Company propose to make. If, moreover, there is a reasonable hope of more money becoming available, through the raising of debentures, it will be advisable to send home indents for rails, girders, &c., which necessarily take a considerable time to be made and despatched.

Telegram from—The Joint Secy. to the Govt. of Madras, P. W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—29th June 1899, No. 14 A.

Travancore Durbar advancing seven lakhs for work on Travancore branch within its territory, pending repayment when South Indian Railway has raised debentures. The advance is being accepted and programme for its expenditure being arranged. But Durbar wants to know when likely to be repaid. Can you learn from India Office and inform this Government?

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—10th July 1899, No. 1313 R.C.

I am directed to acknowledge the receipt of your communications noted in the margin, in the former of which you enquire whether or not it is intended that the South Indian Railway Company should endeavour, this season, to raise debentures for the construction of the Tinnevely-Quilon Railway, and in the latter of which you intimate that an advance of Rs. 7,00,000 is being accepted from the Travancore Durbar for commencement of work on the Native State section of that railway, pending repayment when the debentures have been raised.

2. In reply, I am to say that it was originally intended that the necessary funds for the construction of the Tinnevely-Quilon Railway should be raised by the South Indian Railway Company under the sterling guarantee of the Secretary of State at the rate of 2½ per cent. per annum, but that intimation has been received from the Secretary of State that as the Directors of the South Indian Railway Company are unable at present to raise debentures at that rate of interest at par, His Lordship proposes to authorise the Company to raise the entire capital required, subject to such alteration of the rate of interest as may be found necessary to secure the capital at or near par.

3. As this alteration in the rate of interest will require the concurrence of the Travancore Durbar under their guarantee to underwrite the interest on the capital required for the Native State section of the railway, I am to request that it may be ascertained whether the Durbar agree to a higher rate of interest if the Secretary of State decides that it is necessary to give it. At the same time it should be ascertained whether the Durbar are prepared to pay their proportionate share of interest during construction.

4.

Telegram from—The Joint Secy. to the Govt. of Madras, P.W. Dept., Ry. Branch.
To—The Secretary to the Government of India, Public Works Department.
Dated—21st July 1899.

Your 1313 R.C., July tenth. Last sentence of paragraph three not understood. Is it proposed to debit Capital with interest during construction and is enquiry directed to ascertaining whether Durbar consents to this, or is it proposed to pay interest during construction from general Indian revenues, Travancore paying her share? Explanation necessary before Durbar is addressed.

Telegram from—The Secretary to the Govt. of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—4th August 1899, No. 1482 R.C.

Your telegram of twenty-first ultimo regarding Tinnevely-Quilon Railway. Interest during construction will not be paid out of Capital. Government will bear their share out of general revenues and Travancore Durbar has to find its share.

No. 1021 Ry., 12TH SEPTEMBER 1899.

Order—No. 860 Ry., dated 5th August 1899.

The Resident in Travancore and Cochin will report as early as possible in regard to the two points raised by the Government of India, viz., 1st, whether the Travancore Durbar consents to underwrite the Secretary of State's guarantee at such higher rate than $2\frac{1}{2}$ per cent. as may be found necessary for raising debentures for the Travancore branch; and 2nd, whether the Travancore Durbar is prepared to join the Government of India in paying interest out of revenues during construction.

From—The Resident in Travancore and Cochin.
To—The Chief Secretary to Government.
Dated—28th August 1899, Ref. on C. No. 2619.

In reply to G.O., No. 860 Ry., dated 5th August 1899, communicated with G.O., No. 519, Political, dated 8th idem, I have the honour to state that His Highness the Maharajah of Travancore agrees to underwrite the Secretary of State's guarantee at such higher rate than $2\frac{1}{2}$ per cent. as may be found absolutely necessary for raising debentures for the Travancore branch of the South Indian Railway and is also prepared to join the Government of India in paying interest out of revenue during construction.

Order—No. 581, Political, dated 2nd September 1899.

Communicated to the Public Works Department, Railway Branch, with reference to Proceedings, No. 860 Ry., dated 5th August 1899.

ORDER—No. 1021 Ry., dated 12th September 1899.

The Government of India will be informed accordingly.

[Here enter No. 1022 Ry., dated 12th September 1899.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

Exd. Shaik Karim.

No. 1022 Ry., 12TH SEPTEMBER 1899.

PUBLIC WORKS DEPARTMENT.

Railway.

LETTER—from

FRANCIS J. E. SPRING, Esq., C.I.E.,
Secretary to the Government of Madras,
Public Works Department,
Railway Branch,

To

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

SIR,

In reply to your No. 1313 R.C., dated the 10th July 1899, I am instructed to inform you that His Highness the Maharajah of Travancore agrees to underwrite the Secretary of State's guarantee at such higher rate than $2\frac{1}{2}$ per cent. as may be found absolutely necessary for raising debentures for the Travancore branch of the South Indian Railway.

The Maharajah is also prepared to join the Government of India in paying interest during construction out of the revenues of Travancore State.

I have the honour to be,

Sir,

Your most obedient servant,

Secretary.

OOTACAMUND,
12th September 1899.

Exd. Shaik Karim.

RAILWAY.
Government {1899} of Madras.
PUBLIC WORKS.

Recd.

Regd.

} 1899.

Enclosures

Spare copies

Letter, No. 1022 Ry., 12th September 1899.

SEPTEMBER.

Tadapalli Transshipping Station.
This station, which is on a
large scale, was quite complete
at the time of the inspection,
but no traffic was being
dealt with, all the transshipping
work being done at Besonda.
It was understood that
when it unduly congests the
station. It is understood,
however, that arrangements
are in progress to transfer the
tranship work to Tadapalli.
That was

This to go at end of para. 7.

Northern Section.

Heavy type - Kistna Canal Junction to
Barang - with Cocanada
and Puri branches.

1st Formation - This is everywhere in
good order, and of standard
width. Cuttings are well
looked after and most of them
have particularly neat ballast
walls. Those in miles 204,
207 and 368
and 207 want the side drains
cleaning out, and would be the
better for ballast walls. Some
of the cuttings through soft
stuff ^{the} ~~rooted~~ between haltain
and Barang, might with
advantage be turfed, as they
are guttering badly. This will
be found economical in the
long run.

The high banks between Besonda
and the Godavari are in good
order, but would be the better
for ^{grassing} ~~protection~~ - those on the
northern half of the line are
now well turfed for the most

2^d $\frac{1}{2}$ a, and should give very little more trouble.

2. It seems a pity, however, that
when turf will grow well on
a bank - it should be carefully
cut off from the top of formation,
as is the practice on
this line at present. If

allowed to grow up to the edge
of the ballast it protects the
top and edge of the bank,
and, when the ballast is
neatly dressed to a line, gives
a very neat appearance to the
road.

2
Ballast. Generally speaking the line is well ballasted with 12 to 13 cft. of good stone ballast per foot run. The section from Kerasida to the Godavari is still rather low and requires lifting, and an increase in the ballast section. The high cotton soil banks ~~are~~ ~~is~~ ~~to~~ have no Succulenta

rest of the ^{main and} sand with which
this length has originally ballasted
and this ~~length~~ is now being replaced
^{by} ~~by~~ ^{broken} ~~by~~ stone. The trucks should
by now have reached the limit
of settlement, and in view of
through running in the near
future, an effort should be
made to bring this length up to
the standard of the rest of the
line during the next year.

From the Golevari northwards
the road is well ^{collected} ~~maintained~~.
the best sections are between
Walter ^{to} ~~and~~ Polesa, and
Berhampore to Raibha. in
which are kept at a high

Standard of maintenance.
Between Rajahmundry & mile 110 and
Between Palesa & mile 360
Ballast is rather short, and

the section varies a good deal
in different miles. ^{This is also the case} ~~between~~
~~between~~ Ramtha and Balugan, it
would be good thing to bring
these short lengths up to the
uniform standard of the
adjacent sections.

3
Permanent Way & Running.

The running is good throughout, especially north of the Godavari. The best sections are between 1. Halhali and mile 345, and 2. between Palasa and mile 360. 3. Tents are low between miles 128 and ¹³⁸ ~~130~~, between ^{Anikapalle} ~~Anikapalle~~ and Tuni, in places between Khandu Road and Barang, and for a few miles out of Puri.

4. Level Crossings. No outside guard rails were observed anywhere, their place being taken by sleepers. Between South of the Godavari there are no posts and chains to third class crossings. In mile 115 there is an abandoned level crossing, of which the approaches should be cut away to prevent carts and cattle from making use of it. Gatekeepers ^{might} ~~should~~ be instructed to water the crossings before the passage of trains in dry weather. At present each crossing produces

120

a cloud of dust when the train passes over it at speed. As the road throughout is singularly free from dust it is worth while trying to keep it down at these few places.

5
Bridges and Culverts. Several

bridges and culverts were inspected, and found to be in very good order both as regards the masonry, ironwork and timbering. The silicate oxide paint with which the Krishna Bridge and other large bridges on the line have been painted is not a success. It has been on about 4 years and is already perished. The minor bridges are tarred, and no blisters or other signs of rust were noticed on them, but it is not easy to be certain as to what is going on under a thick coat of tar.

130

13
Stations generally are well
kept, and platforms in good
order. Between Beswada and
the Godavari, however, the
station compounds have
an uncared for appearance,
and the platform painting
is in want of repair - this is
not noticeable at ~~Shore~~ ^{Orkut} ~~Orkut~~ ^{Orkut}
and ~~Mozid~~ ^{Mozid}. At many of
the stations the gardens have
received a great deal of attention
and look very well, but at
some of the larger stations
gardening has been allowed
to run ~~rather~~ ^{to} excess, and
the islands of flower pots and
shrubs which now ^{ornament} ~~obstruct~~
the platform in front of the
station building should be
~~entirely~~ ^{thinned out} if not
removed altogether, as they form
obstacles in the daytime and dangers at
night ^{to sight} in the compounds
and along the back line of
the ^{might with advantage} ~~should~~ be systematically

4
Carried out at all stations likely to
be permanent - the shade of a well
grown tree makes an admirable
3rd class waiting room in hot weather.
The station lighting arrangements
are not brilliant, and at the
few stations where the station
name has been painted on
the glass, it cannot be read
owing to the want of a frosted
background. This is a matter
which considerably affects the
comfort and convenience of
native passengers, and should
be seen to. A very simple
country-made apparatus will
turn out the frosted strips on
these glasses very cheaply. The
top of the glass is the best position
for the name.

Towards the southern end of the
section, latrines have no cemented
floors, and the earth under them
becomes saturated with filth.
Those at the northern end have
cemented floors, but are so
small, as to give practically no

158

148

16

Protection. It would be better to remove these tiny structures from the most important stations altogether, and use of the materials in giving reasonable latrine accommodation at the larger stations.

Particular Individual Stations

Beanda - the bath rooms require more light and ventilation -

Elore - the gathering line and turn outs to goods lines are

very uneven and require lifting and packing. Several of the loops

and by loops at wayside stations require more attention in this respect.

Elore Flag Station - a new station is in progress at a busy level crossing in the middle of Elore

town - this will be a great convenience to the inhabitants.

Samalkota - a new third class waiting shed has been built at the end of the station building, and the original central waiting

shall converted into refreshment rooms. The bath room floors are

very uneven and should be

At several wayside stations there is a bed of ballast about six inches ~~high~~ high, and eight to ten feet wide laid on the passenger platform as a floor for bags and other goods awaiting removal. These forms are dangerous, because inconspicuous obstacles. They should be removed and a platform of rough stones or old sleepers, protected by a lamp ^{might with advantage} should be substituted. This should be kept close up to the platform ^{where} it would not obstruct the platform, and might then be as close to the station building as required.

3

Rhurda Road. The flooring of the verandah and station building generally is very rough and should be relaid on cemented

5

17 P

168

cemented. The asphalt timbers require rebedding ~~yellow sand~~. A wider arrangement of 3 open masonry drains crosses the station yard. These should be covered in, as they must be dangerous to porters and shunters at night. There is a similar open drain in the station yard at Durada. Gaujam. This is a new station just completed, with an island platform made by widening out the loop, so as to give passenger and goods accommodation on the same platform. There is therefore no access to the platform except by crossing either the main line or loop - which does not

seem convenient. Locomotive watering arrangements. A new tank for the artesian water has just been finished at Samalkota. The boring at Cocunda Port is about to be resumed, when complete this will effect a great saving in the carriage of water. A boring is also being sunk at Belugau, and a new watering station has just been opened

Peni. An alteration is required in
the cages for the ticket collectors,
at present they are not safe
from pressure by a crowd. The
pens for pilgrims, also, could certainly
be more conveniently located.

The supply of hydrants to the
piers and platforms is under
consideration. This should be
expressed, as the only supply at
present is from wells outside the
station, which cannot be above
a suspicion. If the pilgrim
traffic develops as expected,
high platforms would greatly
facilitate it, and should be
considered in any scheme for
future extensions.

82 Locomotive department -
Locomotive. Carriage Shops at
a. Walter and Litmanowicz are in
good order, and seem to be
about adequate to the work in
hand. The Secy: Superintendent

1 shs for cover for engines
at Sitauva
under repair which at present

have to stand in the open.
¹⁰
Miscellaneous. Weighting machines
~~that are used~~
 have all been tested within
 the last half year. Signals
~~that are~~
 That arm of the ordinary two-
 armed platform signal, which
 on rising to the danger position
 has to lift the spectacle, does
 not go to danger by its own
 weight in any of the signals
 examined. In some cases the
 arm will fly to the "off" position
 on the signal lever being released.
Extra
~~some~~ counterweights are required
 for these arms. Gradient
~~+++++~~
Posts are on the opposite side
~~++++~~
 of the line to the rule and
 telegraph posts which must be
 rather inconvenient for drivers.
Refreshment rooms. The remarks
~~in the complaint books~~
 in the complaint books are
 generally satisfactory, but the
 service is hardly equal to that
 on other lines in the neighbour-
 hood, and now that through

19 20

168

at
Communication exists to Madras
efforts should be made to
attend it ~~up~~ improve it.

11. The Godavari Ferry. - There is
~~for the ferry arrangements~~. There is
only one exit from the steamer
to the pontoon both for passengers
and luggage. This is narrow
and awkward and easily
blocked by ~~anything bigger~~
than a small ~~box~~ the ordinary
native handbaggage. If a

second gangway could be
arranged from the other ~~side~~ ^{end}
of the paddle box, ~~which~~ ^{and the}
shore span widened the ~~width~~ ^{time lost}
at the ferry could be ~~appreciably~~
shortened

12. Rolling stock. Appears to be in
good order and well maintained
except in the matter of paint,
in which respect the 3rd class
coaches are indeed badly off.
Coaches seem to be kept clean,
and no overcrowding was
noticed except in the case of

This after 5.27 pm 1

20 P

a pilgrim train proceeding from
Berang to Peri on the eve of
the great annual festival.
In this case the number of
pilgrims at Berang was evidently
largely exceeded the expectations
of the Traffic Department, and the
arrangements for forwarding them
were certainly insufficient.

P. Ashworth
Capt R.E.

Madras.
Aug: 15th 1899. ^{Govt} Government (Inspector) Railways

21 P

Memoranda of the Senior Government Agents of B.C. R.R.

1. - Arrangements are in progress for the more convenient admission of the train of the B.C.R.R. into Pardon, and others are in a fair way to settlement for the improvement with the South Indian R.R. As soon as the amending of goods on the southern section shall have been completed I shall be prepared to remove all special restrictions except such as are necessitated by the state of nearly ruined tracks &c.
2. - Now that the time is nearly approaching for a demand from the public for a quick through passenger service between Pardon and Clifton the condition of the ballasting should be systematically taken in hand, and ballast on the older part of the line brought up to full section length.
3. - I want the attention of Govt. to the subject of feeder roads. It is most regrettable finding for District Boards to neglect to provide the present access to every railway station; for without such access their Districts can never derive full benefit ^{which} ^{should be} ^{the} ^{most} ^{of} ^{the} ^{benefit} ^{of} ^{the} ^{railway} ^{system}. Once a railway passes through a District the whole policy of expenditure of money on roads making and maintenance needs thorough overhaul in order to adapt it to the revolutionary conditions. There usually however appears to be a sort of inertia or apathy on the part of the District officials which prevents their grasping the importance of approaching the subject from an entirely new standpoint, and for some years they go on in the old groove spending money on roads ~~for~~ the need for which has been greatly lessened, and neglecting others whose importance has only been brought into prominence with the advent of the railway. What I am endeavoring to urge is not that District Boards should confer benefits on railways ^{making roads} ~~by~~ ^{to} the stations, but that they should be doing much the same for the aqueducts and bridges of the District for whom well as they are responsible to avail themselves fully of the benefits of the railway.
4. - I am that attention is again directed to ^{station} ~~station~~ lighting and to the manner of stations on the platform being long difficult to describe. This is a simple thing enough. There is one good way of doing it, and that way should be found out and brought into use everywhere uniformly. I met about this in June 8 of my remarks appended to last report.
5. - The Vancouver attention is also directed to the Inspector's complaints about signals, about various matters. The report ^{generally} ~~which~~ ^{is} ^a ^{good} ^{one}. F.R.S. 16/8/44

22P

Order No.

dated this Aug. 91

The report will be forwarded to the Govt. of India for the view of our own & the
Principler as may seem to them to be necessary. The ^{desired} ~~desired~~ first deposit 300
pounds will be made in the L. 8 M. Dept.

F.H.S.

16/8/91

For the Secy

To. The Govt.

" L. 8 M. Dept

" Principler S.C.B.

Copy to the Secy August 10/91

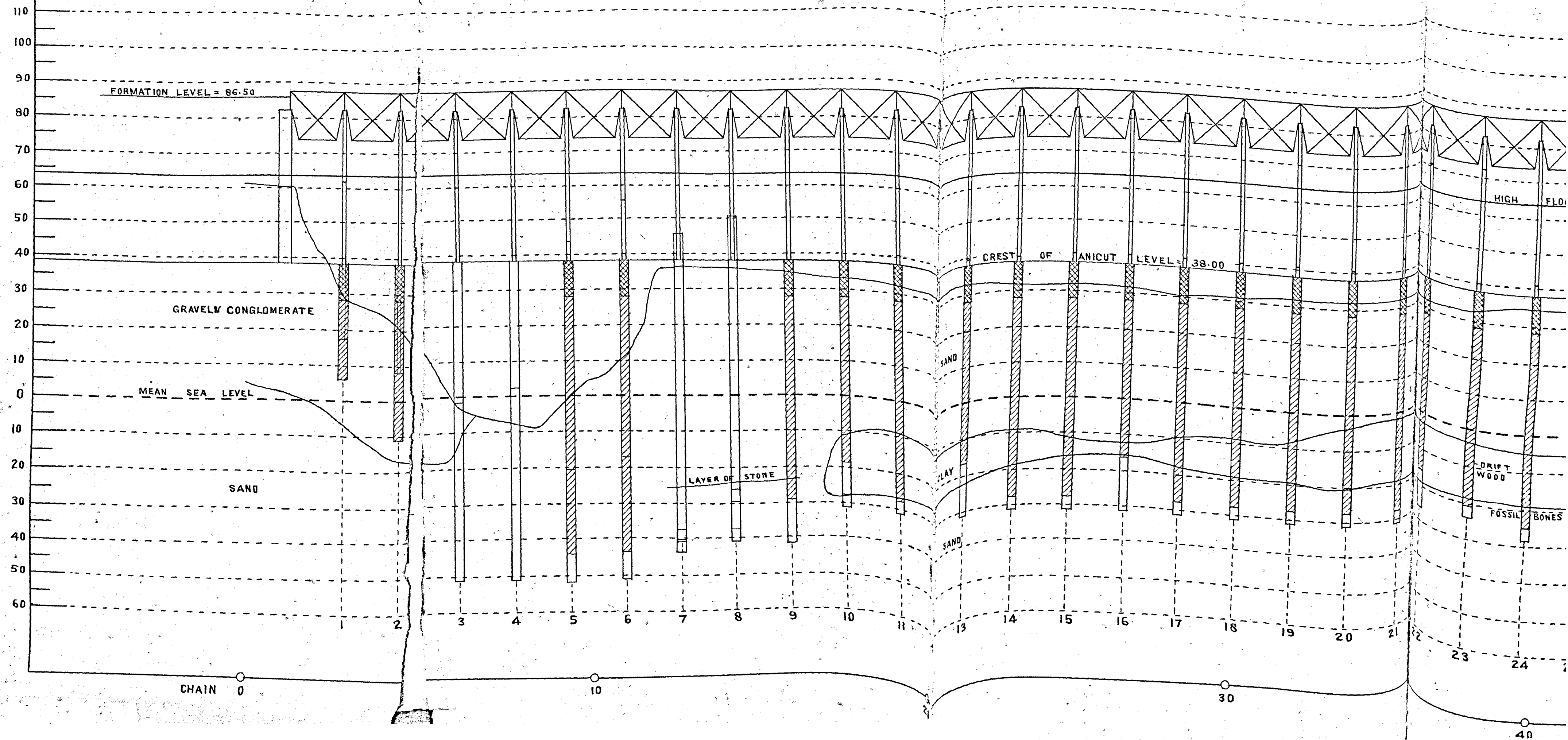
Forwarded

(Received)

For the Secy

230

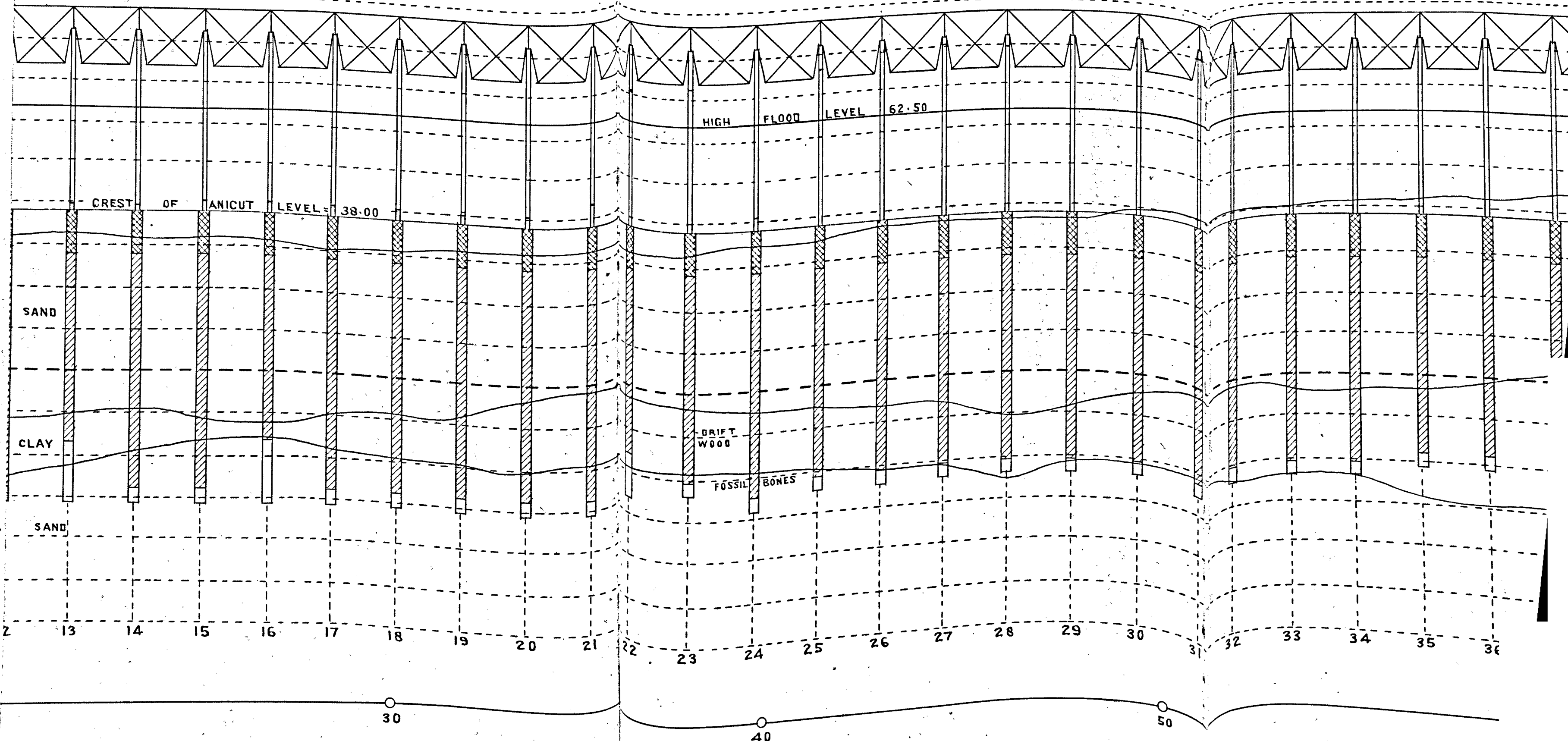
Scale Horizontal 200 feet to one inch
Vertical 20 feet to one inch



GODAVARI BRIDGE

1 Span 40 feet and 56 Spans 150 feet

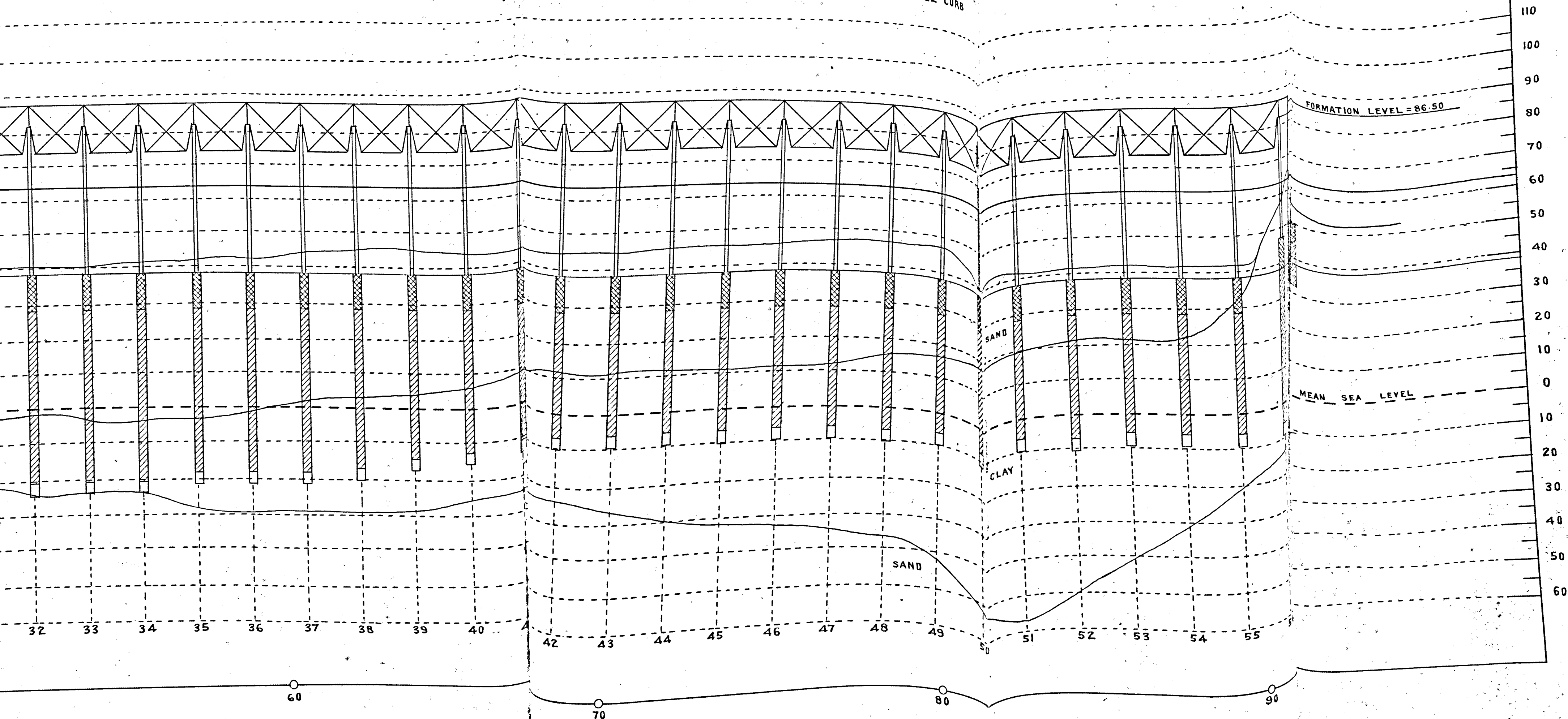
[Signature]
ENGINEER IN CHIEF



J. S. Green
ENGINEER IN CHIEF

NOTE
DENOTES MASONRY HEARTING
CONCRETE HEARTING
WELL
WELL CURB

PROGRESS DIAGRAM
Done up to 31st July 1899



25. Under Oil, Tallow, and Waste a slight increase occurs, which is fully accounted for by the still abnormally high price of castor oil.

26. So far as possible, mineral oils of different kinds have been substituted for castor oil, but it seems to be a very difficult thing to ensure that the supplies of these mineral oils shall be of an equable quality.

27. The Vacuum Oil Company, who have a practical monopoly of, at any rate, the Indian Mineral Oil Market, introduces from time to time, with a more or less loud flourish of trumpets, new brands of oil, each and all of which is, when produced, said to be superior to all its predecessors, but, so far as my own experience goes, they all seem to suffer from the same complaint, and each and all sooner or later merges into a more or less, generally a good deal more, unsatisfactory lubricant.

28. Our present brand of Mineral Oil is known as Crank Case Oil, and, as being now delivered, is better than the later shipments of Engine Axle Oil, which it succeeded.

29. So long as Castor Oil maintains its present very high market price, the use of a cheaper oil, for wagon and other stock so far as possible, is compulsory, but there is absolutely no question but that if Castor Oil could only be obtained at a fair price, it is infinitely superior for use in this country to any other oil, whether vegetable, or mineral.

Locomotive Engines: Repairs.

30. A saving in Wages amounting to Rs. 10,509, is found under this head, and, although the total cost of repairs is Rs. 6,447 greater, than the expenditure for the corresponding half-year, the excess is entirely in Materials.

31. During the half-year, 30 engines passed through the Shops, as compared with 31 during the second half of 1897. It had been hoped that two of the new K. C.₂ engines which are under order, would have arrived in India in time to have allowed of their being charged off, during the half-year, but owing to a question that had arisen, as to certain alterations which were thought advisable in the design, their construction was delayed, and the engines have not yet been received.

32. It was found necessary to issue from Stores a larger quantity of material than usual, the following being the chief items:—

	Rs.
Four new locomotive boilers	31,998
Boiler plates, iron and copper	11,135
Boiler tubes, chiefly copper, to replace red metal tubes in the K. C. ₂ and other engines.	45,162
Engine tyres	10,327

33. The necessity for replacing the red metal tubes with tubes of other material, has formed the subject of correspondence, and, until the whole of these are replaced, I fear a somewhat heavy expenditure under this head must be looked for. The new boilers, and the remainder of the boiler material, have been issued to the older engines, of chiefly the K. A. and K. B.₂ Classes, many of which having now been running since 1877, must be expected to require heavy repairs.

34. The total expenditure upon Engines, Repairs, and Running is, it will be seen, Rs. 1,917 less than the amount for the corresponding term.

Carriages and Wagons: Running.

35. Special remark does not seem to be necessary under this head, although it is noted that there is a reduction under both Material and Wages, the cost per mile, during the half-year, being less by 5.77 per cent. than that during the half-year with which comparison is being made.

Carriages and Wagons: Repairs.

36. 2,620 vehicles were dealt with in the shops during the half-year, as compared with 3,017, which passed through during the second half of the previous year.

37. The last 12 of the Wooden Covered Goods Wagons, and one Low-Sided Wagon, were built, at the cost of Revenue, and the first of the three 58-feet bogie carriages, being built at the cost of Capital, was further completed, and handed over for use on the S. W. Line Mails between Madras and Bangalore.

38. The remaining two carriages are well in hand, and one of them at any rate will, I anticipate, be finished in time for the Easter traffic. The one Carriage that is running is, I believe, much appreciated by the travelling public, many of whom, as it runs of course on alternate days only, time their journeys so as to travel in it, in preference to the ordinary four-wheeled Carriages.

39. Sanction was given for the construction of 46 third class carriages, for which the Traffic Department had applied, as well as for the renewal of some 20 of the Engineering Department Ballast Wagons, in the form of Rail Trucks; but, owing to the proposition that has been put forward by the Consulting Engineer, with regard to the conversion of the gauge of the West Coast District, work upon both these sanctions has been postponed, and it was fortunate therefore that the construction of the Carriage Stock for the B. M. Railway so fitted in, as to have allowed of the utilization of the Carriage Building Shops upon it.

40. Had this not been so, it would have been necessary to temporarily largely reduce hands, pending the settlement of the West Coast Conversion question, and this I should have been most loth to do, since experienced Carriage builders cannot be picked up when wanted, and the body of men whom we have trained from their boyhood in the Workshops, if once dispersed, could probably never have been got together again.

41. The total amount spent under Carriages and Wagons Repairs is Rs. 64,298 less than that for the corresponding half-year, and, since the renewal of the whole of the old 8-ton wagon stock has now been completed, the expenditure under this head is not likely to again vary much.

Staff.

42. Mr. Pilkington, the Deputy Loco. Superintendent, was granted 3 months' privilege leave, from July 1898.

43. Mr. H. J. Stanley, 1st Assistant Loco. Superintendent, was granted furlough for 16 months, and left for England on the 3rd November 1898.

44. Mr. E. Outon, Lathe Shop Foreman, who, as recorded in my last half-year's report, was granted 6 months' leave, returned to duty on the 21st October 1898.

45. Covenanted Drivers Howard, and Malthouse, who were engaged by the Board on agreements for 3 years, arrived in India, and reported themselves for duty on the 5th December last.

46. Mr. O. Horrocks, who had been in the Company's service since August 1864, resigned his appointment at the close of the year. Mr. Horrocks was granted leave for two months during November and December and finally made over charge, and retired, on the 31st December 1898. In consideration of his long and faithful service, a special recommendation has been submitted in his behalf, for a gratuity of 12 months' pay of which, as advised, the Board have been good enough to approve.

I have the honour to be,

Sir,

Your most obedient servant,

C. E. PHIPPS,

Locomotive Superintendent.

MADRAS RAILWAY.

Abstract of Expenditure for working and maintaining Locomotive Engines, Carriages and Wagons for the Half-year ending 31st December 1898.
LOCOMOTIVE DEPARTMENT.

HALF-YEAR ENDING			Total Engine Miles worked.		LOCOMOTIVE ENGINES—Running.																																																																		
					WAGES AND SALARIES.												COAL AND PATENT FUEL.								FIREWOOD.								Average Cost per Mile of Coal, Patent Fuel and Fire- wood.		OIL, TALLOW, WASTE, &C.						Total Cost.		Cost per																												
					Drivers and Firemen.				Cleaners, Water and Fuel Coolies.				Total.				Cost per Mile.				Total Consumption.				Per Mile.				Total Consumption.						Per Mile.				Actual Cost.						Cost per Mile.																										
RS.				A.				P.				RS.				A.				P.				RS.				A.				P.				RS.				A.				P.				RS.				A.				P.				RS.				A.				P.			
Dec. 1897	...	1,616,892	1,48,726	0	7	41,628	6	10	1,90,354	7	5	0	1	10-60	368,566	2,54,073	8	9	49-59	0	4	10-60	100,631,750	2,13,842	7	6	128-29	0	4	4-34	0	4	7-56	32,981	11	1	0	0	3-92	6,91,252	2	9	0	6																											
June 1898	...	1,551,560	1,43,660	0	2	41,153	0	8	1,84,815	0	10	0	1	10-87	362,375	2,44,618	5	0	49-26	0	4	8-99	92,202,525	1,95,930	5	10	126-72	0	4	3-70	0	4	6-52	36,842	11	4	0	0	4-56	6,62,206	7	0	0	6																											
Dec. 1898	...	1,559,578	1,41,943	10	1	41,065	7	8	1,83,009	1	9	0	1	10-53	379,972	2,60,909	3	5	50-27	0	4	11-18	99,812,950	2,12,102	8	3	139-99	0	4	9-11	0	4	10-23	34,380	7	10	0	0	4-23	6,90,401	5	3	0	7																											

LOCOMOTIVE ENGINES

HALF-YEAR ENDING	Total Engine Miles worked.	LOCOMOTIVE ENGINES—Repairs.												LOCOMOTIVE ENGINES—Gross Cost of Running and Repairs.																																															
		COST OF						Total Cost.						Cost per Mile.						Running, Total Cost.						Repairs, Total Cost.						Proportion of Supervision and Office Expenses.						Total Cost.						Deduct for K. G. F. Ry., Madras-Ennur Ry. and Fire In- surance Fund.						Nett Total.						Cost per Mile.					
		Material.			Wages of Work- men.																																																								
RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.																							
Dec. 1897	1,616,892	1,28,546	0	1	1,38,035	5	10		2,66,581	5	11	0	2	7-66	6,91,252	2	9	2,66,581	5	11	66,341	9	2	10,24,175	1	10	27,534	0	7	9,96,641	1	3	0	9	10																										
June 1898	1,551,560	74,672	5	5	1,21,287	5	5		1,95,959	10	10	0	2	0-25	6,62,206	7	0	1,95,959	10	10	71,008	15	2	9,29,175	1	0	22,843	14	8	9,06,328	2	4	0	9	4																										
Dec. 1898	1,559,578	1,45,501	1	4	1,27,526	14	8		2,73,028	0	0	0	2	9-61	6,90,401	5	3	2,73,028	0	0	71,875	7	7	10,35,304	12	10	40,580	8	0	9,94,724	4	10	0	10	2																										

CARRIAGE AND WAGON DEPARTMENT.

CARRIAGES AND WAGON DEPARTMENT.																																															
HALF-YEAR ENDING	Total Engine Miles worked.	CARRIAGES AND WAGONS—Running.												CARRIAGES AND WAGONS—Repairs.										CARRIAGES AND WAGONS—Gross Cost of Running and Repairs.																							
		COST OF						Total Cost.		Cost per Mile.		COST OF						Total Cost.		Cost per Mile.		Running, Total Cost.	Repairs, Total Cost.	Proportion of Supervision and Office Expenses.	Total.	Deduct for K. G. F. Ry., Madras-Ennur Ry. and Fire Insurance Fund.	Nett Total.	Cost per Mile.																			
		Material.			Wages of Workmen.							Material.			Wages of Workmen.																																
		RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.										
1897 ...	1,616,892	17,885	10	3	3,102	6	5		37,987	10	8	0	0	4-51	1,38,299	14	8	97,716	2	6	2,36,016	1	2	0	2	4-03	37,987	10	8	2,36,016	1	2	19,816	5	7	2,93,820	1	5	8,061	3	7	2,85,752	13	10	0	2	9-11
June 1898 ...	1,551,560	17,482	4	4	20,248	5	2		37,730	9	6	0	0	4-67	88,986	8	3	73,685	13	0	1,62,672	5	3	0	1	8-13	37,730	9	6	1,62,672	5	3	22,423	14	0	2,22,826	12	9	5,405	8	4	2,17,421	4	5	0	2	2-11
Dec. 1898 ...	1,559,578	14,831	1	10	19,756	12	10		34,587	14	8	0	0	4-25	96,052	2	2	73,665	13	4	1,71,717	15	6	0	1	9-14	34,587	14	8	1,71,717	15	6	17,968	13	11	2,24,274	12	1	6,215	4	10	2,18,059	7	3	0	2	2-11
SUMMARY—Total																																															

SUMMARY—Total Gross Cost of Working the Locomotive and Carriage and Wagon Department.

HALF-YEAR ENDING	Locomotives, Total Cost.	Carriages & Wagons, Total Cost.	Total Cost.	Cost per Mile.	Loss by Exchange and Carriage of Revenue Stores.	Final Total Cost of Working.	Final Total Cost per Mile.
December 1897	9,96,641	2,85,758	12,82,399	15 1 0	1,08,071	13,90,471	5 7 0
June 1898	9,06,328	2,17,421	11,23,749	6 9 0	63,540	11,87,290	3 5 0
December 1898	9,94,724	2,18,059	12,12,783	12 12 30	77,016	12,90,399	14 6 0

PERAMBUR WORKS,
22nd March 1899.

C. E. PHIPPS

No. 8806/615.

MADRAS RAILWAY COMPANY,
TELEGRAPH ENGINEER'S OFFICE,
ARCONAM, 21th February 1899.

THE AGENT AND MANAGER,
Madras Railway.

DEAR SIR,

REPORT FOR THE HALF-YEAR ENDING 31st DECEMBER 1898.

I beg to submit my report for the half-year ending 31st December 1898.

OFFICES AND FITTINGS.

Telegraph instruments, fittings, &c., were shifted and refixed at the following stations in consequence of alterations to station buildings by the Engineering Department:—

Ambattur.
Oorgaum.
Tirur.
Koduru.
Razampeta.

Needle and block instruments were fixed at the undermentioned stations on the Nilgiri Mountain Railway and brought into use on the 1st October 1898:—

Mettupalaiyam.
Kullar.
Adderley.
Hill Grove.
Runnymede.
Coonoor.

The block instruments and the telephones were transferred from the wooden bunk into the new block cabin at Rayapuram.

Tangal Station on the Ennur Line was closed and the needle instrument there transferred to Korukkupett, which was re-opened.

ELECTRIC STARTING SEMAPHORES.

The Electric Starting Semaphores at the undermentioned stations were renewed:—

South-West Line.

Arcot	...	Down.
Tiruvallam	...	Up.
Lakkiti	...	Down.
Ottapalam	...	Down.

North-West Line.

Kamalapuram	...	Down.
Rayalcheru	...	Up.
Tungabhadra	...	Down.

The levers of the undermentioned Electric Starting Semaphores were shifted into new pits owing to alterations of station buildings:—

Erode Down.
Olavakkot Up.

The terminal post of the Up Electric Semaphore at Feroke was renewed.

Comparative statement of percentage of semaphore failures for the half-year ending 31st December 1898.

	Half-year ending 31st December 1897.	Half-year ending 31st December 1898.
Total number of semaphore operations (not including those for ballast and locomotive wood trains)	154,364	146,907
Number of failures—		
(a) Due to Station Staff	89	55
(b) Due to faults in apparatus caused by lightning and interference without Inspector's knowledge ...	36	41
(c) Due to faults in apparatus	98	99
Total ...	223	195
Percentage of failures to number of operations	0.14	0.13

LINE WORK.

Telegraph alignments at the undermentioned stations were altered:—

Buddireddipatti.
Mettupalaiyam.
Nandalur.

The office standard at Bangalore City was shifted and cross-over wires were altered to enable the Engineering Department to erect covering over the passenger platform at that station.

A telegraph post was erected and wires raised at Mulanur in order to prevent the water coolies interfering with them.

Telegraph rail posts at $\frac{25}{9, 10 \& 11}$ near Trivellore were lengthened and wires raised to enable the Engineering Department to extend ballast siding.

Telegraph posts $\frac{257}{4 \& 5}$ were shifted to enable the Engineering Department to carry out the alteration to locomotive sidings at Gooty.

Insulators on No. 2 needle circuit were renewed between Salem and Podanur.

Time signal wires which were led to the old telegraph workshops were dismantled and new wires erected from 43/3 mile to the new telegraph workshops at Arkonam.

The following telegraph posts were renewed:—

South-West Line, $\frac{336}{3}$, $\frac{348}{11}$, $\frac{365}{13}$, & $\frac{387}{1}$.

Nilgiri Branch, $\frac{306}{2}$ & $\frac{310}{20}$.

Lakkiti Station yard, 1 post.

North-West Line, $\frac{110}{8}$, $\frac{167}{1}$, $\frac{169}{1 \& 13}$, $\frac{169}{1 \& 11}$, $\frac{173}{10}$, $\frac{176}{8 \& 9}$, $\frac{178}{4}$, $\frac{179}{3 \& 10}$, $\frac{183}{4 \& 5}$, $\frac{191}{4 \& 15}$, $\frac{193}{18}$, $\frac{194}{4}$, $\frac{196}{7}$, $\frac{199}{15}$, $\frac{202}{11}$, $\frac{204}{10 \& 12}$, $\frac{205}{9}$, $\frac{207}{7 \& 12}$ & $\frac{227}{5 \& 11}$.

LIGHTNING CONDUCTORS.

A lightning conductor with finial was erected on the Locomotive Foreman's bungalow at Nandalur.

BELL CIRCUIT.

The gate bell fixed in the station bunk was shifted to the adjacent Gateman's bunk at Veyasarpady.

The following are comparative statements of interruptions on the telegraph and block circuits:—

INTERRUPTIONS ON TELEGRAPH LINES.

	Interruptions caused by the neglect and carelessness of Signallers.	Accidental interruptions.	Total.
Half-year ending 31st December 1898 ...	8	39	47
Half-year ending 31st December 1897 ...	1	48	49

Of the accidental interruptions—

14 were due to instrumental faults.
12 „ „ to line faults.
8 „ „ to unknown causes.
3 „ „ to weak signals.
2 „ „ to battery faults.

INTERRUPTIONS OF BLOCK SECTIONS.

	Miles open.	No. of Circuits.	Interruptions caused by the neglect and carelessness of Signallers.	Accidental interruptions.	Total.
Half-year ending 31st December 1898...	874½	131	17	82	99
Half-year ending 31st December 1897...	857½	126	12	66	78

Of the accidental interruptions—

35 were due to instrumental faults.
13 „ „ to line faults.
4 „ „ to battery faults.
30 „ „ to lightning.

INTERCOMMUNICATION.

The undermentioned vehicles were fitted with electrical intercommunication appliances at Perambur Works:—

	Vehicles newly fitted.	Vehicles refitted.
Bogie composite	1	...
Covered goods	12	6
Third-class carriages	...	34
First-class carriages	...	7
Engines	...	12
Second-class carriages	...	2
Brake vans	...	5
Baggage vans	...	3
Horse boxes	...	19
Ballast wagon	...	1
Carriage trucks	...	6
Tank wagon	...	1
Post office vans	...	4
Bogie engine	...	1

Statement showing the working of electrical intercommunication in trains.

	Half-year ending 31st December 1897.	Half-year ending 31st December 1898.
Total mileage of fitted trains	1,278,243	1,265,172
Mileage of fitted trains with complete communication ...	1,272,915	1,256,951
Percentage of interruption	0.41	0.65

List of cases in which electrical intercommunication was used and trains stopped during the half-year.

Date.	Particulars taken from the Guard's Journals.
1898.	<i>Fire.</i>
August 17	The 4-45 o'clock train was stopped near Kulipalaiyam Station to extinguish fire on O. G. 271.
September 13	The 4-45 o'clock train was stopped at $\frac{259}{18}$ mile to extinguish fire on C. G. 116.
December 5	The 18-15 o'clock mail train was stopped at $\frac{213}{18}$ mile to extinguish fire on A. 24.
	<i>Safety of Passengers and Public Property.</i>
July 7	The 20-0 o'clock train was stopped at Avadi immediately after being put in motion, in consequence of the Gateman opening the door of a third-class brake van and trying to push in two third-class passengers while the train was in motion.
August 25	The 9-0 o'clock train was stopped at 193rd mile owing to a large bundle of wool having dropped from O. G. 865.
September 21	The 18-30 o'clock mail train was stopped at Jalarpot west points to detect a passenger who jumped into brake van while the train was in motion.
" 29	The 18-30 o'clock mail train was stopped near Erode to detect three passengers who jumped into train while the train was in motion.
October 19	The 12-45 o'clock train was stopped at Bisanattam after being started to pick up the Collector on Plague Duty, who could not catch the train in time.
November 5	The 13-43 o'clock train was stopped after starting from Mulanur owing to another train having been sighted in the opposite direction.

ELECTRIC CLOCKS.

Statement showing the working of the electric clocks during the half-year.

	1898.						Mean of six months.
	July.	August.	September.	October.	November.	December.	
Clock failures. { Caused through circumstances beyond Signaller's control. } per cent.	0.00	0.19	0.78	1.52	0.39	0.00	0.48
{ Caused through the negligence of Signallers. } "	0.76	0.00	1.18	1.14	0.57	0.76	0.90
Clock errors 2 minutes and over ... "	0.19	0.00	0.39	0.00	0.00	0.00	0.10
Do. under 2 minutes but 1 minute and over. }	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Do. under 1 minute ... "	99.05	99.81	97.65	97.34	98.04	98.86	98.46
Clock stopped ... "	0.00	0.00	0.00	0.00	0.00	0.38	0.06
	100.00	100.00	100.00	100.00	100.00	100.00	100.00

Appended is a statement showing the total cost of maintenance of the Electric Telegraph during the half-year under report.

Yours faithfully,
JOHN B. DUNCAN,
Ag. Telegraph Engineer.

No. 301.

MADRAS RAILWAY COMPANY,
MEDICAL OFFICER'S OFFICE,
RAYAPURAM, 3rd March 1899.

To

THE AGENT AND MANAGER.

Madras Railway.

SIR,

I have the honor to forward you my report on the health of the Company's employés and on the conservancy of stations on both lines for the half-year ending 31st December 1898.

2. 3,003 admission sick certificates were granted during the half-year, as against 5,794 issued in the corresponding half of last year. I must explain that it was formerly the practice for some Apothecaries to include in their returns the cases of out-patients, *i.e.*, those receiving medicine while remaining at duty, but such cases are not now included in my half-yearly report, and that circumstance partly accounts for the large diminution of 2,791 in the cases treated during the half-year under review, compared with last year.

3. *Mortality.*—The number of deaths amongst the Company's employés during the half-year reported to me is 27, and this number includes only those who were being treated by the Company's staff at the time of their decease. No doubt there are others, mostly of the menial class, who go away in serious sickness to their villages to be among their relations, some of whom are never again seen or heard of, and no record can be obtained of the mortality amongst that class. The causes of death were various, the chief one being cholera of which there were six cases. There appear to me to be two noteworthy points in the mortality list *viz.*, no case of mortality from small-pox and only one from malarial fever. There were no less than 1,265 admissions for malarial fever during the half-year, with only one death, and considering that it is malarial fever that contributes so heavily to swell the death roll of Indian towns and villages, it is some satisfaction to me to be able to draw your attention to the solitary instance of mortality, out of 1,265 cases, on the Company's line, and to suggest that this happy record is largely owing to the skill and devotion to patients, which the Apothecary staff exercise in the conduct of their cases. The other circumstance to which I invite your kind notice is the absence of any mortality from small-pox during the half-year, and it has been my privilege, for several successive half-years, to record the same pleasing event. The number of cases of small-pox during each half-year is always small, and the cases are invariably of a benign type, and these circumstances are no doubt to be attributed to the strict manner in which the Company insists that every employé in their service, and every woman and child living on their premises, shall be vaccinated against small-pox. Employés to their credit recognise the beneficent character of the Company's vaccination rules, and not one of those misguided persons called "conscientious objectors," so numerous in some enlightened English towns, are to be found on the Madras Railway.

4. *Cholera.*—There have been thirteen cases of cholera amongst employés during the half-year, five of them at Renigunta, the only town on the line where the disease may be said to have been epidemic. The remaining eight cases were scattered over the line, each one at a different station.

5. *Plague.*—This epidemic had been raging in Bombay, and on the Great Indian Peninsula and Southern Mahratta Railways, for about two years before it invaded any station on the Madras Railway. Unhappily it appeared at Bangalore City Station, obviously imported from

some station on the Southern Mahratta Railway, in the beginning of September 1898. Several employes and members of their families were attacked, both at the Bangalore City and Cantonment Stations, but beyond these few instances no case of plague has occurred at any other station on the Railway. It has only as yet touched the fringe of the Company's system, and it is to be hoped that the active disinfecting measures which the Company's Apothecaries in the infected area are carrying out will prevent any further invasion of Railway premises. Employes on the Bangalore Branch came forward eagerly to be inoculated against plague when the disease was threatening their stations, but at other stations, remote from the infected district, the staff, for various reasons, put off the operation. If the epidemic unfortunately reaches their doors, they, in their turn, will, I am sure, immediately apply for the undoubted benefits of inoculation. I obtained some statistics a few weeks ago at Malur, a village on the Bangalore Branch of the Railway, which show its unquestionable efficacy against plague, and I think they are worth recording. They correspond, I may say, with statistics obtained as to the efficacy of inoculation from all other districts where the operation is practised, and they are perfectly reliable and accurate.

Malur population	...	...	...	...	3,180
Persons inoculated	...	...	...	...	377
Do. uninoculated	...	...	...	...	2,803
Attacks among inoculated	...	...	...	4 = 1.06%	
Do. uninoculated	...	...	...	228 = 8%	

If the inoculated had been attacked at the same rate as the uninoculated, 30 should have been seized, but only 4 were.

Of the 4 inoculated persons attacked none died, all recovered.

Of the 228 uninoculated attacked 198 died = 87%.

If the inoculated had died at the same rate as the uninoculated, $3\frac{1}{2}$ of them should have died, but they all recovered.

6. *Quarantine.*—It was found necessary during the half-year to place 18 persons in quarantine at an expenditure in wages of Rs. 148-13-10, on account of the appearance of small-pox in their houses, and one person through plague having appeared in his home, the latter drawing Rs. 19-13-0.

7. *Staff.*—The medical and conservancy staff have, as a rule, acquitted themselves in the discharge of their duties to my complete satisfaction.

8. I have inspected all the dispensaries and conservancy arrangements on the line and found the same in good order.

I have the honor to be,

Sir,

Your most obedient servant,

J. CURRIE,
Medical Officer,
Madras Railway.

Comparative statement of cases treated during the half-years ending 31st December 1897 and 31st December 1898.

Date.	Small-pox.	Measles.	Influenza.	Plague.	Simple Fever.	Malarial Fever.	Remittent Fever.	Cholera.	Choleraic Diarrhoea.	Dysentery.	Diarrhoea.	Accidents and other diseases.	Total Treated.
1897.													
July ...	1	...	...	...	22	226	3	2	...	33	57	514	858
August ...	...	...	...	...	26	296	...	5	...	44	77	503	951
September ...	...	...	...	...	47	373	2	9	...	52	69	478	1,030
October ...	...	...	...	...	38	455	...	3	...	38	44	514	1,092
November ...	...	...	...	...	33	403	...	1	...	36	47	479	959
December ...	1	...	...	...	34	327	2	...	...	20	30	450	864
Grand Total ...	2	...	...	...	200	2,080	7	20	...	223	324	2,938	5,794
1898.													
July ...	...	1	5	...	9	191	1	1	...	24	39	178	449
August ...	...	...	4	...	24	233	...	2	...	36	41	241	584
September ...	...	2	3	...	21	214	1	2	...	24	25	172	464
October ...	...	2	2	...	22	217	1	1	...	21	23	204	493
November ...	...	1	5	4	14	219	...	4	...	28	23	269	567
December ...	...	...	2	...	13	191	...	3	...	18	30	189	446
Grand Total ...	5	1	21	4	103	1,265	3	13	...	151	181	1,256	3,003

Return of vaccination for the half-year ending 31st December 1898.

No. vaccinated.	Traffic Department.				Locomotive Department.				Engineer Department.			
	Sex.				Sex.				Sex.			
	Children.				Children.				Children.			
	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
770	1	...	44	...	1	1	...	...	708	15	...	...

No. 11545

386

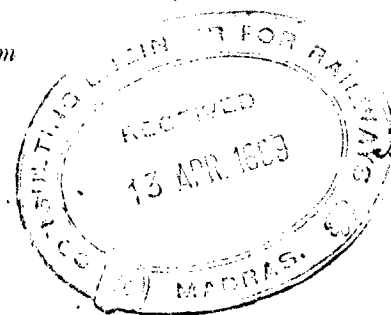
MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 11th April 1899.

1891
13.4.99

From



The Agent and Manager.

M. A. C.

To

The Consulting Engineer for Railways.

Madras.

SIR,

In continuation of my letter No. 11545
337
dated 28th March 1899. I have the honour
to forward herewith 32 copies each of my
Report and that of the Traffic Manager for
the half year ending 31st December 1898.

Copies of the Report of the Commandant,
Madras Railway Volunteers will follow.

I have the honour to be,

Sir,

Your most obedient servant,

Edmund
Agent & Manager.

Encls:

32 copies of my report = }
32 --- of J. M. report }
(with 10 Encls.) }

No. 2406.

MADRAS RAILWAY COMPANY,
MADRAS, 6th April 1899.

To

JULIAN BYRNE, Esq.,
Secretary,
Madras Railway Company,
LONDON.

SIR,

I have the honor to submit, for the information of the Directors, the following summary of the operations of the Company for the half-year ended 31st December 1898. The detailed reports by the Heads of Departments were sent to you on the undermentioned dates:—

The Chief Engineer	... 23rd March 1899.	The Loco. Supt.	... 30th March 1899.
„ Chief Auditor	... „ „ „	„ Ag. Telegraph Engr.	„ „ „
„ Medical Officer	... 30th „ „	„ Traffic Manager	... 6th April „

2. The **Financial** results of the last two years are shown in the annexed table:—

Half-year ended	Gross earnings.	Total expenditure.	Net revenue.	Working expenses per cent.	Receipts per mile per week.	Half-yearly dividend.
	Rs.	Rs.	Rs.			
1897, June ...	57,89,562	26,99,926	30,89,636	46·63	265·61	2·56
„ December ...	56,75,752	27,63,201	29,12,551	48·63	260·77	2·41
Total ...	1,14,65,314	54,63,127	60,02,187	47·65	263·19	4·97
1898, June ...	56,34,736	24,77,847	31,56,889	43·97	258·61	2·62
„ December ...	50,85,747	27,40,731	23,45,016	53·89	233·26	1·92
Total ...	1,07,20,483	52,18,578	55,01,905	48·68	245·94	4·54

The decrease in gross earnings for December 1898, as compared with the earnings for the corresponding half-year of 1897, amounts to Rs. 5,90,005 and the decrease in working expenses to Rs. 22,470. The net revenue shows a decrease of Rs. 5,67,535, equivalent to 19·49 per cent.

3. During the half-year 1,270,984 train miles were run as against 1,318,652 during the corresponding period. 3,636,128 passengers and 581,312 tons of goods were carried as against 4,918,869 passengers and 613,550 tons of goods.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

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Recd.

No.

4. The result of the half-year's working is a dividend at the rate of £3-17-0 per cent. per annum on the capital bearing interest. Loss by exchange amounts for the half-year to Rs. 1,72,337, or Rs. 19,414 more than during the corresponding half-year.

5. The number of **passengers** (excluding troops and police) carried in each class and the gross receipts therefrom, during the second halves of the last four years, are shown in the following table:—

Half-year ended	First Class.		Second Class.		Third Class.		Total.	
	No. carried.	Money earned.	No. carried.	Money earned.	No. carried.	Money earned.	No. carried.	Money earned.
		Rs.		Rs.		Rs.		Rs.
31st December 1895 ...	11,538	1,07,505	47,034	1,06,013	4,327,774	17,36,777	4,386,346	19,50,295
Do. 1896 ...	12,273	92,263	42,830	1,01,940	4,727,779	16,99,951	4,782,882	18,94,154
Do. 1897 ...	11,189	83,571	45,403	98,665	4,821,593	16,63,222	4,878,185	18,45,458
Do. 1898 ...	9,978	88,358	39,008	95,981	3,554,861	12,39,576	3,603,847	14,23,915

There is a decrease in the number of first-class passengers carried, as compared with the corresponding half-year of 1,211, or very nearly 11 per cent., and in the money earned there is an increase of Rs. 4,787, or 5·7 per cent.

There is a decrease in the number of second-class passengers carried of 6,395, or 14 per cent., and in the money earned there is a decrease of Rs. 2,684, or 2·7 per cent.

There is a decrease in the number of third-class passengers carried of 1,266,732, or nearly 27 per cent., and in the money earned there is a decrease of Rs. 4,23,646, or over 25 per cent.

The large falling off in the passenger traffic is entirely due to plague and plague restrictions.

Additional plague examining stations have been opened since the June half-year closed, and as plague broke out very seriously at Bangalore during the half-year, the measures adopted by Government to check the disease have had a far-reaching effect as will be seen from the Traffic Manager's table showing the percentage of passengers travelling over the several districts of the line.

The disease while breaking out spasmodically in places seems to move slowly but steadily to the south and the east, and it seems quite impossible to say where the disease will extend, or when we may expect to get rid of its influence.

6. The progress of the **goods traffic** during the same four half-years was—

Half-year ended	Goods traffic exclusive of Madras Railway material and revenue stores.	Government stores and Foreign Railway material.	For the public.		Average receipt per ton lifted.
			Weight.	Receipts.	
	Rs.	Rs.	Tons.	Rs.	Rs.
31st Dec. 1895 ..	29,63,744	39,010	430,313	29,24,734	6·87
Do. 1896 ...	29,67,007	74,087	441,688	28,92,920	6·55
Do. 1897 ...	31,96,980	37,260	501,005	31,59,720	6·30
Do. 1898 ...	31,02,852	46,171	467,389	30,56,681	6·54

The total tonnage carried over the Railway during the past half-year, exclusive of Railway materials for construction and revenue stores, was 471,761 tons as against 509,286 tons during the corresponding period, while the receipts were Rs. 31,02,852, and Rs. 31,96,980, respectively.

I alluded in my summary for the June half-year to the falling off in the grain traffic owing to the cessation of the famine of 1897, and a reference to the figures included in the Traffic Manager's report for December will show that we had again during the past half-year to compare with heavy movements of grain carried during the closing months of 1897 to the north.

The movement of wet skins was checked during the half-year by plague precautions, but the increased tonnage of coal, timber, salt, oil and oil-seeds helped us to show a better result than we at one time anticipated.

I do not propose to follow the Traffic Manager in the remarks he has submitted with his report on the acute stage of competition for southern traffic and the compulsory reduction of rates brought about by the opening of the Marmugoa Sea route and the withdrawal of the Southern Mahratta Railway from what was known as the shortest route agreement.

The whole question is in the hands of the several Boards, and I purposely refrain from adding remarks which might possibly make the position of my Directors more difficult.

7. The **maintenance charge** per mile, compared with the three previous half-years, is as follows:—

Half-year.	Ordinary.	Extra.	Total.
	Rs.	Rs.	Rs.
1897, June ...	562	48	610
„ December...	587	33	620
1898, June ...	484	49	533
„ December...	670	24	694

Compared with December 1897, the *ordinary* expenditure for the past half-year shows an increase of Rs. 83 a mile, while the *extraordinary* expenditure shows a decrease of Rs. 9 per mile. A sum of Rs. 14,621, it will be noticed, was charged to revenue on account of covering portions of the line with broken stone.

The Chief Engineer draws special attention to the protective works that have been in hand along the foreshore opposite to our Rayapuram Terminus for some months past. These works are now so far advanced that the safety of the main offices may be said to be secured.

Weak bridges are having attention, and the statement given on page 2 of the Chief Engineer's Report will show that the work connected with the partial renewing and strengthening of various bridges is well in hand.

The special attention of the Board is directed to Mr. Stoney's remarks on the Nilgiri Railway printed on page 7 of his Report. Detailed reports have from time to time been sent home, but the magnitude of the work to be grappled with can best be realised by a perusal of Mr. Stoney's pithy summary.

8. The total cost of the **Locomotive Department** during the last four half-years has been as under:—

Half-year.	Total mileage.	Total cost including all charges.	Total cost per mile run.
		Rs.	Rs. A. P.
1897, June	1,535,936	13,28,234	0 13 10-04
„ December	1,616,892	13,90,471	0 13 9-11
1898, June	1,551,560	11,87,290	0 12 2-92
„ December	1,559,578	12,90,400	0 13 2-86

Compared with the corresponding period of 1897, the expenses of the Locomotive Department may be stated as follows:—

Locomotive	Running	decrease	Rs. 851.
„	Repairs and renewals	increase	„ 6,442.
Carriage and Wagon	Running	decrease	„ 3,400.
„	Repairs and Renewals	„	„ 64,298.

The decrease in the mileage worked of some 57,314 miles is reported, and of roughly a lakh of rupees in the total cost of working the Department. The tendency is for coal, as its cost becomes lower, to push wood for locomotive purposes out of the market, and the effect of the new contract which has been entered into from the 1st of April 1899, will doubtless be to show a further decrease in the cost of fuel burnt. Mr. Phipps on page 3 of his report submits a full statement of his difficulties with the wood contractors.

Owing to plague and plague restrictions the passenger trains on several sections of the line are not so heavily loaded as formerly, but unfortunately the coal bill is but little affected by the loss of three or four carriages on light passenger trains.

As explained by the Locomotive Superintendent, the heavy renewals of passenger and goods stock upon which we have been engaged for many years, are now practically ended.

It is understood that the Calicut-Cannanore Line is to be proceeded with as a standard gauge railway; and this being so, the extra stock sanctioned for the open line and for the new extension and held back for a settlement of the gauge question will now be proceeded with.

During the half-year 2,620 vehicles were repaired and none renewed as against 3,017 and 46, respectively, during the corresponding half-year.

9. The **Electric telegraph** wires, block, needle and Morse instruments, electric starting semaphores and intercommunication in trains were maintained satisfactorily during the half-year. Thirteen engines and 101 vehicles were fitted or re-fitted with electrical intercommunication appliances during the half-year.

10. The **Medical Officer** reports that there was a decrease of 2,791 in the number of employes, to whom it was found necessary to grant sick certificates. There were in all during the half-year 3,003 cases of sickness dealt with against a total of 5,794 cases for the corresponding half-year; but, as the Medical Officer explains in para. 2 of his report, out-patients are not now recorded in the official returns. There were 13 cases of cholera, of which 6 proved fatal, and 5 and 4 non-fatal cases of small-pox and plague respectively. The Medical Officer's remarks on plague cases and the result of inoculation will be read with interest. There were in all 27 deaths reported by the Apothecaries.

11. Colonel C. E. Phipps, Commandant, has been unable up to date to send me his report upon the **Madras Railway Volunteers** for the past year, but I may state

that the regiment was successful in winning the Bangalore Cup, the chief prize of the South of India Rifle Association, at the meeting held at Bangalore in September.

12. **Railway schools** were maintained at eight of the important stations on the line. The total number of children on the register at 31st December was 403 and the average attendance 341. The cost to the Company of maintaining these schools during the period under review was Rs. 6,066.

13. The Company's contribution to the **Provident Institution** amounted for the half-year to Rs. 19,792-2-4, and this sum will be found entered in Abstract G of the Capital and Revenue Accounts. The total amount at credit of the institution at the end of the year was Rs. 9,22,865-11-3. When the revised rules, accepted by the Board, have been sanctioned by the Government of India, an additional contribution of Rs. 40,385 will be made to the fund, and this amount will be found entered in the Net Revenue Account.

14. Lines worked by the Company—

Net earnings of

1. The Mysore State Kolar Gold Fields Railway are for the half-year Rs. 28,212-9-11, equal to a return of 7 per cent. upon the Capital outlay.

Net earnings of

2. The Madras-Ennur Section of the Bezwada-Madras Railway for the half-year are Rs. 5,490-10-9, equal to a return of 1-83 per cent. per annum on the total Capital outlay.

NEW PROJECTS.

The **Arcot-Ranipet** Branch is ready to be opened, and we are only now waiting for Government sanction to place the branch at the disposal of the public.

The estimate for re-aligning and improving the **Kolar Gold Fields Railway** has been sanctioned and the work connected with it will be taken in hand without delay.

The **Beach Line Extension** will be vigorously proceeded with as soon as the plans have been sanctioned by the Madras Municipality. All works within municipal limits require the approval of the President of the Municipality, and that officer's sanction is awaited before we cross the main public road near Rayapuram and remove or extend various drains and man-holes connected with the Madras drainage system.

The survey of the **Shoranur-Cochin Railway** is practically completed, and if the Rajah of Cochin decides that the work of construction of the branch is to be carried out by the Madras Railway, the necessary staff will be posted without delay.

15. The following movements in the **Company's Staff** in India during the half-year are recorded:—

Mr H. C. West, Chief Engineer, retired from the Company's service on the 3rd October 1898.

Mr. E. W. Stoney, District Engineer, returned from furlough leave and assumed charge of the office of Chief Engineer on the 3rd October 1898.

Mr. H. J. Stanley, Assistant Loco. Superintendent, proceeded on sixteen months' furlough leave on the 3rd November 1898.

Loco. Foreman O. Horrocks retired from the Company's service on the 31st December 1898.

Latheshop Foreman E. Outon returned from leave and resumed charge of his duties on the 24th October 1898.

Covenanted Engine Drivers Howard and Malthouse arrived and reported themselves for duty on the 5th December 1898.

Mr. G. Wallington, Assistant Traffic Manager, proceeded home on twelve months' furlough leave on the 27th July 1898.

I have the honor to be,

Sir,

Your most obedient servant,

LOUIS S. MOSS,

Agent and Manager.

MADRAS RAILWAY COMPANY,

TRAFFIC MANAGER'S OFFICE,

MADRAS, 1st April 1899.

To

THE AGENT AND MANAGER,

Madras Railway Company,

RAYAPURAM.

SIR,

I have the honor to submit my report upon the traffic of the Madras Railway for the half-year ending 31st December 1898.

2. OPEN MILEAGE.—The open mileage (including the Kolar Gold Fields and Madras-Ennur Railways worked by the Madras Railway Company) on the 31st December 1898 was the same as on the 30th June 1898, viz., 859 miles.

3. TRAIN SERVICE.—A revised train service was introduced on the 16th November 1898.

Down Trains—S. W. Line.

No. 75 a new Local Passenger train leaves Madras at 5-45 for Trivellore.

No. 111 Local Passenger train leaves Madras at 17-35 instead of 17-30 and is cancelled from Trivellore to Arkonam.

No. 31 Mixed train leaves Salem at 18-40 instead of 19-0.

No. 87 Mail train leaves Madras at 18-15 instead of 18-30, Mettupalaiyam arrival 9-24 instead of 9-40 and Calicut 14-9 instead of 14-22.

No. 83 Mixed train leaves Arkonam at 4-50 instead of 5-0, Jalarpet arrival 11-50 instead of 12-15.

No. 17 Mixed train leaves Madras at 5-0 instead of 4-45 and arrives at Coimbatore 18-47 instead of 18-17.

No. 73 Mixed train leaves Madras at 19-0 instead of 13-0 and arrives at Katpadi 1-55 instead of 20-45.

No. 121 Mixed train leaves Podanur at 18-45 instead of 18-30 and arrives at Olavakkot at 21-5 instead of 20-48.

Up Trains—S. W. Line.

No. 208 a new Local Passenger train leaves Trivellore at 7-20 for Madras.

No. 172 Local Passenger train is cancelled from Arkonam to Trivellore and leaves Trivellore at 19-40 instead of 20-50 and arrives at Madras 21-0 instead of 22-5.

No. 102 Mixed train leaves Mettupalaiyam at 20-25 instead of 21-25 and arrives at Madras 18-45 instead of 19-0.

No. 30 Mixed train leaves Coimbatore at 5-20 instead of 5-40 and arrives at Arkonam 11-30 instead of 11-42 and is cancelled beyond Arkonam.

No. 42 Mail train leaves Calicut at 9-40 instead of 9-15 and arrives at Madras 7-0 instead of 6-30.

No. 132 Mixed train leaves Calicut at 12-20 instead of at 12-30 and arrives at Podanur at 22-10 instead of 22-11.

No. 8 Mixed train leaves Jalarpet at 8-0 as before and is extended to Madras where it arrives at 20-45.

Down Trains—Bangalore Branch.

No. 149 Mixed train leaves Jalarpet at 14-30 as before but does not run beyond Bowringpet.

No. 151 Mixed train leaving Bangalore Cant. at 6-0 is cancelled.

Up Trains—Bangalore Branch.

No. 50 Mixed train leaves Bangalore City at 12-45 as before but does not run beyond Bowringpet.

Down Trains—N. W. Line.

No. 37 Passenger train leaves Madras at 9-0 as before and arrives at Gooty at 4-4 instead of 4-26.

No. 39 Mixed train leaves Madras at 13-30 instead of 18-40 and arrives at Raichur at 1-15 instead of 5-45.

No. 181 Mixed train leaves Arkonam at 9-10 instead of 9-15 and arrives at Renigunta at 12-24 instead of 12-30.

No. 81 Mail train leaves Madras at 18-45 instead of 20-45 and arrives at Raichur as before stopping at 14 additional stations.

Up Trains—N. W. Line.

No. 14 Mail train leaves Raichur at 15-0 as before and arrives at Madras at 6-15 instead of 5-45.

No. 32 Mixed train leaves Gooty at 21-10 instead of 20-42 and arrives at Madras at 15-20 instead of 16-0.

No. 4 Mixed train leaves Raichur at 0-5 instead of 0-45 and arrives at Arkonam at 3-20 instead of 3-35.

No. 28 Mixed train leaves Arkonam at 7-0 instead of 6-50 and arrives at Madras at 9-25 as before.

Rayapuram, Palghat and Nilgiri Branches.

Rayapuram, Palghat and Nilgiri Branch trains have been re-timed to connect with the altered main line trains.

Down Trains—Madras-Ennur Railway.

No. 195 Mixed train leaves Rayapuram at 18-5 instead of 18-0 and arrives at Ennur at 18-47 instead of 18-45.

4. FARES AND RATES—The **PASSENGER FARES** were not altered during the half-year ending 31st December 1898. They are shown below:—

First class	...	...	...	12	pies.
Second class	...	...	...	6	"
Third class	{ Mail	...	...	2½	"
	{ Other trains	...	...	2	"

The following changes in the **GOODS RATES** were made during the half-year:—

JULY.

Commodities.	Conditions.	Rates per md. per mile.	Alterations.	Rates per md. per mile.	Remarks.
Wool, Loose	In wagon loads of 81 mds.	0-666 pie.	In wagon loads from Bangalore to via Itarsi for Traffic to Cawnpore, Agra and via.	0-333 pie.	To create new traffic.

AUGUST.

Commodities.	Conditions.	Rates per md. per mile.	Alterations.	Rates per md. per mile.	Remarks.
Chillies, Dry	In wagon loads Madras to Bombay at O. R.	4 annas per wagon per mile.	In wagon loads between Madras and Bombay.	3 annas per wagon per mile.	In competition with sea traffic.
Flour	O. R.	0-370 pie.	In wagon loads of (270 mds.) at O. R. between Bombay and Madras.	0-132 pie.	Do.
Grain and Seeds	In wagon loads of (270 to 324 mds.) at O. R.	0-200 pie.	In wagon loads of 270 to 324 mds. at O. R. from via Raichur to Bangalore for traffic from G.I.P. and connected Railways.	0-128 pie.	Equalization of rates.
Horns	At O. R. from Madras to Bombay.	0-296 pie.	Between Madras & Bombay.	0-180 pie.	In competition with sea traffic.
Oats	In wagon loads of 8 tons at O. R. for distances of 350 miles and over.	0-204 pie.	Via Raichur to Bangalore for traffic from Poona.	0-131 pie.	Equalization of rates.
Twist	From Bombay to Madras.	0-353 pie.	Between Bombay & Madras.	0-262 pie.	In competition with sea traffic.

DECEMBER.

Cotton, Pressed to 25 lb. and over.	From Devangiri to to Madras via Bangalore City.	0-592 pie.	Cotton pressed to over 25 lb.	0-356 pie.	To Equalise with the longer route.
Grain and Seeds, Common.	In wagon loads of 270 to 324 mds at O. R. between via Raichur and Bangalore.	0-128 pie.	For traffic from I. M. Ry. Stations via Raichur.	0-118 pie.	Equalization with the rate via Guntakul.
Cotton, Loose in Borahs.	At O. R. in wagon loads of 90 mds. from Raichur to Guntakul.	1-111 pie.	At O. R. wagon loads of 90 mds. from Raichur to Guntakul.	0-888 pie.	To bring down loose cotton to be pressed there and rebooked.

The rates here given do not include the many rapid and temporary changes which have taken place in consequence of the Marmagao dispute, as the commodities and rate lists which would have to be included to make them intelligible, even to a Traffic Officer, would necessitate an appendix.

5. TRAFFIC TRAIN MILES—The traffic train mileage for the December half-years of 1897 and 1898 is shown in the following table:—

Allocation.	Description of train.	December 1897.				December 1898.			
		Madras Railway.	K. G. F. Railway.	Madras-Ennur Railway.	Total.	Madras Railway.	K. G. F. Railway.	Madras-Ennur Railway.	Total.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Coaching...	Mail	322,736	...	...	322,736	322,736	...	...	322,736
	Passenger	169,698	...	...	169,698	170,866	...	...	170,866
	Special	1,570	...	...	1,570	3,995	...	64	4,059
Mixed	Troops	6,490	...	...	6,490	1,799	...	...	1,799
	Ordinary	616,020	14,750	12,000	642,770	573,657	14,720	12,000	600,377
	Extra	46,943	...	1,607	48,550	47,839	...	...	47,839
Goods	Ballast trains for construction.	92,914	4,214	...	97,128	94,534	4,674	...	99,208
	Light engines	...	...	...	...	459	...	...	459
	Maintenance	36,795	360	76	37,231	26,863	530	...	27,393
	Fuel	8,991	...	974	9,965	10,892	...	...	10,892
		16,495	...	...	16,495	17,344	...	...	17,344
	Total	1,318,652	19,324	14,657	1,352,633	1,270,984	19,924	12,064	1,302,972

Excluding maintenance and fuel mileage the total train mileage of the Madras Railway was 1,242,748 against 1,293,166 for the corresponding period of 1897 or a decrease of 50,418 miles, equivalent to 3-90 per cent.

Taking the figures as shown in the Capital and Revenue accounts where Mixed and Light Engine mileage is divided between the Coaching and Goods traffic, a decrease of 28,311

occurs in Coaching and 22,107 in Goods train mileage on the Madras Railway, a decrease of 1,428 in Coaching and an increase of 2,028 in Goods on the K. G. F. S. Railway, and an increase of 852 in Coaching and a decrease of 2,471 in Goods on the Madras-Ennur Railway.

6. GROSS AND NET TRAFFIC FOR YEARS 1889 to 1898.—The following table is designed to show the gross traffic receipts, total expenses, net receipts, number of passengers, tonnage of goods, traffic expenses, and percentage of traffic expenses on gross receipts, for 10 years ending 31st Dec. 1898.

Years.	Gross Receipts.	Total Expenses.	Net Receipts.	No. of Passengers carried including Troops and Police.	Tons of Goods carried including Railway Material and Revenue Stores.	Expenses of Traffic Department.	Percentage of Traffic Expense on Gross Receipts.
	Rs.	Rs.	Rs.	No.	No.	Rs.	Rs.
1889 ...	91,10,895	53,72,473	37,38,422	8,528,953	1,097,441	7,99,976	8.7
1890 ...	95,06,134	49,84,654	45,21,480	8,433,081	1,193,415	8,20,687	8.6
1891 ...	93,44,688	54,38,158	39,06,530	8,240,222	1,177,910	8,54,582	10.9
1892 ...	96,24,670	53,32,537	42,92,133	8,889,950	1,118,857	8,43,744	8.8
1893 ...	1,05,05,036	50,83,294	54,21,742	9,826,256	1,156,894	8,99,985	8.6
1894 ...	1,03,21,012	53,73,150	49,47,862	10,160,062	1,076,542	8,69,955	8.4
1895 ...	1,12,08,407	53,29,676	58,78,731	8,983,791	1,129,221	8,31,875	7.4
1896 ...	1,08,80,251	54,94,961	53,85,290	9,723,265	1,117,213	8,61,827	7.9
1897 ...	1,14,65,314	54,63,126	60,02,188	10,073,753	1,239,848	8,25,838	7.2
1898 ...	1,07,20,433	52,18,578	55,01,905	8,331,703	1,166,416	8,49,896	7.9

7. GROSS AND NET EARNINGS.—Compared with the corresponding period of 1897 the earnings from all sources for the half-year ended December 1898 were Rs. 50,85,747 against Rs. 56,75,752 or a decrease of Rs. 5,90,005 equivalent to 10.40 per cent.

The net earnings were Rs. 23,45,016 against Rs. 29,12,551 or 46.11 per cent. of Revenue.

The working expenses were Rs. 27,40,731 against Rs. 27,63,200 or 53.89 per cent. of Revenue.

The average receipts per train mile were Rs. 4.00 against Rs. 4.30 in consequence of light trains owing to plague.

8. The increases and decreases in the gross earnings are shown in the following table:—

Heads.	EARNINGS.		Increase.	Decrease.	Net decrease.
	Half-year ending Dec. 1897.	Half-year ending Dec. 1898.			
	Rs.	Rs.	Rs.	Rs.	Rs.
Passengers ...	18,45,458	14,23,915	...	4,21,543	...
Troops and Police ...	78,222	61,544	...	16,678	...
Passengers' luggage ...	86,995	66,226	...	20,769	...
Parcels ...	1,69,623	1,49,232	...	20,391	...
Parcels (Revenue) ...	3,370	3,178	...	192	...
Horses, carriages and dogs.	37,901	34,520	...	3,381	...
Special trains ...	366	2,570	2,204	...	...
Goods ...	31,96,980	31,02,852	...	94,128	...
Goods (Revenue) ...	64,929	86,966	22,037	...	...
Railway material ...	871	5,423	4,552	...	...
Live stock ...	19,588	12,370	...	7,218	...
Rents and demurrage ...	7,025	6,862	...	163	...
Miscellaneous ...	5,015	5,755	740	...	...
Haulage of postal vans ...	24,917	24,470	...	447	...
Sundries ...	1,24,723	91,277	...	33,446	...
Telegraph ...	9,769	8,587	...	1,182	...
Total ...	56,75,752	50,85,747	29,533	6,19,538	5,90,005

9. The net decrease in the working expenses is explained as follows:—

Heads.	EXPENDITURE.		Increase.	Decrease.	Net decrease.
	Dec. 1897.	Dec. 1898.			
	Rs.	Rs.	Rs.	Rs.	Rs.
Permanent way ...	6,27,504	7,03,741	76,237	...	...
Locomotive ...	10,79,084	10,55,342	...	23,742	...
Repairs to carriages and wagons.	3,11,387	2,35,053	...	76,329	...
Traffic ...	4,21,155	4,29,914	8,759	...	...
General charges ...	2,82,841	2,72,281	...	10,560	...
Special and miscellaneous ...	41,229	44,395	3,166	...	...
Total ...	27,63,200	27,40,731	83,162	1,10,631	22,469

10. PASSENGER TRAFFIC.—The receipts from passengers (exclusive of troops and police) were Rs. 14,23,914 against Rs. 18,45,459 or a decrease of Rs. 4,21,545 equivalent to 22.84 per cent. The lowest class contributed in money 87.05 per cent. against 90.12 per cent. and in number 98.64 per cent. against 98.84 per cent.

11. The receipts from each class of passengers are shown in the following table:—

Half-years ending	First class.	Second class.	Third class.	Total.
	Rs.	Rs.	Rs.	Rs.
31st Dec. 1898 ...	88,357	95,981	12,39,576	14,23,914
Do. 1897 ...	83,571	98,665	16,63,223	18,45,459
Increase in 1898 ...	4,786	...	...	...
Decrease in 1898 ...	...	2,684	4,23,647	4,21,545
Increase per cent. ...	5.73	...	...	...
Decrease do. ...	...	2.72	25.47	22.84

12. The numbers carried in each class were:—

Half-years ending	First class.	Second class.	Third class.	Total.
	No.	No.	No.	No.
31st Dec. 1898 ...	9,978	39,008	3,554,861	3,603,847
Do. 1897 ...	11,189	45,403	4,821,593	4,878,185
Increase in 1898 ...	...	...	...	...
Decrease in 1898 ...	1,211	6,395	1,266,731	1,274,337
Increase per cent. ...	...	...	...	...
Decrease do. ...	10.82	14.08	26.27	26.12

13. The percentage of numbers and average mileage of each class were as follows:—

Periods.	Percentage of numbers.			Average mileage.		
	First class.	Second class.	Third class.	First class.	Second class.	Third class.
Half-year ending 31st Dec. 1898.	0.28	1.08	98.64	*149	95	32
Do. do. 1897.	0.23	0.93	98.84	155	110	32

* What would seem to be an consistency in the decreased average mileage of 1st class passengers is due to decrease of Rs. 2,139-6-6 in 1st class periodical ticket receipts, and to the manner in which, under Government orders a periodical ticket-holder is counted as 40 single journey passengers.

14. The average fare paid by each class of passenger was:—

Period.	First class.	Second class.	Third class.
	Rs. A. P.	Rs. A. P.	Rs. A. P.
Half-year ending 31st December 1898...	8 13 9	2 7 4	0 5 7
Do. do. 1897...	7 7 6	2 2 9	0 5 6

15. The following statement shows numbers of and receipts from Troops and Police for the two half years:—

Half-years.	First class.		Second class.		Third class.		Total.	
	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.
31st Dec. 1898 ...	521	5,859	4,604½	18,306	27,155	87,379	32,280½	61,544
Do. 1897 ...	594	5,458	6,102½	28,216	33,988	44,549	40,684½	78,223
Increase in 1898 ...	...	401	...	...	...	...	...	...
Decrease in 1898 ...	73	...	1,498	9,910	6,833	7,170	8,404	16,679
Increase per cent. ...	...	7·35	...	...	...	...	...	...
Decrease per cent. ...	12·29	...	24·55	35·12	20·10	16·09	20·66	21·32

16. In the first class passenger traffic there was a decrease of 10·82 per cent. in number and an increase of 5·73 per cent. in money. In the 2nd class there was a decrease of 14·08 per cent. in number and 2·72 per cent. in money. In the 3rd class there was a decrease of 26·27 per cent. in number and 25·47 per cent. in money. The average sum paid by a third class passenger by *all* trains was annas 5·7 against annas 5·6. The average value by *Mail* trains was annas 11·8 against annas 11·10. The percentage of numbers carried by the *Mail* trains was 18 against 17 and by *other* trains 82 against 83.

It is difficult to explain the increase in 1st class passenger receipts, unless it is due to Periodical ticket-holders, (whose tickets were not renewed owing to plague in Bangalore) being compelled to travel a larger number of times than they anticipated, giving the Railway more revenue from single fares than would have accrued from the Periodical tickets.

The decreases in 2nd and 3rd class passenger traffic were both due to plague, and plague restrictions, particularly the latter, but although it is very discouraging to see passengers frightened away from the Railway, and to receive the weekly returns shewing a regular decrease in revenue while additional labour and anxiety are imposed upon the Railway Staff, and while, instead of a corresponding reduction in Staff the reverse is demanded by the circumstances of the case, still the only reasonable course open to Government seems clearly to be that which is being followed.

17. The Return fare and Festival traffic is shewn in the following table:—

Half-years ending.	First class.		Second class.		Third class.		Total.	
	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.
31st Dec. 1898...	724	2,431	9,052	3,879	194,971	9,034	204,747	15,344
Do. 1897...	2,556	3,785	14,193	6,142	225,208	11,488	241,957	21,415
Increase in 1898...	...	...	...	...	...	...	...	...
Decrease in 1898...	1,832	1,354	5,141	2,263	30,237	2,454	37,210	6,071

18. The number of 3rd class passengers booked by all trains on different sections of the line, in the second half-years of 1897 and 1898, is shown in the following table:—

Between	Half-year ending Dec.		Increase per cent.	Decrease per cent.
	1897.	* 1898.		
Madras to Jalarpet ...	1,630,493	1,247,801	...	23·47
Tirupattur to Podanur ...	664,286	486,138	...	26·82
Bangalore Branch ...	544,072	320,624	...	41·07
Nilgiri Branch ...	272,333	195,030	...	28·39
Madukarai to Calicut ...	575,631	481,245	...	16·39
Tiruttani to Cuddapah ...	463,738	333,404	...	28·11
Krishnapuram to Raichur ...	445,834	222,302	...	50·14
Ex-Great Indian Peninsula, Southern Mahratta, South Indian, Kolar Gold Fields and Madras-Ennur Railways ...	...	73,347	...	...
Total ...	4,596,387	3,359,891	...	26·90

* As the Audit Department have discontinued the compilation of sectional figures, it is impossible to do more than give approximate figures in this form; but, although the present percentage comparisons are vitiated, the figures will be useful for corresponding periods at a later date.

19. The heavy percentages of decrease in the 3rd class passenger traffic, as shewn in para. 18, although general, do not hide the two Madras Railway Districts in which the most serious epidemics have existed, viz., in the Bangalore and Krishnapuram to Raichur Districts where the approximate decreases appear as 41·07 and 50·14, respectively.

20. **PARCELS.**—Compared with the corresponding period of 1897 there was a decrease of 1·53 per cent. in number, and of 12·02 per cent. in money. The average receipt per parcel was Rs. 0·76 against Rs. 0·85. The decrease both in the number and receipts from local parcels traffic is partly due to the introduction of conference rates under the mileage system which has led to a proportion of the parcels being sent as Goods, and a further decrease is attributed to the plague.

21. The following table shows the number and revenue derived from parcels for the December half-years of the last ten years:—

Half-years ending December.	Number.		Receipts.		Total.	
	Local.	Foreign.	Local.	Foreign.	Number.	Receipts.
	No.	No.	Rs.	Rs.	No.	Rs.
1889 ...	75,506	51,251	78,504	43,543	126,757	1,22,052
1890 ...	78,803	54,935	76,235	46,952	133,738	1,23,187
1891 ...	69,218	50,683	74,587	41,056	119,906	1,18,643
1892 ...	78,515	55,926	84,815	49,280	134,441	1,34,095
1893 ...	93,638	62,524	99,415	50,007	156,162	1,49,422
1894 ...	108,140	75,382	1,10,192	56,864	183,522	1,67,056
1895 ...	91,015	84,720	85,755	62,170	175,735	1,47,925
1896 ...	89,228	92,931	82,027	62,493	182,159	1,44,520
1897 ...	96,760	103,844	94,659	74,963	200,604	1,69,622
1898 ...	70,375	127,165	70,827	78,405	197,540	1,49,232

22. **GOODS TRAFFIC.**—Compared with the corresponding period of 1897, the receipts from Goods Traffic (exclusive of Railway Material and Revenue Stores) were Rs. 31,02,852 against Rs. 31,96,980, or a decrease of 2·94 per cent., the tonnage being 471,761 against 509,286 or a decrease of 7·37 per cent. The average sum earned per ton carried was Rs. 6·58 against Rs. 6·28 and the average sum per ton per mile was 8·41 pies against 8·36 pies. The fluctuations in the commodities which contributed to this result are shown in para 25.

23. The following table is designed to show the weight and revenue of the public goods traffic for the last ten years:—

Years.	Goods traffic exclusive of Madras Railway material and Revenue stores.	Government stores and Foreign Railway material.	For the Public.	
			Weight.	Receipts.
	Rs.	Rs.	Tons.	Rs.
1889	49,78,001	2,13,405	763,428	47,64,596
1890	51,37,890	2,35,771	830,527	49,02,119
1891	53,11,395	2,34,601	840,032	50,76,794
1892	54,68,885	1,07,988	795,128	53,60,897
1893	61,18,911	78,837	878,194	60,40,074
1894	58,10,094	86,071	815,834	57,24,023
1895	60,81,879	77,109	861,067	60,04,770
1896	59,01,797	1,11,687	865,497	57,90,110
1897	64,93,499	84,423	999,413	64,09,076
1898	62,76,681	87,725	947,197	61,88,956

24. Statement showing earnings from and tonnage of goods traffic for the December half-years of 1897 and 1898:—

Details.			Half-year ending Dec. 1897.	Half-year ending Dec. 1898.
Receipts from goods	Rs.	...	31,96,980	31,02,852
Tonnage of goods	Tons	...	509,286	471,761
Average receipt, per ton carried	Rs.	...	6.28	6.58
Do. per ton per mile	Pies	...	8.36	8.41

25. The increase and decrease in each important commodity composing the goods traffic for half-year ending 31st December 1898 is detailed in the following statement:—

Description.	Increase.		Description.	Decrease.	
	Tons.	Rs.		Tons.	Rs.
Coal and Coke	33,444	1,29,465	Cotton, Manufactured	1,252	16,847
Cotton, Unmanufactured..	5,505	55,685	Dyes and Tans	3,358	21,524
Drugs and Chemicals	345	4,856	Grain and Pulse	33,861	1,01,878
Oils	405	17,685	Hides and Skins... ..	6,789	96,628
Oil Seeds	...	13,476	Jute	1,116	10,647
Railway Plant and Rolling Stock. }	...	6,164	Liquors	952	5,958
Salt	1,165	10,977	Metals	4,507	36,365
Sugar	5,470	12,845	Oil Seeds ..	1,868	...
Tea	31	1,249	Paper and Paste Board ...	76	1,578
Wool, Raw	74	1,400	Provisions	2,623	3,926
Commodities which yielded a total revenue of less than Rs. 1,000 each during the half-year. }	63	529	Railway Plant and Rolling Stock. }	3,985	...
			Spices	1,320	4,069
			Stone and Lime	9,089	1,339
			Timber	5,798	9,856
			Tobacco	787	2,032
			All others Articles of Merchandise. }	6,565	85,011
By Decrease	37,525	94,128	Commodities which yielded a total revenue of less than Rs. 1,000 each during the half-year. }	81	801
Total	84,027	3,48,459	Total	84,027	3,48,459

26. The total quantity of Grain carried over the whole system was 92,673 tons, yielding a receipt of Rs. 6,56,708 against 126,534 tons and a receipt of Rs. 7,58,586 or a decrease of 26.76 per cent. in weight and of 13.43 per cent. in money. The average receipt per ton carried was Rs. 7.09 against Rs. 5.99.

A reference to para. 25 will shew an approximate decrease of two lakhs of rupees in grain and skins. The decrease in the revenue from skins was undoubtedly due to plague, and there is evidence that, owing to plague and plague restrictions, local stocks of grain were used in the place of grain ordinarily imported from other Districts. The fortunate increases in our coal and cotton traffic, however, largely helped to balance these decreases.

27. The following table is designed to show the tonnage of Grain sent from and received at each district during the half-years ending 31st December 1897 and 1898:—

Districts.	1897.				1898.			
	Sent from		Received in		Sent from		Received in	
	Tons.	Percentage of tons.	Tons.	Percentage of tons.	Tons.	Percentage of tons.	Tons.	Percentage of tons.
Madras	7,022	5.55	11,055	8.74	12,741	13.75	13,304	14.36
North Arcot	20,714	16.37	6,954	5.50	10,190	11.00	10,405	11.23
Salem	18,244	14.42	4,084	3.23	5,975	6.45	16,009	17.28
Coimbatore	15,458	12.22	11,244	8.88	1,066	1.15	19,419	20.95
Malabar	8,263	6.53	23,964	18.94	6,041	6.52	5,512	5.95
Cuddapah	2,766	2.18	5,334	4.21	2,059	2.22	2,467	2.66
Bellary	11,017	8.71	15,936	12.59	21,115	22.78	2,687	2.90
South Indian Railway...	9,386	7.42	2,526	2.00	2,558	2.76	5,118	5.52
Great Indian Penin- sula Railway. }	1,259	0.99	15,942	12.60	15,103	16.30	175	0.19
Mysore Dominions ...	14,366	11.35	10,703	8.46	7,560	8.16	8,769	9.46
Intra	18,039	14.26	18,792	14.85	8,265	8.91	8,808	9.50
Total	126,534	100.00	126,534	100.00	92,673	100.00	92,673	100.00

28. The following table shows the tonnage of Grain brought into Madras during the two periods by Sea, by Buckingham Canal, and by the Madras Railway:—

Means of Transport.					1897.	1898.
					Tons.	Tons.
Sea	...	...	...	...	12,930	33,628
Buckingham Canal ...	...	...	...	...	11,207	25,416
Madras Railway	...	...	...	...	10,600	13,159
Total					34,737	72,203

29. The Cotton was contributed by the following Railways and Local stations:—

Stations.	Half-year ending 31st Dec. 1897.			Half-year ending 31st Dec. 1898.		
	Pressed.	Loose.	Total.	Pressed.	Loose.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Southern Mahratta Railway ...	231	2	233	2,590	2	2,592
Adoni ...	693	150	843	2,183	180	2,363
Raichur ...	118	22	140	761	48	809
Tadpatri ...	173	19	192	385	...	385
Guntakal ...	...	...	...	988	5	993
Yerraguntla ...	261	1	262	270	10	280
Krishnapuram ...	19	...	19	...	...	...
Muddanuru ...	...	...	...	...	...	...
Great Indian Peninsula Railway...	55	52	107	...	24	24
Mysore State Railway ...	112	...	112	392	...	392
Tiruppur ...	1,135	54	1,189	912	...	912
Coimbatore...	94	21	115	60	26	86
Somanur ...	472	...	472	187	4	191
Singanallur ...	17	...	17	79	...	79
Erode ...	138	29	167	134	18	152
Sankaridrug ...	...	...	...	...	...	...
Minor Stations ...	18	27	45	4	156	160
Total ...	3,536	377	3,913	8,945	473	9,418

30. And was distributed as follows:—

Stations.	Half-year ending 31st Dec. 1897.			Half-year ending 31st Dec. 1898.		
	Pressed.	Loose.	Total.	Pressed.	Loose.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Madras ...	2,660	20	2,680	7,787	15	7,802
Tadpatri ...	...	2	2	...	...	...
Adoni ...	...	58	58	...	47	47
Raichur ...	...	...	...	26	...	26
Malabar ...	388	81	469	272	...	272
Guntakal ...	...	111	111	73	201	274
Southern Mahratta Railway ...	98	23	121	37	1	38
Great Indian Peninsula Railway...	52	30	82	696	...	696
South Indian Railway ...	13	13	26	31	32	63
Coimbatore District ...	...	10	10	14	29	43
Bangalore ...	321	28	349	7	23	30
Minor Stations ...	4	1	5	2	125	127
Total ...	3,536	377	3,913	8,945	473	9,418

31. The condition in which the Cotton was carried is shown in the following table:—

Condition.	December 1897.		December 1898.	
	Tons.	Rs.	Tons.	Rs.
Loose ...	377	5,585	473	3,973
Full pressed ...	3,536	53,507	8,945	1,10,804
Total ...	3,913	59,092	9,418	1,14,777

32. The following table shows the quantity of Cotton brought into Madras during the two half-years under comparison:—

Districts.	1897.	1898.
	Tons.	Tons.
Coimbatore and Salem ...	1,254	1,078
Bangalore City ...	...	7
North-West Line ...	1,028	3,748
Southern Mahratta Railway...	343	2,969
Great Indian Peninsula Railway ...	55	...
Total ...	2,680	7,802

33. Tonnage of Cotton delivered by Railway and the tonnage exported from Madras during the last and corresponding half-years:—

Periods.	Delivered by Railway at Madras.	Exported at Madras.
	Tons.	Tons.
Half-year ending December 1897 ...	2,680	1,648
Do. do. 1898 ...	7,802	5,590

34. The following statement shows the Cotton traffic during the December half of the last ten years:—

Half-years ending.	Pressed.	Loose.	Total.		Average Receipts per ton carried.
			Weight.	Receipts.	
	Tons.	Tons.	Tons.	Rs.	Rs.
December 1889 ...	10,050	3,123	13,173	1,66,786	12½
Do. 1890 ...	12,857	4,054	16,911	2,14,792	12½
Do. 1891 ...	9,635	2,632	12,267	1,51,268	12½
Do. 1892 ...	5,343	2,118	7,461	1,10,056	14½
Do. 1893 ...	11,792	3,814	15,606	2,16,645	13½
Do. 1894 ...	8,420	2,375	10,795	1,56,986	14½
Do. 1895 ...	8,245	1,562	9,807	1,38,341	14½
Do. 1896 ...	8,621	1,611	10,232	1,37,714	13½
Do. 1897 ...	3,536	377	3,913	59,092	15½
Do. 1898 ...	8,945	473	9,418	1,14,777	12½

35. The following figures show the Ground-nut traffic during the last ten half-years:—

Periods.	Total Weight.		Total Receipts.
	Tons.	Rs.	
Half-year ending 30th June 1894 ...	7,476	26,997	
Do. 31st December 1894 ...	3,378	15,101	
Do. 30th June 1895 ...	5,769	17,772	
Do. 31st December 1895 ...	2,326	7,576	
Do. 30th June 1896 ...	5,765	19,055	
Do. 31st December 1896 ...	2,401	6,418	
Do. 30th June 1897 ...	2,245	7,744	
Do. 31st December 1897 ...	2,184	7,915	
Do. 30th June 1898 ...	2,790	7,513	
Do. 31st December 1898 ...	1,182	3,927	

No. 301.

MADRAS RAILWAY COMPANY,
MEDICAL OFFICER'S OFFICE,
RAYAPURAM, 3rd March 1899.

To

THE AGENT AND MANAGER.

Madras Railway.

SIR,

I have the honor to forward you my report on the health of the Company's employés and on the conservancy of stations on both lines for the half-year ending 31st December 1898.

2. 3,003 admission sick certificates were granted during the half-year, as against 5,794 issued in the corresponding half of last year. I must explain that it was formerly the practice for some Apothecaries to include in their returns the cases of out-patients, *i.e.*, those receiving medicine while remaining at duty, but such cases are not now included in my half-yearly report, and that circumstance partly accounts for the large diminution of 2,791 in the cases treated during the half-year under review, compared with last year.

3. *Mortality.*—The number of deaths amongst the Company's employés during the half-year reported to me is 27, and this number includes only those who were being treated by the Company's staff at the time of their decease. No doubt there are others, mostly of the menial class, who go away in serious sickness to their villages to be among their relations, some of whom are never again seen or heard of, and no record can be obtained of the mortality amongst that class. The causes of death were various, the chief one being cholera of which there were six cases. There appear to me to be two noteworthy points in the mortality list *viz.*, no case of mortality from small-pox and only one from malarial fever. There were no less than 1,265 admissions for malarial fever during the half-year, with only one death, and considering that it is malarial fever that contributes so heavily to swell the death roll of Indian towns and villages, it is some satisfaction to me to be able to draw your attention to the solitary instance of mortality, out of 1,265 cases, on the Company's line, and to suggest that this happy record is largely owing to the skill and devotion to patients, which the Apothecary staff exercise in the conduct of their cases. The other circumstance to which I invite your kind notice is the absence of any mortality from small-pox during the half-year, and it has been my privilege, for several successive half-years, to record the same pleasing event. The number of cases of small-pox during each half-year is always small, and the cases are invariably of a benign type, and these circumstances are no doubt to be attributed to the strict manner in which the Company insists that every employé in their service, and every woman and child living on their premises, shall be vaccinated against small-pox. Employés to their credit recognise the beneficent character of the Company's vaccination rules, and not one of those misguided persons called "conscientious objectors," so numerous in some enlightened English towns, are to be found on the Madras Railway.

4. *Cholera.*—There have been thirteen cases of cholera amongst employés during the half-year, five of them at Renigunta, the only town on the line where the disease may be said to have been epidemic. The remaining eight cases were scattered over the line, each one at a different station.

5. *Plague.*—This epidemic had been raging in Bombay, and on the Great Indian Peninsula and Southern Mahratta Railways, for about two years before it invaded any station on the Madras Railway. Unhappily it appeared at Bangalore City Station, obviously imported from

some station on the Southern Mahratta Railway, in the beginning of September 1898. Several employes and members of their families were attacked, both at the Bangalore City and Cantonment Stations, but beyond these few instances no case of plague has occurred at any other station on the Railway. It has only as yet touched the fringe of the Company's system, and it is to be hoped that the active disinfecting measures which the Company's Apothecaries in the infected area are carrying out will prevent any further invasion of Railway premises. Employes on the Bangalore Branch came forward eagerly to be inoculated against plague when the disease was threatening their stations, but at other stations, remote from the infected district, the staff, for various reasons, put off the operation. If the epidemic unfortunately reaches their doors, they, in their turn, will, I am sure, immediately apply for the undoubted benefits of inoculation. I obtained some statistics a few weeks ago at Malur, a village on the Bangalore Branch of the Railway, which show its unquestionable efficacy against plague, and I think they are worth recording. They correspond, I may say, with statistics obtained as to the efficacy of inoculation from all other districts where the operation is practised, and they are perfectly reliable and accurate.

Malur population	...	...	...	...	3,180
Persons inoculated	...	...	...	...	377
Do. uninoculated	...	...	...	...	2,803
Attacks among inoculated	...	...	...	...	4 = 1.06%
Do. uninoculated	...	...	...	...	228 = 8%

If the inoculated had been attacked at the same rate as the uninoculated, 30 should have been seized, but only 4 were.

Of the 4 inoculated persons attacked none died, all recovered.

Of the 228 uninoculated attacked 198 died = 87%.

If the inoculated had died at the same rate as the uninoculated, 3 $\frac{1}{2}$ of them should have died, but they all recovered.

6. *Quarantine.*—It was found necessary during the half-year to place 18 persons in quarantine at an expenditure in wages of Rs. 148-13-10, on account of the appearance of small-pox in their houses, and one person through plague having appeared in his home, the latter drawing Rs. 19-13-0.

7. *Staff.*—The medical and conservancy staff have, as a rule, acquitted themselves in the discharge of their duties to my complete satisfaction.

8. I have inspected all the dispensaries and conservancy arrangements on the line and found the same in good order.

I have the honor to be,

Sir,

Your most obedient servant,

J. CURRIE,
Medical Officer,
Madras Railway.

Comparative statement of cases treated during the half-years ending 31st December 1897 and 31st December 1898.

Date.	Small-pox.	Measles.	Influenza.	Plague.	Simple Fever.	Malarial Fever.	Remittent Fever.	Cholera.	Choleraic Diarrhoea.	Dysentery.	Diarrhoea.	Accidents and other diseases.	Total Treated.
1897.													
July ...	1	...	...	...	22	226	3	2	...	33	57	514	858
August ...	...	...	...	...	26	296	...	5	...	44	77	503	951
September ...	...	...	...	...	47	373	2	9	...	52	69	478	1,030
October ...	...	...	...	...	38	455	...	3	...	38	44	514	1,092
November ...	...	...	...	...	33	403	...	1	...	36	47	479	999
December ...	1	...	...	...	34	327	2	...	...	20	30	450	864
Grand Total ...	2	...	...	...	200	2,080	7	20	...	223	324	2,938	5,794
1898.													
July ...	...	...	1	5	9	191	1	1	...	24	39	178	440
August ...	...	...	...	4	24	233	...	2	...	36	41	244	584
September ...	...	...	2	3	21	214	1	2	...	24	25	172	464
October ...	...	...	2	2	22	217	1	1	...	21	23	204	493
November ...	...	...	1	5	14	219	...	4	...	28	23	269	567
December ...	...	...	...	2	13	191	...	3	...	18	30	189	416
Grand Total ...	5	1	21	4	103	1,265	3	13	...	151	181	1,256	3,003

Return of vaccination for the half-year ending 31st December 1898.

No. vaccinated.	Traffic Department.				Locomotive Department.				Engineer Department.			
	Sex.				Sex.				Sex.			
	Children.				Children.				Children.			
	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
770	1	...	44	...	1	1	...	...	708	15	...	...

MADRAS RAILWAY COMPANY,
LOCOMOTIVE SUPERINTENDENT'S OFFICE,
Perambur Works, 22nd March 1899.

L. S. MOSS Esq.,
Agent and Manager,
Madras Railway.

SIR,

1. I have the honour to submit my report upon the working of the Locomotive, and Carriage and Wagon Departments, for the half-year ending 31st December 1898.

2. A tabular statement is attached, shewing the expenditure in detail, under each of the several sub-heads of account, as compared with similar figures for the previous and corresponding periods, the general totals as shewn in this statement being as follows:—

Half-year ending.	Mileage.	Total cost of Department including all charges.			Total cost per mile.		
		Rs.	As.	P.	Rs.	As.	P.
December 1897	1,616,892	13,90,471	5	7	0	13	9.11
June 1898	1,551,560	11,87,290	3	5	0	12	2.92
December 1898	1,559,578	12,90,399	14	6	0	13	2.86

3. From a comparison of the figures, the final results of the half-years' working will be found to be—

	Half-year ending 31st December 1898 compared with:—	
	Preceding half-year.	Corresponding half-year.
Miles run	Per cent. Increase 0.52	Per cent. Decrease 3.54
Total cost of Department, including working and repairs of engines, and vehicles, together with loss by exchange, carriage of Revenue Stores, &c.	Increase 8.68	Decrease 7.20
Total cost as above, per mile	Increase 8.13	Decrease 3.79.

which, bearing all the facts in mind, may be said to be fairly satisfactory.

4. A reduction in the mileage worked of 57,314 miles has occurred, and although a corresponding decline in the gross cost of working must necessarily therefore be looked for, there are certain fixed, and non-fluctuating, charges which cannot follow fluctuations in mileage, the effect of which is ordinarily, and as they are distributed over a shorter mileage, to bring about a correspondingly higher gross mileage rate.

5. It is satisfactory therefore to note that, in the half-year in question, the contrary has resulted, and that the gross cost per mile of working has, as a matter of fact, decreased to a greater degree, than has the total mileage run, or rather the total work done, the figures being—

Gross cost of working per mile Decrease 3.79 per cent.
Mileage run Decrease 3.54 per cent.

Locomotive Engines: Running.

6. In wages and salaries a reduction is seen under each head, the wages of Drivers and Firemen having fallen by 4.6 per cent., while the total wages of the Running Staff is 3.9 per cent. less than during the corresponding half year.

7. In Fuel there is, I am sorry to say, an increase more or less all round, and this increase may be attributed to several causes.

8. With regard to the Coal, the increase in total consumption per mile amounts to .68 lbs. the cost being enhanced by pies .58, and in explanation of this, I would refer to the unfortunate fire that broke out in the coal stacks at Raichur in May 1898.

9. As is recorded in correspondence, a total quantity of 822 tons of coal was destroyed in this fire, the value of this having been written off against the Fire Insurance Fund. You will however probably remember, I mentioned at the Official Meeting in July, when the matter was discussed, that considerable damage had also been done to the rest of the coal in the stacks, which had been on fire, and from the consumption sheets of the Engines which had been using the burnt, or rather scorched, coal, I estimated that it had deteriorated by probably 15 per cent. (Subsequent experience shewed that the more correct figure was probably 30 per cent.)

10. I suggested that a further debit should be passed to the Fire Insurance Fund on its account, but it was held that this could not be done, and the coal has therefore been used up as it was, and without allowance.

11. Undamaged coal was issued to all Mail train Engines, the damaged coal being used entirely on the Goods, and Mixed trains. The total quantity so scorched was about 1,855 tons, and as the greater part of this was issued during the half year under reference, this fact will more than account for the increase in the total consumption per mile, appearing in the statement. The increase in the cost, is of course due to the increase in the quantity burnt.

12. There still remained at the close of the half-year, a balance of about 680 tons of the burnt coal which had not then been used, but which is still being issued to all Goods and Mixed trains on the Division. Owing however to the cancelment of the second Mixed train, between Gooty and Raichur, the number of Engines using this coal is reduced, and the coal is therefore lasting longer, but I am hoping that, in any case, before the windy season begins, it will all be gone; if not, arrangements will have to be made to eke it out with a larger proportion of good coal.

13. The increase, both in quantity burnt, and cost per mile, under wood is somewhat larger, and in explanation of this I would cite, in the first place, the following figures:—

	Half-year ending December 1898.	Half-year ending December 1897.	Increase per cent.
Total number of vehicles in a Goods train. } Tons.	28.44	27.40	3.80
Average load of a loaded Goods vehicle. } "	6.15	6.07	1.32
Average weight of a Goods train. } "	373.03	367.12	1.61

from which it will be observed, that an appreciable increase in the weight of the trains handled has to be allowed for, and since the greater part of this extra loading has, it is understood, been upon the heavy coal trains working over the Ghant, and Jalarpet and Bangalore Division, where wood is exclusively used, the effect is naturally felt upon the wood mileage consumption.

14. An immense amount of trouble has been experienced for many months past, in regard to the wood supply, both at Jalarpet, and on the Western Coast.

15. On the Jalarpet District, partly due to the plague, and partly to other reasons, there has been the greatest difficulty in keeping up the supplies, and for months we have been living, so to speak, entirely from hand to mouth. On two or three occasions, the stocks ran down to under a fortnight's consumption, and it was only by taking the most vigorous, and prompt action with the Contractors, that I succeeded in staving off a wood famine.

16. The result of course has been that, not only have we been obliged, in order to keep things going, to accept inferior wood, which had the stocks been larger would have been rejected, but the wood that has come in has perforce had to be burnt green and wet, and as a consequence, in order to maintain steam, the Engines have had to be "flogged," which in its turn has meant considerable waste of fuel.

17. On the West Coast again, due in some measure to the abnormally heavy monsoon, and also to the extension in the use of wood fuel, in Mills and other Factories, which have been established in the Coimbatore and Palghat Districts, and to which reference has been made in previous reports, the supplies have been falling off continually.

18. The Contractors have over and over again demanded increases in their rates, and as the Government Forest Department have never been able to help us, in the matter of the wood supplies in Malabar, it has been a difficult matter to stand against the demands made.

19. Practically the whole of our supplies, on this District, are drawn from the jungles between Podanur and a little west of Olavakkot, and we have never been able to get wood, in any quantity, although several attempts to do this have been from time to time made, on the West Coast itself.

20. In December 1897 I succeeded in getting an offer for a large quantity of wood fuel, which was to be delivered by the back water at Kadalundi, and Ferok, and I hoped by this that I had succeeded in at last tapping a fresh source of supply. Unfortunately however, after a few months working, the quality of the back water wood became so bad, that a very large quantity of it had to be rejected, and the final outcome was that in the new contracts, which were entered into in December 1898, increased rates have had to be given. The new contracts are now working fairly well, and, although the wood, now coming in, is costing more, it is of first rate quality.

21. Although, upon the western half of the S. W. Line, wood fuel will probably, for some years to come, still continue to be used, the opening of the Bezwada-Madras Railway has rendered it possible to bring coal into Madras at a rate, which will enable it to finally oust wood elsewhere. Under the existing arrangements with the Government Forest Department, and with the Native Wood Contractors, we shall have to continue the use of wood on a part of the Jalarpet Division for some few months still, but I am arranging to introduce Singareni coal entirely, on the Arkonam-Nundalur District at once, and will also, so soon as the necessary alterations can be made in the engines, and stocks of coal can be worked up, substitute coal for wood between Jalarpet and Bangalore.

22. A series of trials was conducted during January and February last, to arrive at the relative value, of sea-borne coal from the Gourangdhi Field, and rail-borne Singareni coal, delivered over the B. M. Railway direct from the Mines.

23. The result of these trials is reported in my letter No. B. 2718/210 dated 1st March 1899, to your address, and they seem to shew that the quality of the two fuels is, for locomotive purposes, as nearly as possible similar.

24. It is hoped that the outcome of the new coal contract which has now been entered into, will be a very considerable reduction in the fuel bill in future half years.

25. Under Oil, Tallow, and Waste a slight increase occurs, which is fully accounted for by the still abnormally high price of castor oil.

26. So far as possible, mineral oils of different kinds have been substituted for castor oil, but it seems to be a very difficult thing to ensure that the supplies of these mineral oils shall be of an equable quality.

27. The Vacuum Oil Company, who have a practical monopoly of, at any rate, the Indian Mineral Oil Market, introduces from time to time, with a more or less loud flourish of trumpets, new brands of oil, each and all of which is, when produced, said to be superior to all its predecessors, but, so far as my own experience goes, they all seem to suffer from the same complaint, and each and all sooner or later merges into a more or less, generally a good deal more, unsatisfactory lubricant.

28. Our present brand of Mineral Oil is known as Crank Case Oil, and, as being now delivered, is better than the later shipments of Engine Axle Oil, which it succeeded.

29. So long as Castor Oil maintains its present very high market price, the use of a cheaper oil, for wagon and other stock so far as possible, is compulsory, but there is absolutely no question but that if Castor Oil could only be obtained at a fair price, it is infinitely superior for use in this country to any other oil, whether vegetable, or mineral.

Locomotive Engines : Repairs.

30. A saving in Wages, amounting to Rs. 10,509, is found under this head, and, although the total cost of repairs is Rs. 6,447 greater, than the expenditure for the corresponding half-year, the excess is entirely in Materials.

31. During the half-year, 30 engines passed through the Shops, as compared with 31 during the second half of 1897. It had been hoped that two of the new K. C.₂ engines which are under order, would have arrived in India in time to have allowed of their being charged off, during the half-year, but owing to a question that had arisen, as to certain alterations which were thought advisable in the design, their construction was delayed, and the engines have not yet been received.

32. It was found necessary to issue from Stores a larger quantity of material than usual, the following being the chief items :—

	Rs.
Four new locomotive boilers	31,998
Boiler plates, iron and copper	11,135
Boiler tubes, chiefly copper, to replace red metal tubes in the K. C. ₂ and other engines.	45,162
Engine tyres	10,327

33. The necessity for replacing the red metal tubes with tubes of other material, has formed the subject of correspondence, and, until the whole of these are replaced, I fear a somewhat heavy expenditure under this head must be looked for. The new boilers, and the remainder of the boiler material, have been issued to the older engines, of chiefly the K. A. and K. B.₂ Classes, many of which having now been running since 1877, must be expected to require heavy repairs.

34. The total expenditure upon Engines, Repairs, and Running is, it will be seen, Rs. 1,917 less than the amount for the corresponding term.

Carriages and Wagons : Running.

35. Special remark does not seem to be necessary under this head, although it is noted that there is a reduction under both Material and Wages, the cost per mile, during the half-year, being less by 5.77 per cent. than that during the half-year with which comparison is being made.

Carriages and Wagons : Repairs.

36. 2,620 vehicles were dealt with in the shops during the half-year, as compared with 3,017, which passed through during the second half of the previous year.

37. The last 12 of the Wooden Covered Goods Wagons, and one Low-Sided Wagon, were built, at the cost of Revenue, and the first of the three 58-foot bogie carriages, being built at the cost of Capital, was further completed, and handed over for use on the S. W. Line Mails between Madras and Bangalore.

38. The remaining two carriages are well in hand, and one of them at any rate will, I anticipate, be finished in time for the Easter traffic. The one Carriage that is running is, I believe, much appreciated by the travelling public, many of whom, as it runs of course on alternate days only, time their journeys so as to travel in it, in preference to the ordinary four-wheeled Carriages.

39. Sanction was given for the construction of 46 third class carriages, for which the Traffic Department had applied, as well as for the renewal of some 20 of the Engineering Department Ballast Wagons, in the form of Rail Trucks; but, owing to the proposition that has been put forward by the Consulting Engineer, with regard to the conversion of the gauge of the West Coast District, work upon both these sanctions has been postponed, and it was fortunate therefore that the construction of the Carriage Stock for the B. M. Railway so fitted in, as to have allowed of the utilization of the Carriage Building Shops upon it.

40. Had this not been so, it would have been necessary to temporarily largely reduce hands, pending the settlement of the West Coast Conversion question, and this I should have been most loth to do, since experienced Carriage builders cannot be picked up when wanted, and the body of men whom we have trained from their boyhood in the Workshops, if once dispersed, could probably never have been got together again.

41. The total amount spent under Carriages and Wagons Repairs is Rs. 64,298 less than that for the corresponding half-year, and, since the renewal of the whole of the old 8-ton wagon stock has now been completed, the expenditure under this head is not likely to again vary much.

Staff.

42. Mr. Pilkington, the Deputy Loco. Superintendent, was granted 3 months' privilege leave, from July 1898.

43. Mr. H. J. Stanley, 1st Assistant Loco. Superintendent, was granted furlough for 16 months, and left for England on the 3rd November 1898.

44. Mr. E. Outon, Lathe Shop Foreman, who, as recorded in my last half-year's report, was granted 6 months' leave, returned to duty on the 21st October 1898.

45. Covenanted Drivers Howard, and Malthouse, who were engaged by the Board on agreements for 3 years, arrived in India, and reported themselves for duty on the 5th December last.

46. Mr. O. Horrocks, who had been in the Company's service since August 1864, resigned his appointment at the close of the year. Mr. Horrocks was granted leave for two months during November and December and finally made over charge, and retired, on the 31st December 1898. In consideration of his long and faithful service, a special recommendation has been submitted in his behalf, for a gratuity of 12 months' pay of which, as advised, the Board have been good enough to approve.

I have the honour to be,

Sir,

Your most obedient servant,

C. E. PHIPPS,

Locomotive Superintendent.

No. 8806/615.

MADRAS RAILWAY COMPANY,
TELEGRAPH ENGINEER'S OFFICE,
ARCONAM, 21th February 1899.

THE AGENT AND MANAGER,
Madras Railway.

DEAR SIR,

REPORT FOR THE HALF-YEAR ENDING 31st DECEMBER 1898.

I beg to submit my report for the half-year ending 31st December 1898.

OFFICES AND FITTINGS.

Telegraph instruments, fittings, &c., were shifted and refixed at the following stations in consequence of alterations to station buildings by the Engineering Department:—

Ambattur.
Oorgaum.
Tirur.
Koduru.
Razampeta.

Needle and block instruments were fixed at the undermentioned stations on the Nilgiri Mountain Railway and brought into use on the 1st October 1898:—

Mettupalaiyam.
Kullar.
Adderley.
Hill Grove.
Runnymede.
Coonoor.

The block instruments and the telephones were transferred from the wooden bunk into the new block cabin at Rayapuram.

Tangal Station on the Ennur Line was closed and the needle instrument there transferred to Korukkupett, which was re-opened.

ELECTRIC STARTING SEMAPHORES.

The Electric Starting Semaphores at the undermentioned stations were renewed:—

South-West Line.

Arcot ... Down.
Tiruvallam ... Up.
Lakkiti ... Down.
Ottapalam ... Down.

North-West Line.

Kamalapuram ... Down.
Rayalcheru ... Up.
Tungabhadra ... Down.

The levers of the undermentioned Electric Starting Semaphores were shifted into new pits owing to alterations of station buildings:—

Erode Down.
Olavakkot Up.

The terminal post of the Up Electric Semaphore at Feroke was renewed.

*Comparative statement of percentage of semaphore failures for the half-year ending
31st December 1898.*

	Half-year ending 31st December 1897.	Half-year ending 31st December 1898.
Total number of semaphore operations (not including those for ballast and locomotive wood trains)	154,364	146,907
Number of failures—		
(a) Due to Station Staff	89	55
(b) Due to faults in apparatus caused by lightning and interference without Inspector's knowledge ...	36	41
(c) Due to faults in apparatus	98	99
Total ...	223	195
Percentage of failures to number of operations	0.14	0.13

LINE WORK.

Telegraph alignments at the undermentioned stations were altered:—

Buddireddipatti.
Mettupalaiyam.
Nandalur.

The office standard at Bangalore City was shifted and cross-over wires were altered to enable the Engineering Department to erect covering over the passenger platform at that station.

A telegraph post was erected and wires raised at Mulanur in order to prevent the water coolies interfering with them.

Telegraph rail posts at $\frac{25}{9, 10 \& 11}$ near Trivellore were lengthened and wires raised to enable the Engineering Department to extend ballast siding.

Telegraph posts $\frac{257}{4 \& 8}$ were shifted to enable the Engineering Department to carry out the alteration to locomotive sidings at Gooty.

Insulators on No. 2 needle circuit were renewed between Salem and Podanur.

Time signal wires which were led to the old telegraph workshops were dismantled and new wires erected from 43/3 mile to the new telegraph workshops at Arkonam.

The following telegraph posts were renewed:—

South-West Line, $\frac{336}{3}$, $\frac{348}{11}$, $\frac{365}{13}$, & $\frac{387}{1}$.

Nilgiri Branch, $\frac{306}{2}$ & $\frac{310}{20}$.

Lakkiti Station yard, 1 post.

North-West Line, $\frac{110}{8}$, $\frac{167}{1}$, $\frac{168}{1 \& 13}$, $\frac{169}{1 \& 11}$, $\frac{173}{10}$, $\frac{176}{8 \& 9}$, $\frac{178}{4}$, $\frac{179}{3 \& 10}$, $\frac{183}{4 \& 5}$, $\frac{191}{4 \& 15}$, $\frac{193}{13}$, $\frac{194}{4}$, $\frac{196}{7}$, $\frac{199}{15}$, $\frac{202}{11}$, $\frac{204}{10 \& 12}$, $\frac{205}{9}$, $\frac{207}{7 \& 12}$ & $\frac{227}{5 \& 11}$.

LIGHTNING CONDUCTORS.

A lightning conductor with finial was erected on the Locomotive Foreman's bungalow at Nandalur.

BELL CIRCUIT.

The gate bell fixed in the station bunk was shifted to the adjacent Gateman's bunk at Veyasarpady.

The following are comparative statements of interruptions on the telegraph and block circuits:—

INTERRUPTIONS ON TELEGRAPH LINES.

	Interruptions caused by the neglect and carelessness of Signallers.	Accidental interruptions.	Total.
Half-year ending 31st December 1898 ...	8	39	47
Half-year ending 31st December 1897 ...	1	48	49

Of the accidental interruptions—

14 were due to instrumental faults.

12 „ „ to line faults.

8 „ „ to unknown causes.

3 „ „ to weak signals.

2 „ „ to battery faults.

INTERRUPTIONS OF BLOCK SECTIONS.

	Miles open.	No. of Circuits.	Interruptions caused by the neglect and careless- ness of Signallers.	Accidental interrup- tions.	Total.
Half-year ending 31st December 1898...	874½	131	17	82	99
Half-year ending 31st December 1897...	857½	126	12	66	78

Of the accidental interruptions—

35 were due to instrumental faults.

13 „ „ to line faults.

4 „ „ to battery faults.

30 „ „ to lightning.

INTERCOMMUNICATION.

The undermentioned vehicles were fitted with electrical intercommunication appliances at Perambur Works:—

	Vehicles newly fitted.	Vehicles refitted.
Bogie composite	1	...
Covered goods	12	6
Third-class carriages	...	34
First-class carriages	...	7
Engines	...	12
Second-class carriages	...	2
Brake vans	...	5
Baggage vans	...	3
Horse boxes	...	19
Ballast wagon	...	1
Carriage trucks	...	6
Tank wagon	...	1
Post office vans	...	4
Bogie engine	...	1

Statement showing the working of electrical intercommunication in trains.

	Half-year ending 31st December 1897.	Half-year ending 31st December 1898.
Total mileage of fitted trains	1,278,243	1,265,172
Mileage of fitted trains with complete communication ...	1,272,915	1,256,951
Percentage of interruption	0.41	0.65

List of cases in which electrical intercommunication was used and trains stopped during the half-year.

Date.	Particulars taken from the Guard's Journals.
1898.	<i>Fire.</i>
August 17	The 4-45 o'clock train was stopped near Kulipalaiyam Station to extinguish fire on O. G. 271.
September 13	The 4-45 o'clock train was stopped at $\frac{259}{18}$ mile to extinguish fire on C. G. 116.
December 5	The 18-15 o'clock mail train was stopped at $\frac{213}{18}$ mile to extinguish fire on A. 24.
	<i>Safety of Passengers and Public Property.</i>
July 7	The 20-0 o'clock train was stopped at Avadi immediately after being put in motion, in consequence of the Gateman opening the door of a third-class brake van and trying to push in two third-class passengers while the train was in motion.
August 25	The 9-0 o'clock train was stopped at 193rd mile owing to a large bundle of wool having dropped from O. G. 865.
September 21	The 18-30 o'clock mail train was stopped at Jalarpet west points to detect a passenger who jumped into brake van while the train was in motion.
" 29	The 18-30 o'clock mail train was stopped near Erode to detect three passengers who jumped into train while the train was in motion.
October 19	The 12-45 o'clock train was stopped at Bisanattam after being started to pick up the Collector on Plague Duty, who could not catch the train in time.
November 5	The 13-43 o'clock train was stopped after starting from Mulanur owing to another train having been sighted in the opposite direction.

ELECTRIC CLOCKS.

Statement showing the working of the electric clocks during the half-year.

	1898.						Mean of six months.
	July.	August.	September.	October.	November.	December.	
Clock failures. { Caused through circumstances beyond Signaller's control. { Caused through the negligence of Signallers. } "	0.00	0.19	0.78	1.52	0.39	0.00	0.48
Clock errors 2 minutes and over ... "	0.19	0.00	0.39	0.00	0.00	0.00	0.10
Do. under 2 minutes but 1 minute and over. }	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Do. under 1 minute ... "	99.05	99.81	97.65	97.34	98.04	98.86	98.46
Clock stopped ... "	0.00	0.00	0.00	0.00	0.00	0.38	0.06
	100.00	100.00	100.00	100.00	100.00	100.00	100.00

Appended is a statement showing the total cost of maintenance of the Electric Telegraph during the half-year under report.

Yours faithfully,

JOHN B. DUNCAN,

Ag. Telegraph Engineer.

MADRAS RAILWAY COMPANY,
TRAFFIC MANAGER'S OFFICE,
MADRAS, 1st April 1899.

To

THE AGENT AND MANAGER,
Madras Railway Company,
RAYAPURAM.

SIR,

I have the honor to submit my report upon the traffic of the Madras Railway for the half-year ending 31st December 1898.

2. OPEN MILEAGE.—The open mileage (including the Kolar Gold Fields and Madras-Ennur Railways worked by the Madras Railway Company) on the 31st December 1898 was the same as on the 30th June 1898, viz., 850 miles.

3. TRAIN SERVICE.—A revised train service was introduced on the 16th November 1898.

Down Trains—S. W. Line.

- No. 75 a new Local Passenger train leaves Madras at 5-45 for Trivellore.
No. 111 Local Passenger train leaves Madras at 17-35 instead of 17-30 and is cancelled from Trivellore to Arkonam.
No. 31 Mixed train leaves Salem at 18-40 instead of 19-0.
No. 87 Mail train leaves Madras at 18-15 instead of 18-30, Mettupalaiyam arrival 9-24 instead of 9-40 and Calicut 14-9 instead of 14-22.
No. 83 Mixed train leaves Arkonam at 4-50 instead of 5-0, Jalarpet arrival 11-50 instead of 12-15.
No. 17 Mixed train leaves Madras at 5-0 instead of 4-45 and arrives at Coimbatore 18-47 instead of 18-17.
No. 73 Mixed train leaves Madras at 19-0 instead of 13-0 and arrives at Katpadi 1-55 instead of 20-45.
No. 121 Mixed train leaves Podanur at 18-45 instead of 18-30 and arrives at Olavakkot at 21-5 instead of 20-48.

Up Trains—S. W. Line.

- No. 203 a new Local Passenger train leaves Trivellore at 7-20 for Madras.
No. 172 Local Passenger train is cancelled from Arkonam to Trivellore and leaves Trivellore at 19-40 instead of 20-50 and arrives at Madras 21-0 instead of 22-5.
No. 102 Mixed train leaves Mettupalaiyam at 20-25 instead of 21-25 and arrives at Madras 18-45 instead of 19-0.
No. 30 Mixed train leaves Coimbatore at 5-20 instead of 5-40 and arrives at Arkonam 11-30 instead of 11-42 and is cancelled beyond Arkonam.
No. 42 Mail train leaves Calicut at 9-40 instead of 9-15 and arrives at Madras 7-0 instead of 6-30.
No. 132 Mixed train leaves Calicut at 12-20 instead of at 12-30 and arrives at Podanur at 22-10 instead of 22-11.
No. 8 Mixed train leaves Jalarpet at 8-0 as before and is extended to Madras where it arrives at 20-45.

Down Trains—Bangalore Branch.

No. 149 Mixed train leaves Jalarpet at 14-30 as before but does not run beyond Bowringpet.

No. 151 Mixed train leaving Bangalore Cant. at 6-0 is cancelled.

Up Trains—Bangalore Branch.

No. 50 Mixed train leaves Bangalore City at 12-45 as before but does not run beyond Bowringpet.

Down Trains—N. W. Line.

No. 37 Passenger train leaves Madras at 9-0 as before and arrives at Gooty at 4-4 instead of 4-26.

No. 39 Mixed train leaves Madras at 13-30 instead of 18-40 and arrives at Raichur at 1-15 instead of 5-45.

No. 181 Mixed train leaves Arkonam at 9-10 instead of 9-15 and arrives at Renigunta at 12-24 instead of 12-30.

No. 81 Mail train leaves Madras at 18-45 instead of 20-45 and arrives at Raichur as before stopping at 14 additional stations.

Up Trains—N. W. Line.

No. 14 Mail train leaves Raichur at 15-0 as before and arrives at Madras at 6-15 instead of 5-45.

No. 32 Mixed train leaves Gooty at 21-10 instead of 20-42 and arrives at Madras at 15-20 instead of 16-0.

No. 4 Mixed train leaves Raichur at 0-5 instead of 0-45 and arrives at Arkonam at 3-20 instead of 3-35.

No. 28 Mixed train leaves Arkonam at 7-0 instead of 6-50 and arrives at Madras at 9-25 as before.

Rayapuram, Palghat and Nilgiri Branches.

Rayapuram, Palghat and Nilgiri Branch trains have been re-timed to connect with the altered main line trains.

Down Trains—Madras-Ennur Railway.

No. 195 Mixed train leaves Rayapuram at 18-5 instead of 18-0 and arrives at Ennur at 18-47 instead of 18-45.

4. FARES AND RATES—The **PASSENGER FARES** were not altered during the half-year ending 31st December 1898. They are shown below:—

First class	...	...	...	12 pies.
Second class	...	...	...	6 "
Third class	{ Mail	...	...	2 1/2 "
	{ Other trains	...	...	2 "

The following changes in the **GOODS RATES** were made during the half-year:—

JULY.

Commodities.	Conditions.	Rates per md. per mile.	Alterations.	Rates per md. per mile.	Remarks.
Wool, Loose	In wagon loads of 81 mds.	0-666 pie.	In wagon loads from Bangalore to via Itarsi for Traffic to Cawnpore, Agra and via.	0-333 pie.	To create new traffic.

AUGUST.

Commodities.	Conditions.	Rates per md. per mile.	Alterations.	Rates per md. per mile.	Remarks.
Chillies, Dry	In wagon loads Madras to Bombay at O. R.	4 annas per wagon per mile.	In wagon loads between Madras and Bombay.	3 annas per wagon per mile.	In competition with sea traffic.
Flour	O.R.	0-370 pie.	In wagon loads of (270 mds.) at O. R. between Bombay and Madras.	0-132 pie.	Do.
Grain and Seeds	In wagon loads of (270 to 324 mds.) at O.R.	0-200 pie.	In wagon loads of 270 to 324 mds. at O. R. from via Raichur to Bangalore for traffic from G.I.P. and connected Railways.	0-128 pie.	Equalization of rates.
Horns	At O.R. from Madras to Bombay.	0-296 pie.	Between Madras & Bombay.	0-180 pie.	In competition with sea traffic.
Oats	In wagon loads of 8 tons at O.R. for distances of 350 miles and over.	0-204 pie.	Via Raichur to Bangalore for traffic from Poona.	0-131 pie.	Equalization of rates.
Twist	From Bombay to Madras.	0-353 pie.	Between Bombay & Madras.	0-262 pie.	In competition with sea traffic.

DECEMBER.

Cotton, Pressed to 25 lb. and over.	From Devangiri to Madras via Bangalore City.	0-592 pie.	Cotton pressed to over 25 lb.	0-356 pie.	To Equalise with the longer route.
Grain and Seeds, Common.	In wagon loads of 270 to 324 mds at O.R. between via Raichur and Bangalore.	0-128 pie.	For traffic from I. M. Ry. Stations via Raichur.	0-118 pie.	Equalization with the rate via Guntakul.
Cotton, Loose in Borahs.	At O. R. in wagon loads of 90 mds. from Raichur to Guntakul.	1-111 pie.	At O. R. wagon loads of 90 mds. from Raichur to Guntakul.	0-888 pie.	To bring down loose cotton to Guntakul to be pressed there and rebooked.

The rates here given do not include the many rapid and temporary changes which have taken place in consequence of the Marmagao dispute, as the commodities and rate lists which would have to be included to make them intelligible, even to a Traffic Officer, would necessitate an appendix.

5. TRAFFIC TRAIN MILES—The traffic train mileage for the December half-years of 1897 and 1898 is shown in the following table:—

Allocation.	Description of train.	December 1897.				December 1898.			
		Madras Railway.	K. G. F. Railway.	Madras-Ennur Railway.	Total.	Madras Railway.	K. G. F. Railway.	Madras-Ennur Railway.	Total.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Coaching...	Mail	322,736	...	...	322,736	322,736	...	...	322,736
	Passenger	169,698	...	...	169,698	170,866	...	...	170,866
	Special	1,570	...	...	1,570	3,995	...	64	4,059
Mixed	Troops	6,490	...	...	6,490	1,799	...	...	1,799
	Ordinary	616,020	14,750	12,000	642,770	573,657	14,720	12,000	600,377
	Extra	46,943	...	1,607	48,550	47,839	...	...	47,839
Goods	Ballast trains for construction.	92,914	4,214	...	97,128	94,534	4,674	...	99,208
	Light engines	36,795	360	76	37,231	26,863	530	...	27,393
	Maintenance	8,991	...	974	9,965	10,892	...	...	10,892
	Fuel	16,495	...	...	16,495	17,344	...	...	17,344
	Total	1,318,652	19,324	14,657	1,352,633	1,270,984	19,924	12,064	1,302,972

Excluding maintenance and fuel mileage the total train mileage of the Madras Railway was 1,242,748 against 1,293,166 for the corresponding period of 1897 or a decrease of 50,418 miles, equivalent to 3-90 per cent.

Taking the figures as shown in the Capital and Revenue accounts where Mixed and Light Engine mileage is divided between the Coaching and Goods traffic, a decrease of 28,311

occurs in Coaching and 22,107 in Goods train mileage on the Madras Railway, a decrease of 1,428 in Coaching and an increase of 2,028 in Goods on the K. G. F. S. Railway, and an increase of 852 in Coaching and a decrease of 2,471 in Goods on the Madras-Ennur Railway.

6. GROSS AND NET TRAFFIC FOR YEARS 1889 to 1898.—The following table is designed to show the gross traffic receipts, total expenses, net receipts, number of passengers, tonnage of goods, traffic expenses, and percentage of traffic expenses on gross receipts, for 10 years ending 31st Dec. 1898.

Years.	Gross Receipts.	Total Expenses.	Net Receipts.	No. of Passengers carried including Troops and Police.	Tons of Goods carried including Railway Material and Revenue Stores.	Expenses of Traffic Department.	Percentage of Traffic Expense on Gross Receipts.
	Rs.	Rs.	Rs.	No.	No.	Rs.	Rs.
1889 ...	91,10,895	53,72,473	37,38,422	8,528,953	1,097,441	7,99,976	8.7
1890 ...	95,06,134	49,84,654	45,21,480	8,433,081	1,193,415	8,20,687	8.6
1891 ...	93,44,638	54,38,158	39,06,530	8,240,222	1,177,910	8,54,582	10.9
1892 ...	96,24,670	53,32,537	42,92,133	8,889,950	1,118,857	8,43,744	8.8
1893 ...	1,05,05,036	50,83,294	54,21,742	9,826,256	1,156,894	8,99,985	8.6
1894 ...	1,03,21,012	53,73,150	49,47,862	10,160,062	1,076,542	8,69,955	8.4
1895 ...	1,12,08,407	53,29,676	58,78,731	8,983,791	1,129,221	8,31,875	7.4
1896 ...	1,08,80,251	54,94,961	53,85,290	9,723,265	1,117,213	8,61,827	7.9
1897 ...	1,14,65,314	54,63,126	60,02,188	10,073,753	1,239,848	8,25,838	7.2
1898 ...	1,07,20,433	52,18,578	55,01,905	8,331,703	1,166,416	8,49,896	7.9

7. GROSS AND NET EARNINGS.—Compared with the corresponding period of 1897 the earnings from all sources for the half-year ended December 1898 were Rs. 50,85,747 against Rs. 56,75,752 or a decrease of Rs. 5,90,005 equivalent to 10.40 per cent.

The net earnings were Rs. 23,45,016 against Rs. 29,12,551 or 46.11 per cent. of Revenue.

The working expenses were Rs. 27,40,731 against Rs. 27,63,200 or 53.89 per cent. of Revenue.

The average receipts per train mile were Rs. 4.00 against Rs. 4.30 in consequence of light trains owing to plague.

8. The increases and decreases in the gross earnings are shown in the following table:—

Heads.	EARNINGS.		Increase.	Decrease.	Net decrease.
	Half-year ending Dec. 1897.	Half-year ending Dec. 1898.			
	Rs.	Rs.	Rs.	Rs.	Rs.
Passengers ...	18,45,458	14,23,915	...	4,21,543	...
Troops and Police ...	78,222	61,544	...	16,678	...
Passengers' luggage ...	86,995	66,226	...	20,769	...
Parcels ...	1,69,623	1,49,232	...	20,391	...
Parcels (Revenue) ...	3,370	3,178	...	192	...
Horses, carriages and dogs.	37,901	34,520	...	3,381	...
Special trains ...	366	2,570	2,204	...	...
Goods ...	31,96,980	31,02,852	...	94,123	...
Goods (Revenue) ...	64,929	86,966	22,037	...	...
Railway material ...	871	5,423	4,552	...	...
Live stock ...	19,588	12,370	...	7,218	...
Rents and demurrage ...	7,025	6,862	...	163	...
Miscellaneous ...	5,015	5,755	740	...	...
Haulage of postal vans ...	24,917	24,470	...	447	...
Sundries ...	1,24,723	91,277	...	33,446	...
Telegraph ...	9,769	8,587	...	1,182	...
Total ...	56,75,752	50,85,747	29,533	6,19,538	5,90,005

9. The net decrease in the working expenses is explained as follows:—

Heads.	EXPENDITURE.		Increase.	Decrease.	Net decrease.
	Dec. 1897.	Dec. 1898.			
	Rs.	Rs.	Rs.	Rs.	Rs.
Permanent way ...	6,27,504	7,03,741	76,237	...	...
Locomotive ...	10,79,081	10,53,342	...	23,742	...
Repairs to carriages and wagons.	3,11,387	2,35,053	...	76,329	...
Traffic ...	4,21,155	4,29,914	8,759	...	...
General charges ...	2,82,841	2,72,281	...	10,560	...
Special and miscellaneous ...	41,229	44,395	3,166	...	...
Total ...	27,63,200	27,40,731	88,162	1,10,631	22,469

10. PASSENGER TRAFFIC.—The receipts from passengers (exclusive of troops and police) were Rs. 14,23,914 against Rs. 18,45,459 or a decrease of Rs. 4,21,545 equivalent to 22.84 per cent. The lowest class contributed in money 87.05 per cent. against 90.12 per cent. and in number 98.64 per cent. against 98.84 per cent.

11. The receipts from each class of passengers are shown in the following table:—

Half-years ending	First class.	Second class.	Third class.	Total.
	Rs.	Rs.	Rs.	Rs.
31st Dec. 1898 ...	88,357	95,981	12,39,576	14,23,914
Do. 1897 ...	83,571	98,665	16,63,223	18,45,459
Increase in 1898 ...	4,786	...	...	...
Decrease in 1898 ...	...	2,684	4,23,647	4,21,545
Increase per cent. ...	5.73	...	...	...
Decrease do. ...	...	2.72	25.47	22.84

12. The numbers carried in each class were:—

Half-years ending	First class.	Second class.	Third class.	Total.
	No.	No.	No.	No.
31st Dec. 1898 ...	9,978	39,008	3,554,861	3,603,847
Do. 1897 ...	11,189	45,403	4,821,593	4,878,185
Increase in 1898 ...	...	...	...	...
Decrease in 1898 ...	1,211	6,395	1,266,731	1,274,337
Increase per cent. ...	...	...	...	...
Decrease do. ...	10.82	14.08	26.27	26.12

13. The percentage of numbers and average mileage of each class were as follows:—

Periods.	Percentage of numbers.			Average mileage.		
	First class.	Second class.	Third class.	First class.	Second class.	Third class.
Half-year ending 31st Dec. 1898.	0.28	1.08	98.64	*149	95	32
Do. do. 1897.	0.23	0.93	98.84	155	110	32

* What would seem to be an consistency in the decreased average mileage of 1st class passengers is due to decrease of Rs. 2,139-6-6 in 1st class periodical ticket receipts, and to the manner in which, under Government orders a periodical ticket-holder is counted as 40 single journey passengers.

14. The average fare paid by each class of passenger was:—

Period.	First class.	Second class.	Third class.
	Rs. A. P.	Rs. A. P.	Rs. A. P.
Half-year ending 31st December 1898...	8 13 9	2 7 4	0 5 7
Do. do. 1897...	7 7 6	2 2 9	0 5 6

15. The following statement shows numbers of and receipts from Troops and Police for the two half years:—

Half-years.	First class.		Second class.		Third class.		Total.	
	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.
31st Dec. 1898 ...	521	5,859	4,604½	18,306	27,155	37,379	32,280½	61,544
Do. 1897 ...	594	5,458	6,102½	28,216	33,988	44,549	40,684½	78,223
Increase in 1898 ...	...	401	...	...	...	...	...	...
Decrease in 1898 ...	73	...	1,498	9,910	6,833	7,170	8,404	16,679
Increase per cent. ...	...	7.35	...	...	...	...	...	...
Decrease per cent. ...	12.29	...	24.55	35.12	20.10	16.09	20.66	21.32

16. In the first class passenger traffic there was a decrease of 10.82 per cent. in number and an increase of 5.73 per cent. in money. In the 2nd class there was a decrease of 14.08 per cent. in number and 2.72 per cent. in money. In the 3rd class there was a decrease of 26.27 per cent. in number and 25.47 per cent. in money. The average sum paid by a third class passenger by *all* trains was annas 5-7 against annas 5-6. The average value by *Mail* trains was annas 11-8 against annas 11-10. The percentage of numbers carried by the *Mail* trains was 18 against 17 and by *other* trains 82 against 83.

It is difficult to explain the increase in 1st class passenger receipts, unless it is due to Periodical ticket-holders, (whose tickets were not renewed owing to plague in Bangalore) being compelled to travel a larger number of times than they anticipated, giving the Railway more revenue from single fares than would have accrued from the Periodical tickets.

The decreases in 2nd and 3rd class passenger traffic were both due to plague, and plague restrictions, particularly the latter, but although it is very discouraging to see passengers frightened away from the Railway, and to receive the weekly returns shewing a regular decrease in revenue while additional labour and anxiety are imposed upon the Railway Staff, and while, instead of a corresponding reduction in Staff the reverse is demanded by the circumstances of the case, still the only reasonable course open to Government seems clearly to be that which is being followed.

17. The Return fare and Festival traffic is shewn in the following table:—

Half-years ending.	First class.		Second class.		Third class.		Total.	
	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.
31st Dec. 1898..	724	2,431	9,052	3,879	194,971	9,034	204,747	15,344
Do. 1897...	2,556	3,785	14,193	6,142	225,208	11,488	241,957	21,415
Increase in 1898...	...	...	...	...	...	...	...	...
Decrease in 1898...	1,832	1,354	5,141	2,263	30,237	2,454	37,210	6,071

18. The number of 3rd class passengers booked by all trains on different sections of the line, in the second half-years of 1897 and 1898, is shown in the following table:—

Between	Half-year ending Dec.		Increase per cent.	Decrease per cent.
	1897.	* 1898.		
Madras to Jalarpet ...	1,630,493	1,247,801	...	23.47
Tirupattur to Podanur ...	664,286	486,138	...	26.82
Bangalore Branch ...	544,072	320,624	...	41.07
Nilgiri Branch ...	272,333	195,030	...	28.39
Madukarai to Calicut ...	575,631	481,245	...	16.39
Tiruttani to Cuddapah ...	463,738	333,404	...	28.11
Krishnapuram to Raichur ...	445,834	222,302	...	50.14
Ex-Great Indian Peninsula, Southern Mahratta, South Indian, Kolar Gold Fields and Madras-Ennur Railways ...	...	73,347	...	...
Total ...	4,596,387	3,359,891	...	26.90

* As the Audit Department have discontinued the compilation of sectional figures, it is impossible to do more than give approximate figures in this form; but, although the present percentage comparisons are vitiated, the figures will be useful for corresponding periods at a later date.

19. The heavy percentages of decrease in the 3rd class passenger traffic, as shewn in para. 18, although general, do not hide the two Madras Railway Districts in which the most serious epidemics have existed, *viz.*, in the Bangalore and Krishnapuram to Raichur Districts where the approximate decreases appear as 41.07 and 50.14, respectively.

20. **PARCELS.**—Compared with the corresponding period of 1897 there was a decrease of 1.53 per cent. in number, and of 12.02 per cent. in money. The average receipt per parcel was Rs. 0.76 against Rs. 0.85. The decrease both in the number and receipts from local parcels traffic is partly due to the introduction of conference rates under the mileage system which has led to a proportion of the parcels being sent as Goods, and a further decrease is attributed to the plague.

21. The following table shows the number and revenue derived from parcels for the December half-years of the last ten years:—

Half-years ending December.	Number.		Receipts.		Total.	
	Local.	Foreign.	Local.	Foreign.	Number.	Receipts.
	No.	No.	Rs.	Rs.	No.	Rs.
1889 ...	75,506	51,251	78,504	43,548	126,757	1,22,052
1890 ...	78,803	54,935	76,235	46,952	133,738	1,23,187
1891 ...	69,218	50,688	74,587	44,056	119,906	1,18,643
1892 ...	78,515	55,926	84,815	49,280	134,441	1,34,095
1893 ...	93,638	62,524	99,415	50,007	156,162	1,49,422
1894 ...	108,140	75,382	1,10,192	56,864	183,522	1,67,056
1895 ...	91,015	84,720	85,755	62,170	175,735	1,47,925
1896 ...	89,228	92,931	82,027	62,493	182,159	1,44,520
1897 ...	96,760	103,844	94,659	74,963	200,604	1,69,622
1898 ...	70,375	127,165	70,827	78,405	197,540	1,49,232

22. **GOODS TRAFFIC.**—Compared with the corresponding period of 1897, the receipts from Goods Traffic (exclusive of Railway Material and Revenue Stores) were Rs. 31,02,852 against Rs. 31,96,980, or a decrease of 2.94 per cent., the tonnage being 471,761 against 509,286 or a decrease of 7.37 per cent. The average sum earned per ton carried was Rs. 6.58 against Rs. 6.23 and the average sum per ton per mile was 8.41 pies against 8.36 pies. The fluctuations in the commodities which contributed to this result are shown in para 25.

23. The following table is designed to show the weight and revenue of the public goods traffic for the last ten years :—

Years.	Goods traffic exclusive of Madras Railway material and Revenue stores.	Government stores and Foreign Railway material.	For the Public.	
			Weight.	Receipts.
	Rs.	Rs.	Tons.	Rs.
1889	49,78,001	2,13,405	763,428	47,64,596
1890	51,37,890	2,35,771	830,527	49,02,119
1891	53,11,395	2,34,601	840,032	50,76,794
1892	54,68,885	1,07,988	795,128	53,60,897
1893	61,18,911	78,837	878,194	60,40,074
1894	58,10,094	86,071	815,834	57,24,023
1895	60,81,879	77,109	861,067	60,04,770
1896	59,01,797	1,11,687	865,497	57,90,110
1897	64,93,499	84,423	999,413	64,09,076
1898	62,76,681	87,725	947,197	61,88,956

24. Statement showing earnings from and tonnage of goods traffic for the December half-years of 1897 and 1898 :—

Details.	Half-year ending Dec. 1897.	Half-year ending Dec. 1898.
Receipts from goods	Rs. 31,96,980	31,02,852
Tonnage of goods	Tons 509,286	471,761
Average receipt, per ton carried	Rs. 6.28	6.53
Do. per ton per mile	Pies 8.36	8.41

25. The increase and decrease in each important commodity composing the goods traffic for half-year ending 31st December 1898 is detailed in the following statement :—

Description.	Increase.		Description.	Decrease.	
	Tons.	Rs.		Tons.	Rs.
Coal and Coke	33,444	1,29,465	Cotton, Manufactured	1,252	16,847
Cotton, Unmanufactured..	5,505	55,685	Dyes and Tans	3,358	21,524
Drugs and Chemicals	345	4,856	Grain and Pulse	33,861	1,01,878
Oils	405	17,685	Hides and Skins... ..	6,789	96,628
Oil Seeds	...	13,476	Jute	1,116	10,647
Railway Plant and Rolling Stock.	...	6,164	Liquors	952	5,958
Salt	1,165	10,977	Metals	4,507	36,365
Sugar	5,470	12,845	Oil Seeds	1,268	...
Tea	31	1,249	Paper and Paste Board	76	1,578
Wool, Raw	71	1,400	Provisions	2,623	3,926
Commodities which yielded a total revenue of less than Rs. 1,000 each during the half-year.	63	529	Railway Plant and Rolling Stock.	3,985	...
By Decrease	37,525	94,128	Spices	1,320	4,069
Total	84,027	3,48,459	Stone and Lime	9,089	1,339
			Timber	5,798	9,856
			Tobacco	787	2,032
			All others Articles of Merchandise.	6,565	35,011
			Commodities which yielded a total revenue of less than Rs. 1,000 each during the half-year.	81	801
			Total	84,027	3,48,459

26. The total quantity of Grain carried over the whole system was 92,673 tons, yielding a receipt of Rs. 6,56,708 against 126,534 tons and a receipt of Rs. 7,58,586 or a decrease of 26.76 per cent. in weight and of 13.43 per cent. in money. The average receipt per ton carried was Rs. 7.09 against Rs. 5.99.

A reference to para. 25 will shew an approximate decrease of two lakhs of rupees in grain and skins. The decrease in the revenue from skins was undoubtedly due to plague, and there is evidence that, owing to plague and plague restrictions, local stocks of grain were used in the place of grain ordinarily imported from other Districts. The fortunate increases in our coal and cotton traffic, however, largely helped to balance these decreases.

27. The following table is designed to show the tonnage of Grain sent from and received at each district during the half-years ending 31st December 1897 and 1898 :—

Districts.	1897.				1898.			
	Sent from		Received in		Sent from		Received in	
	Tons.	Percentage of tons.	Tons.	Percentage of tons.	Tons.	Percentage of tons.	Tons.	Percentage of tons.
Madras	7,022	5.55	11,055	8.74	12,741	13.75	13,304	14.36
North Arcot	20,714	16.37	6,954	5.50	10,190	11.00	10,405	11.23
Salem	18,244	14.42	4,084	3.23	5,975	6.45	16,009	17.28
Coimbatore	15,458	12.22	11,214	8.88	1,066	1.15	19,419	20.95
Malabar	8,263	6.53	23,964	18.94	6,041	6.52	5,512	5.95
Cuddapah	2,766	2.18	5,334	4.21	2,059	2.22	2,467	2.66
Bellary	11,017	8.71	15,936	12.59	21,115	22.78	2,687	2.90
South Indian Railway...	9,386	7.42	2,526	2.00	2,558	2.76	5,118	5.52
Great Indian Peninsula Railway.	1,259	0.99	15,942	12.60	15,103	16.30	175	0.19
Mysore Dominions	14,366	11.35	10,703	8.46	7,560	8.16	8,769	9.46
Intra	18,039	14.26	18,792	14.85	8,265	8.91	8,808	9.50
Total	126,534	100.00	126,534	100.00	92,673	100.00	92,673	100.00

28. The following table shows the tonnage of Grain brought into Madras during the two periods by Sea, by Buckingham Canal, and by the Madras Railway :—

Means of Transport.				1897.	1898.
				Tons.	Tons.
Sea	...	...	...	12,930	33,628
Buckingham Canal	...	...	...	11,207	25,416
Madras Railway	...	...	...	10,600	13,159
Total				34,737	72,203

29. The Cotton was contributed by the following Railways and Local stations :—

Stations.	Half-year ending 31st Dec. 1897.			Half-year ending 31st Dec. 1898.		
	Pressed.	Loose.	Total.	Pressed.	Loose.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Southern Mahratta Railway ...	231	2	233	2,590	2	2,592
Adoni ...	693	150	843	2,183	180	2,363
Raichur ...	118	22	140	761	48	809
Tadpatri ...	173	19	192	385	...	385
Guntakal ...	...	...	...	988	5	993
Yerraguntla ...	261	1	262	270	10	280
Krishnapuram ...	19	...	19	...	...	...
Muddanuru ...	...	...	...	...	...	...
Great Indian Peninsula Railway...	55	52	107	...	24	24
Mysore State Railway ...	112	...	112	392	...	392
Tiruppur ...	1,135	54	1,189	912	...	912
Coimbatore...	94	21	115	60	26	86
Somanur ...	472	...	472	187	4	191
Singanallur ...	17	...	17	79	...	79
Erode ...	138	29	167	134	18	152
Sankaridrug ...	...	...	...	...	...	...
Minor Stations ...	18	27	45	4	156	160
Total ...	3,536	377	3,913	8,945	473	9,418

30. And was distributed as follows :—

Stations.	Half-year ending 31st Dec. 1897.			Half-year ending 31st Dec. 1898.		
	Pressed.	Loose.	Total.	Pressed.	Loose.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Madras ...	2,660	20	2,680	7,787	15	7,802
Tadpatri ...	...	2	2	...	...	...
Adoni ...	...	58	58	...	47	47
Raichur ...	...	...	...	26	...	26
Malabar ...	388	81	469	272	...	272
Guntakal ...	...	111	111	73	201	274
Southern Mahratta Railway ...	98	23	121	37	1	38
Great Indian Peninsula Railway...	52	30	82	696	...	696
South Indian Railway ...	13	13	26	31	32	63
Coimbatore District ...	...	10	10	14	29	43
Bangalore ...	321	28	349	7	23	30
Minor Stations ...	4	1	5	2	125	127
Total ...	3,536	377	3,913	8,945	473	9,418

31. The condition in which the Cotton was carried is shown in the following table :—

Condition.	December 1897.		December 1898.	
	Tons.	Rs.	Tons.	Rs.
Loose ...	377	5,585	473	3,973
Full pressed ...	3,536	53,507	8,945	1,10,804
Total ...	3,913	59,092	9,418	1,14,777

32. The following table shows the quantity of Cotton brought into Madras during the two half-years under comparison :—

Districts.	1897.	1898.
	Tons.	Tons.
Coimbatore and Salem ...	1,254	1,078
Bangalore City ...	...	7
North-West Line ...	1,028	3,748
Southern Mahratta Railway...	343	2,969
Great Indian Peninsula Railway ...	55	...
Total ...	2,680	7,802

33. Tonnage of Cotton delivered by Railway and the tonnage exported from Madras during the last and corresponding half-years :—

Periods.	Delivered by Railway at Madras.	Exported at Madras.
	Tons.	Tons.
Half-year ending December 1897 ...	2,680	1,648
Do. do. 1898 ...	7,802	5,590

34. The following statement shows the Cotton traffic during the December half of the last ten years :—

Half-years ending.	Pressed.	Loose.	Total.		Average Receipts per ton carried.
			Weight.	Receipts.	
	Tons.	Tons.	Tons.	Rs.	Rs.
December 1889 ...	10,050	3,123	13,173	1,66,786	12½
Do. 1890 ...	12,857	4,054	16,911	2,14,792	12½
Do. 1891 ...	9,635	2,632	12,267	1,51,268	12½
Do. 1892 ...	5,343	2,118	7,461	1,10,056	14½
Do. 1893 ...	11,792	3,814	15,606	2,16,645	13½
Do. 1894 ...	8,420	2,375	10,795	1,56,986	14½
Do. 1895 ...	8,245	1,562	9,807	1,38,341	14½
Do. 1896 ...	8,621	1,611	10,232	1,37,714	13½
Do. 1897 ...	3,536	377	3,913	59,092	15½
Do. 1898 ...	8,945	473	9,418	1,14,777	12½

35. The following figures show the Ground-nut traffic during the last ten half-years :—

Periods.	Total Weight.		Total Receipts.
	Tons.	Rs.	
Half-year ending 30th June 1894 ...	7,476	26,997	
Do. 31st December 1894 ...	3,378	15,101	
Do. 30th June 1895 ...	5,769	17,772	
Do. 31st December 1895 ...	2,326	7,576	
Do. 30th June 1896 ...	5,765	19,055	
Do. 31st December 1896 ...	2,401	6,418	
Do. 30th June 1897 ...	2,245	7,744	
Do. 31st December 1897 ...	2,184	7,915	
Do. 30th June 1898 ...	2,790	7,513	
Do. 31st December 1898 ...	1,182	3,927	

36. Tonnage of Salt carried out of Madras to the various districts during the half-years ending 31st December 1897 and 1898:—

Districts.	1897.		1898.	
	Tons.	Tons.	Tons.	Tons.
Between Madras, Arkonam and Conjeveram	...	1,587	...	2,366
Cuddapah ...	59	...	35	...
Other Stations on North-West Line	2,581	...	2,885	...
Arcot and Katpadi ...	...	2,640	...	2,920
Between Gudiyattam and Vaniyambadi	...	2,693	...	3,004
Bangalore ...	365	1,320	...	1,499
Other Stations on Bangalore Branch	1,047	...	307	...
Salem ...	...	1,412	...	1,751
Other Stations in Salem District	258	...	114	...
Erode, Tiruppur and Coimbatore	...	2,987	...	3,205
Southern Mahratta Railway	...	3,546	...	3,549
South Indian Railway	...	108	...	95
Kolar Gold Fields State Railway	...	276	...	401
Total ...	...	16,569	...	18,798

37. The following statement shows the Salt carried from certain South West line stations, and the districts to which it was sent:—

Stations.	Half-year ending 31st Dec. 1897.		Half-year ending 31st Dec. 1898.	
	Sent from	Received at	Sent from	Received at
	Tons.	Tons.	Tons.	Tons.
Calicut ...	5,828	...	5,531	...
Ferok ...	1,182	...	807	...
Kallayi ...	143	...	51	...
Tirur ...	1,227	...	1,429	...
Erode ...	87	...	60	...
Coimbatore ...	16	...	24	...
Palghat ...	...	...	2	...
Salem ...	12	...	...	...
Vencatachellum ...	981	...	815	...
Nellore ...	614	...	251	...
North Arcot District	...	142	...	...
Salem District	...	2,730	...	66
Coimbatore District	...	3,043	...	2,768
Malabar District	...	2,594	...	3,074
Cuddapah District	...	1,435	...	2,025
Bellary District	...	18	...	1,000
Mysore Dominions	...	128	...	...
Total ...	10,090	10,090	8,970	8,970

38. The total quantity of Salt carried over the whole system was 29,327 tons yielding a revenue of Rs. 1,61,526 against 28,162 tons with the revenue of Rs. 1,50,549 in money. The sum earned per ton hauled was Rs. 5.5 against 5.3. The exports from Madras amounted to 18,798 tons or 64 per cent. of the traffic carried.

39. The following table shows the Salt traffic carried out of Madras in each year for the five years ending 31st December 1898:—

Districts.	1894.	1895.	1896.	1897.	1898.
	Tons.	Tons.	Tons.	Tons.	Tons.
Between Madras and Conjeveram	1,963	1,696	1,333	2,244	4,947
Cuddapah ...	1,497	1,143	310	119	127
Other Stations on North-West Line	6,402	5,443	3,986	4,846	5,341
Arcot and Katpadi ...	6,146	5,043	4,614	5,014	5,907
Gudiyattam and Vaniyambadi	3,294	3,081	2,437	2,562	3,056
Bangalore ...	2,281	1,511	556	488	402
Mysore State Railway...	24	30	10	...	...
Other Stations on Bangalore Branch	1,707	1,748	1,463	1,980	2,352
Salem ...	823	149	260	306	126
Other Stations in Salem District	5,026	4,621	3,274	4,559	5,560
Erode, Tiruppur and Coimbatore	7,897	5,812	4,287	5,852	6,529
Malabar ...	10	...	...	...	...
Great Indian Peninsula Railway	5	70	...	...	...
Southern Mahratta Railway	1,004	428	231	159	342
South Indian Railway	700	858	674	629	785
Kolar Gold Fields State Railway	...	...	...	2	8
Total ...	38,779	31,638	23,465	28,760	35,482

40. Approximate Statement of traffic to the Gold Mines for the two half-years ending December 1897 and 1898.

Staples.	Half-year ending Dec. 1897.						Half-year ending Dec. 1898.					
	Total traffic at Bisanatam, Kamasamudram and Bowringpet.		Total traffic at Stations on the K. G. F. S. Ry.		Total.		Total traffic at Bisanatam, Kamasamudram and Bowringpet.		Total traffic at Stations on the K. G. F. S. Ry.		Total.	
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Coal and Coke	4,400	17,191	60,133	2,55,356	64,533	2,72,547	1,363	6,013	88,493	3,80,310	89,856	3,86,323
Timber	9,003	24,399	6,632	58,543	15,635	82,942	768	6,018	9,613	87,791	10,381	93,609
Firewood	5,429	5,359	13,027	17,652	18,456	23,011	6,035	7,125	11,415	12,246	17,450	19,371
Machinery	242	2,680	2,336	34,026	2,578	36,706	653	301	1,849	25,412	2,502	25,713
Unclassified Articles...	2,498	28,487	8,431	52,231	10,929	80,718	7,252	51,541	9,214	60,644	16,466	1,12,185
Total ...	21,572	78,116	90,609	4,17,808	112,181	4,95,924	16,071	70,998	120,584	5,66,403	136,655	6,37,401

41. A brief explanation of the variations in the commodities referred to in para. 25 is given below:—

	From	To
Coal and Coke—Increase.	Larger despatches of Coal and Coke.	Rayapuram ... K. G. F. S. Ry. Madras ... Mettupalaiyam. Do. ... Madras-Ennur Ry.
Cotton, Unmanufactured—Increase.	Larger despatches of Cotton Pressed.	Guntakal ... G. I. P. Railway. Adoni ... Madras. Raichur ... Do. S. M. Railway ... Do.

		From	To
Drugs and Chemicals— Increase...	Larger despatches of Chinchona Bark.	Bowringpet ... S. M. Railway ... Madras ...	Madras. Coimbatore District. Salem District.
	Larger despatches of Other Drugs and Chemicals.	Do. ... Do. ... Do. ... S. M. Railway ... Do. ...	Coimbatore District. Bangalore Branch. S. M. Railway. Madras. Coimbatore District.
Oils—Increase	Larger despatches of Kerosine Oil.	Rayapuram ... Do. ... Tirur ... Do. ... G. I. P. Railway ... Do. ...	Bangalore Branch. G. I. P. Railway. Coimbatore District. Malabar District. Madras. Bangalore City.
	Larger despatches of Coconut Oil.	Shoranore ... Malabar District ... Do. ...	Malabar District. Bangalore Branch. S. M. Railway.
Sugar—Increase	Larger despatches of Refined Sugar.	Arcot ... Bowringpet ... Do. ... Do. ... Tiruppur ... Do. ... Do. ...	Madras. Do. North Arcot District. S. M. Railway. Malabar District. Bellary District. S. M. Railway.
	Larger despatches of Unrefined Sugar.	Do. ... S. I. Railway ... S. M. do. ... Do. ...	North Arcot District. Bellary District. Raichur.
Tea—Increase	Larger despatches of Tea, Indian.	Madras ... Coimbatore District ... Do. ... Do. ...	Bangalore. Madras. Malabar District. G. I. P. Railway.
Wool, Raw—Increase	Larger despatches of Wool, Raw.	Madras ... Adoni ... Do. ...	Bangalore. Do. G. I. P. Railway
Cotton, Manufactured— Decrease.	Smaller despatches of Twist and Yarn (European).	Madras ... Bangalore City ... Do. ... G. I. P. Railway ... Do. ...	Salem District. Madras, Coimbatore. Madras. Bellary District.
	Smaller despatches of Twist and Yarn (Indian).	Madras ... Do. ... S. M. Railway ... Do. ...	North Arcot District. Bellary District. Do.
	Smaller despatches of Piece Goods (European).	Madras ... Do. ... G. I. P. Railway ... Do. ...	Bangalore Branch. G. I. P. Railway. Madras.
	Smaller despatches of Piece Goods (Indian).	Salem ... Do. ... Coimbatore ...	Coimbatore District. S. M. Railway. Malabar District.
Dyes and Tans—Decrease.	Smaller despatches of Myrabolams.	Madras ... Do. ... Bangalore City ... Salem ... Do. ... Madras ... Bangalore ... Do. ...	North Arcot District. G. I. P. Railway. Madras. Do. S. I. Railway. North Arcot District. Madras. Salem District.
	Smaller despatches of Other Dyes and Tans.	Do. ... Do. ... Do. ... Vaniyambadi ... Do. ... Do. ... G. I. P. Railway ...	Coimbatore District. S. I. Railway. Madras. North Arcot District. Coimbatore District. Madras. Coimbatore District. Madras.

		From	To
Grain and Pulse— Decrease.	Smaller despatches of Wheat.	S. M. Railway ... Do. ... Madras. ...	Raichur. Bellary District. Coimbatore District.
	Smaller despatches of Rice in the Husk, (Paddy.)	Morappur ... Palghat ... S. I. Railway ... Do. ... Arcot ... Katpadi ... Do. ... Jalarpet ... Tirupattur ... Do. ...	Do. Malabar District. North Arcot District. Coimbatore District. Malabar District. Do. Bangalore Branch. Do. Do. Malabar District.
	Smaller despatches of Rice, not in the Husk.	Salem District ... Do. ... S. M. Railway ... S. I. do. ... Salem ... Do. ... Tiruppur ... Do. ... Do. ... S. M. Railway ... Do. ... Salem District ... Do. ... Salem District ...	Coimbatore. Malabar District. Bellary District. Malabar District. Bellary District. G. I. P. Railway. Salem. G. I. P. Railway. S. M. Railway. Salem District. Bellary District. Madras. Bangalore Branch. S. I. Railway. G. I. P. Railway.
	Smaller despatches of Jawar and Bajra (Cholum and Cumbu).	Do. ... Do. ... S. M. Railway ... Do. ... Salem District ... Do. ... Do. ... Do. ... Do. ... Do. ... Do. ... Do. ... Do. ... Do. ... Do. ...	Malabar District. Bellary District. G. I. P. Railway. Salem. G. I. P. Railway. S. M. Railway. Salem District. Bellary District. Madras. Bangalore Branch. S. I. Railway. G. I. P. Railway. Madras. Malabar District. S. M. Railway. G. I. P. Railway.
Hides and Skins— Decrease...	Smaller despatches of Cattle Hides, Dressed or Tanned.	Arcot ... Vaniyambadi ... Coimbatore ... Do. ... Do. ... G. I. P. Railway ... S. M. do. ... Do. ...	Madras. Do. Do. Malabar District. North Arcot District. Madras. North Arcot District. Madras.
	Smaller despatches of Cattle Hides, Raw.	Do. ... Do. ... Mailpatti ... Bangalore ... G. I. P. Railway ...	Madras. Do. Madras. Do.
Jute - Decrease	Smaller despatches of Jute, Raw.	S. M. Railway ... Do. ... Coimbatore District ... Madras ... Do. ... Do. ... S. M. Railway ... Do. ...	Madras. Raichur. S. I. Railway. North Arcot District. Bangalore Branch. S. M. Railway. Katpadi. Coimbatore District.
	Smaller despatches of Gunny Bags and Cloth.	Do. ... Do. ... S. M. Railway ... Do. ...	Coimbatore District.
Liquors—Decrease	Smaller despatches of Beer.	Mettupalaiyam ... Do. ... Arcot ... Do. ... Do. ... Do. ... S. M. Railway ... Do. ...	Madras. Bangalore Branch. Madras. Cuddapah District. Bellary District. S. I. Railway. Bellary District. Mettupalaiyam.
	Smaller despatches of Wines.	Do. ... Do. ... Do. ... Do. ... Do. ... Do. ... Do. ... Do. ...	Bangalore.
Metals—Decrease	Smaller despatches of Copper, Unwrought.	Madras ... Do. ... Do. ... Do. ... Do. ... Do. ... Do. ... Do. ...	Coimbatore District. Katpadi. Salem District. Coimbatore District. Salem. Tiruppur. S. I. Railway. Bangalore Branch.
	Smaller despatches of Copper, Wrought.	Coimbatore ... Do. ... North Arcot District ... Do. ... Do. ... Do. ... Do. ... Do. ...	Malabar District. S. M. Railway.

	From	To
Metals—Decrease (contd.)	Smaller despatches of Cast Iron and Steel.	Madras ... Mettupalaiyam. Do. ... Bangalore Branch. Do. ... S. M. Railway. K. G. F. S. Railway Madras. S. M. Railway ... Do.
	Smaller despatches of Unwrought Iron and Steel.	Do. ... Gooty. Bangalore Branch... Madras.
	Smaller despatches of Wrought Iron and Steel.	Do. ... K. G. F. S. Railway. Madras ... Bangalore Branch. Do. ... K. G. F. S. Railway.
	Smaller despatches of Manufactured Iron and Steel.	Rayapuram ... Madras-Ennur Ry. Madras ... Bangalore. Do. ... S. M. Railway.
	Smaller despatches of Other Metals.	Rayapuram ... Mettupalaiyam. Do. ... K. G. F. S. Railway. Madras ... Coimbatore District. Malabar District ... Do.
	Smaller despatches of Til or Gingelli seeds.	Tiruppur ... Madras. Do. ... Malabar District. S. M. Railway ... Madras. Do. ... Erode. Do. ... Malabar District. G. I. P. Railway ... Madras.
	Smaller despatches of Earthnuts (Ground-nut seeds).	Do. ... North Arcot District. Tiruttani ... Madras. Do. ... S. I. Railway. Nagari ... Do. Salem District ... Madras.
	Smaller despatches of Castor seeds.	Do. ... Coimbatore District. Do. ... Bellary District. Coimbatore District. Madras. Do. ... Sankaridrug.
	Smaller despatches of Paper and Paste Board.	Madras ... Bangalore Branch. G. I. P. Railway ... Madras. Do. ... Mettupalaiyam.
	Smaller despatches of Dried Fruits and Nuts.	Vaniyambadi ... Madras. Do. ... Adoni. Do. ... Raichur. Malabar District ... Adoni. Madras ... Bangalore Branch. Tiruppur ... Madras.
Provisions—Decrease	Smaller despatches of Other Provisions.	Do. ... Malabar District. Do. ... S. I. Railway. Mettupalaiyam ... Madras. Do. ... Coimbatore District. Do. ... S. I. Railway. Feroke ... S. M. Railway. Do. ... Bangalore Branch. S. M. Railway ... Madras. Do. ... Bellary District.
	Smaller despatches of Steel Rails and fish plates.	Rayapuram ... Madras-Ennur Ry.
	Smaller despatches of Betel Nuts.	Madras ... North Arcot District. Do. ... S. I. Railway. S. M. Railway ... Madras. Do. ... Cuddapah District. Do. ... Bellary District.
	Smaller despatches of Chillies.	Madras ... North Arcot District. S. M. Railway ... Madras. Do. ... Cuddapah District. Do. ... Bellary District. Bangalore Branch... North Arcot District. Do. ... S. I. Railway.
	Smaller despatches of Other Spices.	North Arcot District ... Salem District. Do. ... Bangalore Branch. Cuddapah District... Madras. Do. ... S. I. Railway. Do. ... G. I. P. Railway.

	From	To
Stone and Lime—Decrease...	Smaller despatches of Stone and Lime.	Rayapuram ... Madras-Ennur Ry. Ambattur ... Madras. Avadi ... Do. Do. ... Madras-Ennur Ry. Tirupattur ... K. G. F. S. Railway. Do. ... Bangalore Branch.
Timber—Decrease	Smaller despatches of Timber.	Madras ... Bangalore Branch. Do. ... K. G. F. S. Railway. Pattur ... Madras. Renigunta ... Do. Mallanur ... Kamasamudram. Devankundi ... K. G. F. S. Railway. Malur ... Do. Palghat ... S. I. Railway. Do. ... Salem
Tobacco—Decrease	Smaller despatches of Unmanufactured Tobacco.	Coimbatore ... Malabar District. Razampeta ... Madras. S. M. Railway ... Do. Do. ... Bellary District. Do. ... Bangalore Branch.
	Smaller despatches of Manufactured Tobacco, Cigars.	Coimbatore ... Madras. Do. ... Bangalore Branch. S. I. Railway ... Do.
All other Articles of Merchandise—Decrease.	Smaller despatches of All Other Articles of Merchandise.	Madras ... K. G. F. S. Railway. Bowringpet ... Bangalore Branch. Bangalore ... Madras. Do. ... K. G. F. S. Railway. Sankaridrug ... S. I. Railway. Palghat ... K. G. F. S. Railway. Do. ... Coimbatore. Do. ... Bangalore Branch. Calicut ... Coimbatore.

42. The interchange of the principal commodities with Foreign Railways during the two half-years under review, was as follows:—

Commodities.	1897.		1898.	
	Tons.	Rs.	Tons.	Rs.
Coal and Coke	57,273	2,20,734	90,538	3,51,257
Cotton, unmanufactured	731	8,383	3,887	33,139
Do. manufactured	3,680	44,416	3,886	46,009
Dyes and Tans	6,929	58,053	5,501	46,383
Grain and Pulse	57,294	3,19,336	43,171	2,90,050
Hides and Skins	12,689	1,66,328	7,194	89,442
Liquors	1,888	18,016	1,443	16,633
Metals	3,811	37,377	2,452	29,793
Oils	2,957	26,573	3,273	36,376
Oil Seeds	10,074	52,871	9,677	68,713
Provisions	10,204	71,464	9,227	72,158
Railway Plant and Rolling Stock..	7,380	1,931	2,173	6,167
Salt	2,651	9,946	2,716	16,731
Spices	4,911	47,934	3,357	38,029
Sugar	8,827	40,977	13,528	48,756
Timber	23,985	97,684	24,040	1,11,336
Tobacco	2,056	18,760	1,948	19,503
All other Articles of Merchandise.	13,187	1,47,807	13,204	1,57,763
Total ...	230,532	13,88,590	241,221	14,78,303

43. ABSTRACT OF COMMODITIES.—A detailed statement of the principal commodities carried during the half-year under review will be found printed on pages 20, 21 and 22 of the Capital and Revenue Accounts prepared by the Chief Auditor for the half-year ending December 1898.

44. WORKING EXPENSES.—The net Increase of Rs. 8,759 in the working expenses of the Traffic Department is shewn in detail in Statement No. 20 of the Appendix. It is more than covered by Mr. Byron's gratuity, Rs. 7,000, and increased loss by exchange, Rs. 3,734.

45. GENERAL.—The competitive trouble is again with us, having made its re-appearance in September, 1898 (as explained in para. 19 of a Madras Railway note on the Marmagao question) but in a much more serious form than previously.

(a). The four Railways concerned have had both collective and independent agreements since the development of the competing lines in Southern India, but none of these agreements can possess any permanent stability in the absence of a principle which would prevent unnecessary and unreasonable competition between Indian Railways. If either Railway withdraws from such an agreement a rates-war may be said to be imminent at any time, because the action of Railways concerned then depends entirely upon individual views of what is, or is not, fair and reasonable competition instead of upon a fixed principle. The only known solution of this difficulty which has stood the test of time is the English Railway Clearing House principle advocated in Government of India Order No. 1446. R. T, dated 12th December, 1887 (vide paras 4 and 30 of the note sent to the Board on the Marmagao question).

(b). The revenue of the Madras Railway during the half-year under review was practically unaffected by the competition which took place in December. This competition was dealt with in para. 22 of the Marmagao note. But an additional complication has since presented itself, the Southern Mahratta Railway having refused to forward traffic from their Stations to Madras by the Madras Railway routes *via* Guntakal or *via* Bangalore, even when so consigned by the senders. This position has been taken up openly by the Southern Mahratta Railway with European as well as Native* senders, and is believed to be without parallel in the history of either English or Indian Railways, at least during the last 25 years. In England it would certainly be illegal. The Government Solicitor, Madras, states that, in his opinion, it is also illegal in India unless the sender accepts a receipt note indicating the route by which the traffic is to be compulsorily diverted instead of the route shewn on the forwarding note. In England such receipt notes are not issued by Railways. In India they are absolutely necessary though it is self-evident that their introduction was not intended to permit any Railway to evade the spirit if not the letter, of the law by forcibly diverting traffic from a route by which the sender desired it to be forwarded. If the Madras and other Railways concerned decided to follow the example set by the Southern Mahratta Railway it is difficult to see where the matter would end. The Agent and Manager has requested the Madras Government to refer this new feature to the Government of India.

(c) In addition to the policy just described the Southern Mahratta Railway have now quoted in competition with the Great Indian Peninsula, Madras and South Indian Railways the lowest rates which, under their contract, they are permitted to quote as follows:—

All special	For all other Class
Class Goods.	Goods 1 to 5, inclusive.
$\frac{1}{10}$ pie	$\frac{1}{8}$ pie
per maund, per mile	per maund, per mile

without restriction as to loading, and the rates by the broad-gauge route, as well as for through traffic over the South Indian Railway have been correspondingly reduced, except where it has been possible to balance Southern Mahratta Railway, reductions by defensive increases, a course which both the Great Indian Peninsula and Madras Railway, have been

compelled to adopt to minimise, as far as possible, any loss in revenue from Goods traffic, which may be expected to take place during the first half of 1899. As an illustration of this the cotton rates from Adoni may be taken both with Bombay and with Madras:—

(1)			(2)			(3)		
Existing through rate per			Proposed through rate as			Through rate as under (1)		
maund for full-pressed cot-			under (1) notified by Southern			as increased <i>via</i> Guntakul and		
ton, Adoni to Bombay, <i>via</i>			Mahratta Railway <i>via</i> Gun-			Marmagao by Madras Rail-		
Raichur.			takul and Marmagao.			way defensive revision.		
Miles.			Miles.			Revision.		
M. Ry.	43	Rs. 0 3 8	M. Ry.	32	Rs. 0 2 11	...	...	Rs. 0 5 8
G. I. P. Ry.	443	" 0 12 2	S. M. Ry.	235	" 0 3 3	...	...	" 0 3 3
			W. I. P. Ry.	51	" 0 0 9	...	...	" 0 0 9
			B. I. S. N. Co.	253	" 0 1 0	...	...	" 0 1 0
					Rs. 0 7 11			Rs. 0 10 8*

* The *via* Raichur rate will be reduced to Annas 10'8 per maund.

(1)		(2)		(3)	
Do. per maund per mile.					
M. Ry.	0.926 pie.	M. Ry.	0.926	...	2.000 pies.
G. I. P. Ry.	0.330 "	S. M. Ry.	0.166	...	0.166 pie.
		W. I. P. Ry.	0.176	...	0.176 "
		B. I. S. N. Co.	0.047	...	0.047 "

Immediately Madras merchants hear of these reductions in the Bombay rates they will expect the same rates per maund per mile as *via* Raichur to be applied to Madras and the Bombay shipping freights being lower than from Madras it seems probable this concession will have to be made to prevent all the cotton from going to Bombay. The through rate from Adoni to Madras will then stand at Rs. 0—6—8 per maund instead of Rs. 0—8—6, as at present. The action of the Southern Mahratta Railway in these matters scarcely seems to accord with the idea of a truce which it was understood had been temporarily arranged between the Great Indian Peninsula and Southern Mahratta Railway Boards.

(d) A self inflicted loss which is also being imposed upon the Southern Mahratta Railway on traffic from Southern Mahratta Railway Stations to Madras is also difficult to understand though its object may perhaps be clear to Government Officers. The compulsory diversion of traffic for Madras *via* the Dharmavaram route referred to in para. (b) gives the Southern Mahratta Railway considerably less revenue than if it travelled by the shorter routes *via* Guntakal or *via* Bangalore as follows:—

	Miles	S. M. Ry. proportion.	
		Through rates per Maund for Grain.	Per Maund per Mile.
<i>Mysore to Madras.</i>			
<i>Via</i> Bangalore	86	Rs. 0 2 11	0.333 pie
<i>Via</i> Dharmavaram	197	" 0 1 9	0.104 "
<i>Paschamvahini to Madras.</i>			
<i>Via</i> Bangalore	78	Rs. 0 2 8	0.333 pie
<i>Via</i> Dharmavaram	189	" 0 1 7	0.101 "
<i>Hospet to Madras.</i>			
<i>Via</i> Guntakal	71	Rs. 0 2 6	0.333 pie
<i>Via</i> Dharmavaram	134	" 0 1 4	0.119 "
<i>Bellary to Madras.</i>			
<i>Via</i> Guntakal	31	Rs. 0 1 4	0.333 pie
<i>Via</i> Dharmavaram	94	" 0 0 9	0.100 "

If, therefore, the average loss to the Southern Mahratta Railway in revenue is say one anna per maund and if it is correctly reported that 40 wagons per day have been diverted to the Dharmavaram route for 48 days at an average of 108 maunds or 4 tons per wagon, there would be a loss of Rs. 12,960. That the Southern Mahratta Railway staff have received direct instructions to send traffic *viâ* Dharmavaram at the lower proportions is clear from their Circular No. R 13, dated 10th March 1899, a copy of which reached me, apparently from Dharwar, and 15 copies of which are sent herewith. In the majority of cases the rate obtained by the Southern Mahratta and South Indian Railways for carrying this diverted traffic *viâ* Dharmavaram is $\frac{1}{10}$ th of a pie per maund per mile, whereas by the shorter routes the Southern Mahratta Railway would obtain normal rates.

(e) If the Boards of the Great Indian Peninsula, Southern Mahratta, South Indian and Madras Railways could agree that pending a final settlement of the question there shall be no lower rates either through or by re-booking than those in force by the shortest route between any forwarding and receiving station or place, on either of the four Railways (except that the *viâ*, Marmagoa through or local rates, to or from Southern Mahratta Railway Stations only, with shipping and all other charges included shall be fixed at, say, 4 pies per maund less than the all rail route or such other sum as the Southern Mahratta and Great Indian Peninsula Boards could agree to as a temporary measure equal class and other conditions to apply) the truce could be fairly and satisfactorily applied until controversial points had been disposed of subsequently. The present temporary arrangement is all in favor of the Southern Mahratta Railway.

NILGIRI MOUNTAIN RAILWAY.—The Nilgiri Mountain Railway was worked experimentally for Goods traffic from 1st until 28th October, with results which have already been communicated to the Board.

46. APPENDICES.—

The undermentioned statements are enclosed:—

1. Coaching traffic Receipts in each month.
2. Goods do. do.
3. Comparison of Coaching Receipts for 1897 and 1898.
4. Do. Goods do. do.
5. Average Receipts per mile open and per mile run during 1897 and 1898.
6. Expenditure table for 1897 and 1898.
7. Percentage of Working Expenses for 1897 and 1898.
8. Do. Revenue do. do.
9. Passenger traffic exclusive of return fares and soldiers for 1898.
10. Average Receipts per mile open do. do.
11. Passenger traffic inclusive of return fares but exclusive of soldiers for 1898.
12. Average Receipts per mile open do. do.
13. Return fare traffic for 1898.
14. Comparison of Passenger traffic inclusive of return fares but exclusive of soldiers for 1897 and 1898.
15. Comparison of Passenger traffic exclusive of return fares and soldiers for 1897 and 1898.
16. Comparison of Return fare traffic for 1897 and 1898.
17. Parcels, Treasure and Passengers' luggage for 1897 and 1898.
18. Gross Earnings and Tonnage of Goods traffic.
19. Comparison of Goods traffic for 1897 and 1898.
20. Comparative statement of Traffic Expenses for 1897 and 1898.
21. Table of Coaching traffic in and out at stations for 1897 and 1898.
22. Table of Goods do. do. do. do.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) F. W. READ,

Traffic Manager.

APPENDIX

TO

TRAFFIC MANAGER'S HALF-YEARLY REPORT FOR 31st December 1898.

1. Coaching Traffic receipts in each month for the half-year ending 31st December 1898.

Months.	Passengers.		Passengers' luggage.		Carriages, horses and dogs.		Parcels.		Special trains.	Miscellaneous.	Haulage of Post Office vehicles.	Total.
	Passengers and season tickets.	Troops and Police.	Ordinary.	Military.	Ordinary.	Military.	Ordinary.	Revenue.				
	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
July ...	2,99,092	6,495	9,110	463	4,701	263	27,469	637	...	763	4,077	3,53,070
August ...	2,94,007	9,127	9,749	918	4,933	543	30,079	579	...	313	4,064	3,54,312
September ...	2,22,076	11,515	7,727	863	4,610	420	20,948	512	1,080	70	4,058	2,73,884
October ...	1,98,672	9,453	9,430	1,787	8,806	354	22,718	512	210	14	4,080	2,56,036
November ...	1,89,014	13,189	12,331	2,057	4,194	591	21,670	470	1,080	126	4,064	2,43,636
December ...	2,21,054	11,815	9,360	2,526	3,807	1,298	26,348	468	200	134	4,127	2,81,137
Total...	14,23,915	61,544	57,607	8,619	31,051	3,469	1,49,232	3,178	2,570	1,420	24,470	17,67,075

2. Goods Traffic receipts in each month for the half-year ending 31st December 1898.

Months.	Merchandise and military stores and coal for the public.	Railway materials for construction.	Revenue stores.	Live stock.		Rents and demurrage.	Miscellaneous.	Total.
				Ordinary.	Military.			
	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
July ...	5,78,819	600	9,547	949	...	1,277	809	5,92,001
August ...	5,48,081	912	21,251	1,397	61	1,041	1,075	5,73,818
September ...	4,88,482	1,123	13,997	1,870	52	882	662	5,07,070
October ...	4,84,142	2,083	15,681	1,954	551	1,090	461	5,05,962
November ...	4,77,050	352	20,956	2,300	232	945	802	5,02,637
December ...	5,26,278	351	5,534	1,981	1,023	1,627	526	5,37,320
Total...	31,02,852	5,423	86,966	10,451	1,919	6,862	4,335	32,18,808

3. Comparison of the Coaching traffic for the half-years ending December 1897 and June and December 1898.

Half-years.	Passengers.		Passengers' luggage.		Carriages, horses and dogs.		Parcels.		Special trains.	Miscellaneous.	Haulage of Post Office vehicles.	Total.
	Passengers and season tickets.	Troops and Police.	Ordinary.	Military.	Ordinary.	Military.	Ordinary.	Revenue.				
	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
December 1897 ...	18,45,458	78,222	62,788	24,207	33,467	4,434	1,69,623	3,370	366	971	24,917	22,47,923
June 1898 ...	18,39,135	81,765	70,428	19,870	41,560	5,289	1,56,591	2,992	...	1,002	24,434	22,46,066
December 1898 ...	14,23,915	61,544	57,607	8,619	31,051	3,469	1,49,232	3,178	2,570	1,420	24,470	17,67,075

4. Comparison of the Goods traffic for the half-years ending December 1897 and June and December 1898.

Half-years.	Merchan- dise and military stores and coal for the public.	Railway material for construc- tion.	Revenue stores.	Live stock.				Rents and de- murrage.	Miscel- laneous.	Total.
				Ordinary.		Military.				
				Horses.	Other live stock.	Horses.	Other live stock.			
	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
December 1897...	31,06,980	871	64,929	3,359	6,543	9,686	...	7,025	4,044	32,93,437
June 1898...	31,73,829	3,903	67,883	2,162	6,350	8,618	...	6,190	3,531	32,72,466
December 1898...	31,02,852	5,423	86,966	3,684	6,767	1,910	...	6,862	4,335	32,18,808

5. Average receipt per "mile open" and per "mile run" for the same periods.

Period.										Per mile open.	Per mile run.
										RS.	RS.
Half-year ending December 1897	...	...	...	...	...	...	...	...	...	6,756.85	4.30
Do. do. June 1898	...	...	...	...	...	...	...	...	...	6,708.02	4.45
Do. do. December 1898	...	...	...	...	...	...	...	...	...	6,054.46	4.00

6. Table of expenditure for the half-years ending December 1897 and June and December 1898.

Period.	Permanent way.	Locomotive.	Repairs to carriages and wagons.	Traffic.	General charges.	Special and miscellaneous.	Total.
Half-year ending December 1897...	RS. 6,27,504	RS. 10,79,084	RS. 3,11,387	RS. 4,21,155	RS. 2,82,841	RS. 41,229	RS. 27,63,200
Do. do. June 1898...	5,41,515	9,57,248	2,30,042	4,19,982	2,86,478	42,582	21,77,847
Do. do. December 1898...	7,03,741	10,55,342	2,35,058	4,29,914	2,72,231	44,395	27,40,731

7. Percentage of working expenses for the same periods.

Period.	Permanent way.	Locomotive.	Repairs to carriages and wagons.	Traffic.	General charges.	Special and miscellaneous.	Total.
Half-year ending December 1897...	RS. 22.71	RS. 39.05	RS. 11.27	RS. 15.24	RS. 10.24	RS. 1.49	RS. 100.00
Do. do. June 1898...	21.86	38.63	9.28	16.95	11.56	1.72	100.00
Do. do. December 1898...	25.68	38.50	8.58	15.69	9.93	1.62	100.00

8. Percentage of revenue for the same periods.

Period.	Permanent way.	Locomotive.	Repairs to carriages and wagons.	Traffic.	General charges.	Special and miscellaneous.	Profits.	Total.
Half-year ending Dec. 1897...	RS. 11.05	RS. 19.01	RS. 5.49	RS. 7.42	RS. 4.98	RS. 0.73	RS. 51.32	RS. 100.00
Do. do. June 1898...	9.61	16.99	4.08	7.45	5.08	0.76	56.03	100.00
Do. do. Dec. 1898...	13.84	20.75	4.62	8.45	5.36	0.87	46.11	100.00

9. Passenger traffic, exclusive of return fares and soldiers, in each month for the half-year ending December 1898.

Months.	First class.		Second class.		Third class.		Total.	
	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.
July	1,456½	13,556	5,265½	16,792	701,354	2,66,008	708,076	2,96,856
August	1,473½	12,510	4,700½	13,384	714,971	2,64,270	721,145	2,90,164
September	1,413	12,105	4,837	13,885	530,238½	1,93,672	536,488½	2,19,662
October	1,655	15,410	5,035½	15,136	457,348	1,65,969	464,038½	1,96,515
November	1,425	14,216	4,292	13,704	461,752½	1,59,496	467,469½	1,87,416
December	1,831	18,127	5,825½	19,201	494,226½	1,81,128	501,883	2,18,456
Total	9,254	85,924	29,956	92,102	3,359,890½	12,30,543	3,399,100½	14,08,569

10. Average of passenger traffic, exclusive of return fares and soldiers, for the half-year ending December 1898.

	Average miles open.	First class.	Second class.	Third class.	Total.
		RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Average receipt per mile open	840	102 4 7	109 10 4	1,464 14 11	1,676 13 10
Average percentage of numbers	...	0.27	0.88	98.85	100.00
Average mileage of passengers	...	149	98	33	...
Average percentage of receipts	...	6.10	6.54	87.36	100.00

11. Passenger traffic in each month, inclusive of return fares, but exclusive of soldiers for the half-year ending December 1898.

Months.	First class.		Second class.		Third class.		Total.	
	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.
July	1,608½	13,835	6,904½	17,531	746,038	2,67,728	754,611	2,99,092
August	1,616½	12,794	6,354½	14,319	739,666	2,66,894	747,667	2,94,007
September	1,551	12,360	6,568	14,649	543,887½	1,95,067	552,006½	2,22,076
October	1,683	15,663	6,491½	15,590	523,642	1,67,419	531,816½	1,98,672
November	1,533	14,609	5,315	14,077	480,072½	1,60,328	486,920½	1,89,014
December	1,896	19,096	7,374½	19,815	521,555½	1,82,142	530,826	2,21,053
Total	9,978	88,357	39,008	95,931	3,554,861½	12,39,576	3,603,847½	14,23,914

12. *Average of passenger traffic, inclusive of return fares, but exclusive of soldiers, for the half-year ending December 1898.*

	Miles open.	First class.	Second class.	Third class.	Total.
		RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Average receipt per mile open ...	840	105 3 0	114 4 2	1,475 11 0	1,695 2 2
Average percentage of numbers ...	...	0.28	1.08	98.64	100.00
Average mileage of passengers ...	...	149	95	32	...
Average percentage of receipts ...	...	6.21	6.74	87.05	100.00

13. *Return fare traffic for the half-year ending 31st December 1898.*

Months.	Periodical tickets.								Return tickets.							
	First class.		Second class.		Third class.		Total.		First class.		Second class.		Third class.		Total.	
	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.
	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.
July ...	200	122	1,600	473	39,800	490	41,600	1,085	12	157	39	266	4,884	1,228	4,935	1,651
August ...	160	181	1,600	611	14,880	215	16,640	1,007	13	102	54	325	9,815	2,409	9,882	2,836
September ...	120	121	1,640	343	9,720	189	11,480	653	18	134	91	420	3,929	1,206	4,038	1,760
October ...	...	...	1,400	174	63,160	713	64,560	887	28	253	56	231	3,134	737	3,218	1,271
November ...	80	120	1,000	195	16,040	242	17,120	557	28	273	23	178	2,280	590	2,391	1,041
December ...	...	...	1,480	222	25,000	395	26,480	617	65	968	69	391	2,329	620	2,463	1,979
Total ...	560	544	8,720	2018	168,600	2244	177,880	4,806	164	1887	332	1861	26,871	6,790	26,867	10,538

14. *Comparison of the passenger traffic, inclusive of return fares, but exclusive of soldiers, for the half-years ending December 1897 and June and December 1898.*

Half-years.	First class.		Second class.		Third class.		Total.	
	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.
Half-year ending December 1897	11,189	83,571	45,403	98,665	4,821,593	16,63,223	4,878,185	18,45,459
Do. do. June 1898	10,497	98,440	46,722	1,08,078	4,600,357	16,32,616	4,657,577	18,39,134
Do. do. December 1898	9,978	88,357	39,008	95,981	3,554,861	12,39,576	3,603,847	14,28,914

15. *Comparison of the passenger traffic, exclusive of return fares and soldiers, for the half-years ending December 1897 and June and December 1898.*

Period.	First class.		Second class.		Third class.		Total.	
	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.
December 1897 ...	8,633	79,789	31,210	92,522	4,596,385	16,51,731	4,636,228	18,21,042
June 1898 ...	9,406	94,359	32,398	1,02,443	4,356,415	16,16,592	4,398,240	18,13,394
December 1898 ...	9,254	85,924	29,956	92,102	3,359,890	12,30,543	3,399,100	14,08,569

16. *Comparison of the return fare traffic for the half-years ending December 1897 and June and December 1898.*

Period.	First class.		Second class.		Third class.		Total.	
	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.
Half-year ending Dec. 1897. } Trivellore ...	2,556	3,785	14,193	6,142	9,087	2,249	9,087	2,249
Half-year ending June 1898. } Other excursions ...	...	...	...	...	216,121	9,239	232,870	19,166
Half-year ending Dec. 1898. } Trivellore ...	1,091	4,030	14,334	5,635	26,767	6,471	26,767	6,471
Half-year ending Dec. 1898. } Other excursions ...	...	...	...	...	217,145	9,554	232,570	19,269
Half-year ending Dec. 1898. } Trivellore ...	724	2,431	9,052	3,879	11,465	2,766	11,465	2,766
Half-year ending Dec. 1898. } Other excursions ...	...	...	...	...	183,506	6,268	193,282	12,578

17. *Parcels, treasure and passenger's luggage for the half-years ending December 1897 and June and December 1898.*

Period.	Parcels.			Luggage.						
	No.	Rs.	Revenue parcels.	Ordinary.		Military.		Total.		
				Public.	Treasure.	By ordinary trains.	By troop trains.			
December 1897	...	...	200,604	1,69,622	RS. 3,370	RS. 36,331	RS. 26,457	RS. 5,351	RS. 18,856	RS. 86,995
June 1898	...	...	233,188	1,56,591	2,992	39,211	31,217	5,695	14,175	90,298
December 1898	...	...	197,540	1,49,232	3,179	32,790	24,817	6,243	2,371	66,226

18. *Gross earnings and tonnage of goods, exclusive of Railway materials and Revenue stores, for the half-year ending 31st December 1898.*

Months.										Tons.	Rupees.
July ...	...	...	...	...	...	...	...	...	...	88,180	5,78,819
August ...	...	...	...	...	...	...	...	...	...	81,860	5,48,081
September ...	...	...	...	...	...	...	...	...	...	72,499	4,86,482
October ...	...	...	...	...	...	...	...	...	...	72,410	4,84,142
November ...	...	...	...	...	...	...	...	...	...	74,520	4,77,050
December ...	...	...	...	...	...	...	...	...	...	82,262	5,26,278
Total ...	...	...	...	...	...	...	...	...	...	471,761	31,02,852

19. *Comparison of the goods traffic, exclusive of Railway materials and Revenue stores, for the half-years ending December 1897 and June and December 1898.*

Period.										Tons.	Rupees.
Half-year ending December 1897 ...	...	...	...	...	...	...	...	...	...	500,286	31,96,980
Do. do. June 1898 ...	...	...	...	...	...	...	...	...	...	481,880	31,73,829
Do. do. December 1898 ...	...	...	...	...	...	...	...	...	...	471,761	31,02,852

20. *Comparative statement of the traffic expenses for the half-years ending December 1897 and June and December 1898.*

Period.	Traffic Manager and Assistants.	Office establishment.	Travelling allowances.	Contingencies.	Station Masters, Clerks and Porters.	Guards and Assistant Guards and Overtime allowances.	Fire, lights, water and general stores.	Wagon covers & ropes.	Office and station fittings and furniture.	Clothing of Guards and Porters.	Printing, stationery and tickets.	Miscellaneous.	Traffic expenses at joint stations.	Loss on exchange.	Carriage of revenue stores.	Charges for delivery and collection of goods.	Deduct Cost of Working K. G. F. S. and Madras Ennair Railways.	Total.
1897	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
Dec. 1897	44,355	23,749	3,660	438	1,98,524	61,972	36,913	2,410	1,514	5,951	36,732	2,728	7,684	2,154	1,765	943	10,376	4,21,155
June 1898	43,015	24,190	4,470	572	1,96,829	62,094	38,008	2,319	511	6,050	36,315	2,974	6,473	3,533	1,165	1,934	9,870	4,19,982
Dec. 1898	48,997	777	3,491	415	1,94,504	60,800	38,128	6,196	460	5,431	38,541	2,641	8,345	5,888	1,324	1,464	11,491	4,29,914

MADRAS RAILWAY,
TRAFFIC MANAGER'S OFFICE,
Madras, 1st April 1899.

(Signed) F. W. READ

Traffic Manager.

21. The following Table shows the Coaching Traffic in and out of the following Stations on the Madras Railway for the half-years ending 31st December 1897 and 1898.

These figures are compiled from the Chief Auditor's Return T. A. No. 44, the actual Number of Passengers and Coaching Receipts being extracted.

STATIONS.	Number of Passengers.				Coaching Receipts.			
	1897.		1898.		1897.		1898.	
	Inwards.	Outwards.	Total.	No.	Inwards.	Outwards.	Total.	No.
Madras	334,478	304,427	638,905	259,513	3,46,078	3,37,624	6,83,702	506,092
Rayapuram	99,637	108,004	207,641	81,757	4,412	14,161	18,573	172,015
Veyarpanady	5,793	7,468	13,261	4,496	140	575	715	10,724
Washermenpet Junction	109,243	118,918	228,161	100,652	7,452	16,183	23,635	213,195
Perambur	185,752	206,197	391,949	166,980	8,118	19,024	27,142	343,642
Villivakkam	43,500	45,791	89,291	31,933	2,635	3,142	5,777	64,161
Ambattur	19,336	18,488	37,824	13,809	1,689	1,722	3,411	26,149
Aradi	65,021	65,422	130,443	52,352	9,976	10,711	20,687	103,223
Tinnanur	39,580	39,518	79,098	27,016	5,709	5,910	11,619	53,287
Sevrapet Road	17,879	18,209	36,088	14,048	2,849	2,922	5,771	28,198
Trivellore	96,418	86,222	182,640	83,035	23,672	20,282	43,954	150,850
Kadambattur	25,074	26,554	51,628	19,374	4,339	4,719	9,058	39,675
Manur	12,878	13,647	26,525	8,363	1,770	2,049	3,819	18,223
Chinnampet	12,998	12,937	25,935	10,829	2,533	2,568	5,101	21,328
Mosur	5,608	6,041	11,709	4,488	819	1,029	1,848	9,165
Arkonam Junction	152,037	150,858	302,895	96,443	61,069	60,423	121,492	195,361
Tiruttani	78,367	63,092	141,459	64,128	14,907	11,062	25,969	113,613
Ponpadi	9,643	9,687	19,330	6,497	786	918	1,704	13,803
Nagari	36,847	36,708	73,555	30,856	6,450	6,613	13,063	62,281
Vepugunta	7,130	8,064	15,194	5,303	983	1,266	2,249	11,451
Puttur	37,588	39,736	77,324	32,610	6,896	7,691	14,587	65,393
Taduku	1,033	1,513	2,546	2,005	101	184	285	4,271
Pudi	22,258	22,975	45,233	17,529	3,711	4,194	7,905	35,672
Renigunta Junction	72,224	72,589	144,813	49,450	45,136	43,722	90,858	96,132
Mamanduru	2,837	2,949	5,786	1,666	328	432	760	8,372
Peddapadu	6,462	6,590	13,052	4,339	1,346	1,393	2,739	8,516
Koduru	17,193	17,575	34,768	12,701	4,906	5,609	10,515	25,408
Urampadu	8,635	9,052	17,687	7,706	1,477	1,788	3,265	15,972
Reddipalli	13,579	14,988	28,567	10,230	2,862	3,822	6,684	20,927
Razampeta	28,997	27,592	56,589	22,769	7,892	7,438	15,330	45,460
Nandalur	22,900	22,231	45,131	22,678	5,402	5,341	10,743	44,575
Vontimitta	18,739	18,350	37,089	15,794	4,017	5,425	9,442	31,593
Siddharattam	1,835	1,946	3,781	1,340	382	269	651	2,920

Cuddapah	55,921	56,813	112,734	41,987	84,833	29,309	60,544	22,224	22,361	44,585
Krishnapuram	10,030	9,974	20,004	10,100	1,617	2,122	3,739	1,941	1,777	3,718
Gangayapalli	9,834	9,194	19,028	6,794	1,044	1,222	2,266	908	981	1,889
Kanalapuram	18,496	18,751	37,247	14,072	3,837	4,074	7,911	3,058	3,492	6,550
Yerragudipadu	4,974	4,962	9,936	3,617	705	825	1,530	514	614	1,128
Yerraguntla	20,848	19,591	40,439	17,882	9,498	10,732	20,230	8,197	12,077	20,274
Kalamala	4,090	3,728	7,818	3,742	772	808	1,580	771	937	1,708
Muddanuru	15,324	15,711	31,035	11,099	5,784	5,656	11,440	4,399	4,275	8,674
Mangapatnam	3,576	3,566	7,142	2,315	633	730	1,363	477	567	1,044
Kondapuram	9,402	9,321	18,723	6,230	2,954	2,988	5,942	2,200	2,255	4,455
Regadipalli	4,298	4,396	8,694	2,603	888	1,021	1,909	583	687	1,270
Vanganur	4,331	4,413	8,744	3,072	1,080	1,162	2,242	839	744	1,583
Tadapatri	27,339	23,031	50,370	17,999	10,177	10,143	20,320	7,278	6,891	14,169
Penneru	11,395	11,092	22,487	6,001	1,642	1,750	3,392	1,126	1,074	2,200
Rayacheruvu	13,499	13,727	27,226	8,059	3,079	3,097	6,176	2,016	2,000	4,016
Jakkalacheruvu	3,227	3,045	6,272	1,980	540	516	1,086	421	420	841
Gooty	35,237	34,504	69,741	26,506	11,316	13,638	24,954	14,888	12,457	27,345
Patakottacheru	4,464	4,564	9,028	1,716	496	551	1,047	268	348	616
Timmancherla	9,368	10,390	19,758	4,462	2,005	2,298	4,303	1,158	1,277	2,435
Guntakal Junction	34,636	30,648	65,284	14,970	29,641	25,838	55,479	14,687	11,936	26,623
Nancherla	3,450	3,470	6,920	2,128	4,388	346	1,758	627	683	1,310
Molagavalli	3,834	3,789	7,623	2,267	4,367	736	1,341	460	421	881
Aspari	8,125	7,763	15,888	2,701	1,539	1,584	3,123	560	514	1,074
Nagarur	5,794	5,058	10,852	1,278	612	652	1,264	205	181	386
Adoni	50,298	52,426	102,724	27,348	56,477	17,105	36,123	13,225	12,013	25,238
Kupgal	12,039	11,215	23,254	4,364	7,564	1,615	3,159	689	587	1,276
Kosgi	17,808	17,571	35,379	8,373	17,396	3,219	8,480	1,781	2,274	4,058
Tungabhadra	13,142	13,771	26,913	3,238	8,210	2,968	5,704	1,520	2,612	4,162
Matnari	14,163	14,535	28,698	4,218	6,732	2,056	8,932	741	397	1,138
Raichur Junction	25,479	24,162	49,641	11,934	23,578	26,199	53,893	13,24	18,756	36,780
Munnal	15,330	16,786	32,116	13,034	25,700	3,031	5,243	2,498	2,609	5,107
Sholinghur	29,448	29,714	59,162	24,618	48,789	7,950	16,332	7,954	7,465	15,419
Thalangai	2,993	3,888	6,881	2,352	5,499	474	70	256	464	720
Arcot	77,244	75,615	152,859	63,557	124,016	30,910	62,114	27,541	25,006	52,547
Ponnai Road	5,333	7,355	12,688	4,708	10,669	936	1,395	459	924	1,383
Tiruvallam	17,916	19,694	37,610	13,002	26,570	6,685	12,310	4,321	4,378	8,699
Katpadi Junction	154,716	141,377	296,093	107,075	206,177	75,330	138,813	57,310	52,464	109,774
Latteri	5,872	8,245	14,117	4,401	10,089	912	1,431	454	731	1,185
Vinchipuram	19,202	20,467	39,669	12,188	25,056	5,520	9,874	3,381	3,574	6,955
Kavanur	60,667	57,620	118,287	3,176	7,024	...	...	368	673	1,041
Gudiyattam	15,062	13,758	28,820	11,038	85,733	16,280	33,195	13,062	12,818	25,910
Vallathoor	27,054	30,920	57,974	18,831	20,940	2,456	5,323	1,884	2,042	3,926
Mailpatti	59,876	62,628	122,504	42,339	40,288	7,136	14,776	4,991	5,092	10,083
Ambur	5,014	6,800	11,814	3,508	65,818	18,852	33,790	11,149	16,775	27,924
Vinnamangalam	74,263	73,437	147,700	48,691	7,862	517	1,610	389	749	1,138
Vaniyambadi	...	...	...	...	20,926	20,203	41,129	16,013	15,402	31,405

Opened 5th May 1898.

22. The following Table shows the Goods Traffic in and out of the following Stations on the Madras Railway, for the half-years ending 31st December 1897 and 1898, together with the gross traffic receipts.

These figures are compiled from the Chief Auditor's Returns T. A. No. 44, the Public Merchandise and Railway Materials being included in one total, and maunds converted into tons.

STATIONS.	TONNAGE OF GOODS AND RAILWAY MATERIALS.						GOODS RECEIPTS.						GROSS RECEIPTS, COACHING & GOODS, INWARDS AND OUTWARDS.	
	1897.			1898.			1897.			1898.			1897.	1898.
	Inwards.	Outwards.	Total.	Inwards.	Outwards.	Total.	Inwards.	Outwards.	Total.	Inwards.	Outwards.	Total.		
Madras	83,855	53,637	137,492	77,418	49,171	126,589	3,213	1,652	4,865	4,459	2,263	6,722	6,88,567	5,85,528
Salt Coftaurs	1,232	82,941	84,173	2,410	110,301	112,711	651,292	563,765	12,15,057	6,52,035	5,17,025	11,69,060	12,15,057	11,69,060
Rayapuram	...	...	...	...	...	...	1,017	336,170	3,37,187	2,836	5,04,912	5,07,748	3,55,760	5,22,704
Veyasarpandy	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Washermenpet Junction	67	...	67	...	...	...	88	...	...	...	...	...	...	...
Perambur	1,476	146	1,622	1,109	867	1,976	2,369	2,154	4,523	2,599	2,755	5,354	31,665	25,914
Villivakkam	11	23	34	47	1	48	91	39	130	85	20	105	5,907	4,827
Ambattur	2	7,257	7,259	1	3,853	3,854	8	6,384	6,392	21	1,953	1,974	9,803	4,463
Avadi	378	7,381	7,759	209	2,121	2,330	2,022	8,260	10,282	1,103	1,308	2,411	30,969	19,438
Tinnanur	61	516	577	114	234	348	281	5,629	5,910	263	222	485	17,529	8,989
Sevaypet Road	102	64	166	109	24	133	278	381	659	252	105	357	6,430	4,958
Trivellore	1,243	888	2,131	986	689	1,675	6,233	6,694	12,927	5,094	1,174	6,268	56,881	44,187
Kadambattur	278	981	1,259	256	748	1,004	1,011	4,365	5,376	905	1,086	1,991	14,434	9,247
Manur	66	282	348	53	188	241	245	514	759	252	330	582	4,578	3,345
Chinnamapet	123	1,305	1,428	103	1,247	1,350	418	2,746	3,164	352	2,379	2,731	8,265	7,288
Mosur	8	153	161	5	64	69	35	393	433	25	193	218	2,281	1,672
Arkonam Junction.	1,178	2,589	3,767	1,317	2,370	3,687	5,362	11,139	16,501	5,230	6,774	12,004	1,37,993	99,404
Tiruttani	1,453	1,829	3,287	1,120	1,335	2,455	7,791	7,271	15,062	6,335	4,257	10,592	41,031	36,595
Ponpadi	24	129	153	42	72	114	127	551	678	170	219	388	2,382	1,985
Nagari	897	1,818	2,715	975	836	1,811	4,522	7,735	12,257	4,972	3,022	7,994	25,320	20,635
Vepagunta	16	189	205	23	79	102	67	965	1,032	98	299	397	3,281	2,183
Puttur	562	3,050	3,612	583	1,898	2,486	2,153	10,362	12,515	2,631	6,067	8,701	27,102	21,993
Tadaku	...	7	7	1	4	5	...	17	17	7	18	25	302	681
Pudi	215	1,303	1,518	1,141	737	1,878	710	6,661	7,401	325	2,404	2,729	15,306	9,147
Renigunta Junction	766	3,169	3,935	1,058	2,611	3,669	4,805	11,536	16,341	7,682	9,659	17,341	1,07,199	68,893
Mamanduru	1	332	333	8	335	343	5	1,096	1,101	22	1,139	1,161	1,861	1,613
Peddapadu	43	1,855	1,898	41	2,270	2,311	144	7,573	7,717	180	8,766	8,946	10,456	10,816
Koduru	404	923	1,327	624	490	1,114	1,706	4,355	6,061	3,401	2,826	6,227	16,576	13,859
Uranpudu	47	377	424	53	300	353	262	2,208	2,470	206	1,532	1,738	5,735	5,407
Reddipalle	48	323	371	46	250	296	659	2,063	2,722	201	1,783	2,074	9,406	7,045
Razampeta	1,261	1,506	2,767	1,227	1,366	2,593	6,563	10,744	17,312	7,190	1,0737	17,927	32,642	30,938
Nandapur	343	154	497	171	178	349	1,112	745	1,857	653	1,609	2,292	12,600	13,436

Vontimitta	110	260	370	53	351	434	571	2,428	2,999	3,138	3,438	11,152
Siddavattam	...	...	...	...	...	...	...	...	...	...	...	420
Cuddapah	6,800	3,959	10,759	3,617	3,101	6,713	38,868	28,294	67,162	26,100	20,603	91,288
Krishnapuram	466	229	695	167	242	409	2,551	1,845	4,396	898	1,265	5,881
Gangayapalli	99	186	285	125	200	325	1,054	861	1,915	1,025	1,137	4,051
Kanalapuram	531	200	734	843	354	1,197	2,718	904	3,622	4,433	2,559	13,542
Yerragudi Padu	32	18	50	27	21	48	125	80	205	134	229	1,491
Yerraguntla	2,521	2,998	5,519	1,273	4,410	5,683	14,351	18,047	32,398	9,527	26,826	56,628
Kalamala	16	16	32	10	59	69	52	142	194	38	414	2,160
Muddanuru...	2,425	675	3,100	773	281	1,054	19,397	4,488	23,885	5,936	2,632	17,292
Mangapatnam	21	73	94	18	79	97	83	439	522	54	682	1,780
Kondapuram	601	359	960	87	551	638	4,860	2,704	7,564	430	4,610	13,506
Regadipalli	...	...	...	4	6	10	...	...	...	16	72	13,58
Vanganur	87	74	161	29	46	75	366	391	757	80	242	1,905
Tadpatri	8,427	1,206	4,633	2,178	1,721	3,899	25,702	8,871	34,573	15,047	15,779	54,893
Penneru	168	269	437	18	315	333	659	753	1,412	79	804	3,083
Rajalcheruvu	677	249	926	169	121	290	3,764	1,494	5,258	1,018	831	11,434
Jakkalacheruvu	27	6	33	22	4	26	117	21	138	94	50	1,224
Gooty	1,805	638	2,463	1,009	713	1,722	10,809	4,023	14,837	7,938	7,744	39,791
Patakottacheru	45	65	110	2	18	20	130	215	345	17	185	1,392
Timmacherla	574	441	1,015	279	1,258	1,537	5,433	2,741	8,174	2,465	13,726	12,477
Guntakal Junction...	490	294	784	926	993	1,919	6,866	1,605	8,471	10,670	5,868	63,950
Nancherla	161	84	245	121	564	685	1,355	253	1,603	524	6,139	3,366
Molagavalli	124	21	145	51	816	867	369	147	516	193	9,242	9,435
Aspari	931	125	1,056	21	464	485	11,923	302	12,225	107	5,831	15,348
Nagarur	...	...	...	1	34	35	17	6	23	1	488	875
Adoni	11,520	4,305	15,825	5,610	6,148	11,758	69,554	27,625	97,189	33,566	69,431	1,28,235
Kupgal	117	104	221	85	583	668	450	1,632	2,082	201	6,187	7,664
Kosgi	912	360	1,302	281	219	500	9,625	2,060	11,685	1,978	1,786	7,822
Tungabhadra	20	151	171	38	86	124	164	437	601	178	566	4,906
Matnari	61	151	212	25	521	549	178	607	785	103	7,095	8,336
Raichur Junction	7,067	912	7,979	2,470	9,609	12,079	73,339	10,178	83,517	27,301	1,09,173	1,73,254
Munnal	366	373	739	305	184	489	1,536	1,649	3,185	1,112	725	1,837
Sholinghur	546	1,568	2,114	723	2,220	2,943	2,300	5,464	7,764	3,137	4,605	6,941
Thalangai	...	...	...	3	6	9	3	43	46	18	28	23,161
Arcoet	14,318	12,492	26,810	26,160	9,232	35,392	59,587	86,985	1,46,572	78,264	54,797	1,85,608
Ponnai Road	12	13	25	33	69	102	76	68	144	222	357	1,962
Tiruvallam	106	204	310	182	225	407	673	1,147	1,820	1,171	1,350	11,220
Katpadi Junction	6,615	15,218	21,833	...	6,362	14,094	51,198	1,11,304	1,62,502	52,372	42,952	2,05,098
Latteri	2	9	11	1	12	13	10	33	93	7	97	1,289
Virinchipuram	89	68	157	91	76	167	637	465	1,102	832	483	1,289
Kavanur*	...	...	...	11	42	53	...	...	...	45	335	1,421
Gudiyattam...	2,933	2,228	5,161	3,559	1,792	5,351	17,824	12,907	30,731	21,628	10,186	60,724
Vallathoor	138	101	239	180	143	323	962	725	1,687	1,352	905	6,183
Mailpatti	1,318	1,392	2,740	1,220	1,365	2,585	6,355	9,398	15,753	5,359	9,555	24,997
Ambur	1,714	2,956	3,800	2,481	1,853	4,334	10,899	11,990	22,889	15,768	11,367	56,059
Vinnamangalam	4	66	70	6	19	25	35	684	719	61	166	1,365
Vaniyambadi	4,202	3,246	7,448	4,559	3,584	8,143	26,857	19,231	46,158	28,662	19,598	79,675
Kettandapatti	25	99	124	31	67	98	92	719	811	125	344	2,092

STATIONS.	TONNAGE OF GOODS AND RAILWAY MATERIALS.				GOODS RECEIPTS.				GROSS RECEIPTS, COACHING and GOODS INWARDS and OUT WARDS.	
	1897.		1898.		1897.		1898.		Total.	Rs.
	Inwards.	Outwards.	Total.	Tons.	Inwards.	Outwards.	Total.	Inwards.		
Jalarpet Junction...	370	997	1,367	498	2,149	4,016	6,165	2,665	4,871	7,536
Pachur ...	306	543	849	483	962	1,749	2,711	1,781	2,258	4,039
Mulanur ...	16	1,545	1,561	33	47	1,407	1,454	138	1,216	1,354
Kuppam ...	809	2,779	3,588	767	4,260	9,539	13,799	4,161	6,899	11,060
Gudupalli ...	7	88	95	10	66	405	471	62	948	1,010
Bisanattam ...	3,790	18	3,808	4,336	5,470	79	5,549	7,090	100	7,190
Kamasamudram ...	2,415	475	2,890	2,134	2,064	763	2,827	2,016	1,125	3,141
Bowringpet Junc...	15,365	6,343	21,708	9,602	70,771	32,975	1,03,746	61,892	18,502	80,394
Tyakal ...	79	1,604	1,683	72	451	4,184	4,635	468	3,898	4,366
Malur ...	569	7,116	7,685	890	3,586	22,005	25,591	5,932	13,640	19,572
Devankundi ...	107	3,224	3,331	170	557	7,182	7,739	1,114	5,523	6,637
Whitefield ...	352	8,599	8,951	654	3,661	17,582	21,243	5,216	16,320	21,536
Krishnarajapuram...	207	1,049	1,256	199	1,932	2,392	4,324	2,172	2,237	4,409
Bangalore Cant. ...	15,183	4,275	19,458	12,246	1,34,310	51,768	1,86,078	1,27,390	39,882	1,67,272
Do. City Junc.	12,748	10,822	23,570	8,819	1,24,589	91,307	2,15,896	1,04,635	54,856	1,59,491
Bangalore Pettah...	4,118	10,620	14,738	5,389	25,657	45,629	71,286	34,892	30,300	65,192
Tirupattur ...	13	122	135	22	39	819	858	3,113	282	3,395
Kagankarai ...	198	1,006	1,204	251	1,444	5,724	7,168	1,995	3,288	5,283
Samalpatthi ...	46	739	785	120	220	4,729	4,949	620	1,196	1,816
Kallavi ...	1,442	4,156	5,598	1,925	10,792	24,474	35,266	14,643	13,836	28,479
Morappur ...	30	538	568	80	193	5,190	5,383	473	1,067	1,540
Buddireddipatti...	116	587	703	107	647	3,770	4,417	528	1,703	2,231
Mallapuram ...	...	36	36	1	7	203	210	4	121	125
Lokur ...	266	569	835	139	1,889	2,596	4,485	977	2,111	3,088
Kadiampatti ...	2	23	25	563	28	38	66	6,018	1,034	7,052
Thimappatti ...	12,088	11,832	23,920	18,440	92,691	1,03,438	1,96,122	1,59,325	31,483	1,90,808
Salem ...	6	130	136	13	39	1,593	1,632	68	1,656	1,724
Ariyanur ...	525	586	1,111	474	4,078	4,852	8,930	3,498	2,392	5,890
McDonald's Choultry	2,410	3,868	6,278	2,201	13,302	17,704	31,006	18,282	10,347	28,629
Sankaridrug ...	...	2	2	...	...	14	14	...	21	21
Anangur ...	145	862	1,007	47	702	3,649	4,351	340	1,764	2,104
Cauvery ...	5,066	4,055	9,121	7,602	36,580	88,115	71,695	62,021	22,898	84,919
Erode ...	...	19	19	1	6	193	199	8	187	195
Totyalpalayam ...	233	201	434	234	2,320	1,732	4,052	1,637	1,333	2,970
Perundurai ...	...	...	...	...	...	...	...	...	...	...

Ingur ...	...	5	5	1	4	45	47	29	26	29	2,516	2,906
Vizianagalam ...	...	131	134	4	302	356	387	29	712	741	3,858	3,247
Uttukuli ...	441	466	907	327	410	1,836	3,429	2,064	1,849	3,913	12,253	11,580
Kulpalayam ...	9	101	113	11	129	1,040	1,111	71	1,199	1,270	2,065	2,179
Tiruppur ...	5,934	12,675	18,609	9,141	4,795	1,23,918	1,72,867	82,262	48,953	1,31,215	2,11,191	1,57,636
Dharapuram out-Agency*	...	...	...	109	204	...	...	1,320	2,592	3,912	...	3,912
Margalam ...	2,467	382	2,849	4,427	373	3,119	19,907	40,502	2,469	42,971	31,143	52,335
Somanur ...	217	712	929	242	327	9,565	10,429	856	4,315	5,171	16,323	10,078
Sulur ...	138	817	955	202	775	8,548	9,334	1,473	7,109	8,582	16,438	14,017
Singannallur ...	112	300	412	73	283	2,239	2,844	749	3,197	3,946	8,285	8,510
Podanur Junction...	2,029	1,037	3,066	647	815	8,935	17,401	3,162	5,351	8,513	61,870	39,727
Coimbatore ...	17,249	9,031	26,280	18,490	4,346	80,625	1,61,188	1,25,504	34,998	1,60,502	2,74,088	2,53,397
Tudiyalur ...	173	296	469	30	182	1,199	1,481	104	571	675	5,917	4,530
Periyavakkampalayam	1	6	7	1	6	16	22	7	18	25	3,021	2,276
Karaimadai ...	313	319	632	399	140	2,838	4,071	1,763	764	2,527	10,128	7,066
Meitupalayam ...	10,135	4,948	15,083	10,941	4,348	47,534	1,37,199	92,131	40,743	1,32,874	7,25,022	2,60,306
Madukarai ...	69	251	320	133	579	1,347	1,645	580	2,213	2,793	4,848	6,528
Walayar ...	2	412	414	2	557	590	605	16	493	509	2,753	2,259
Kanyikod ...	162	4,072	4,234	230	1,214	5,936	7,160	1,712	1,935	3,647	13,826	9,276
Olavakkot Junction.	633	4,582	5,215	1,000	4,923	21,516	23,263	2,824	21,674	24,498	62,155	53,918
Palghat ...	8,892	10,973	19,865	7,146	6,095	56,652	1,09,513	53,277	45,322	98,599	1,66,650	1,43,269
Parli ...	348	2,823	3,171	249	1,831	8,626	10,142	1,086	6,797	7,883	16,253	13,537
Mankarai ...	209	466	675	270	551	2,130	2,911	920	3,412	4,332	11,250	13,443
Lakkitti ...	299	508	807	355	467	2,028	3,320	1,472	1,892	3,661	13,124	12,443
Ottappalam ...	546	1,125	1,671	508	924	6,374	8,876	1,748	4,926	5,774	24,032	19,566
Shoranur ...	3,267	1,715	4,982	1,575	1,739	11,299	25,516	11,133	14,328	25,461	67,852	70,874
Pattambi ...	477	806	1,283	314	924	6,352	8,667	1,476	7,461	8,937	38,048	34,333
Pallipuram ...	34	112	146	34	72	981	1,164	132	449	581	5,708	4,815
Kuttippuram ...	351	197	548	219	142	1,642	3,213	1,133	1,294	2,427	8,501	7,486
Edakkolam ...	174	812	986	59	690	6,266	6,988	252	4,851	5,103	15,394	12,777
Tirur ...	8,809	6,301	15,110	2,573	6,475	39,839	94,425	17,311	40,229	57,540	1,24,073	83,806
Taroro ...	2,016	2,216	4,232	1,182	1,589	21,765	28,007	4,421	18,425	22,849	40,200	29,870
Parpananagudi ...	2,086	1,842	3,928	1,162	1,352	14,937	21,160	3,954	11,534	15,488	37,946	27,500
Kadalundi ...	149	448	597	45	239	2,325	3,141	158	1,233	1,391	5,593	3,556
Feroke ...	3,265	3,338	6,603	1,836	3,571	22,315	46,356	12,798	23,308	36,106	56,473	46,556
Kallayi ...	1,674	10,509	12,183	1,206	12,703	89,036	96,960	4,264	1,08,079	1,12,343	1,00,245	1,25,889
Calicut ...	20,005	41,991	31,996	8,227	12,592	90,528	99,141	75,837	93,559	1,69,396	3,62,638	2,65,473
S. M. Railway ...	17,231	43,405	60,636	8,882	50,086	2,33,377	3,91,406	1,14,054	3,91,259	5,53,313	5,45,817	6,43,456
G. I. P. do. ...	26,163	12,307	38,470	9,989	19,986	1,31,311	4,28,915	1,15,082	2,00,751	3,15,833	6,61,664	5,19,700
S. I. do. ...	23,275	25,153	48,428	22,805	19,498	1,40,166	2,49,803	1,26,550	81,813	2,08,363	4,20,703	3,59,366
K. G. F. S. Ry. ...	87,131	485	87,616	1,20,321	386	2,479	3,70,849	5,14,958	2,166	5,17,124	4,73,526	5,94,887
Madras-Ennur Rv.	13,566	9,351	22,917	1,906	1,812	30,283	33,900	1,532	3,348	4,880	34,864	5,838

* Opened 9th March 1898.

N. B.—This statement is intended to show the relative importance of each station on the Madras Railway, but the actual total receipts for any particular section of the Railway cannot be obtained from it.

SOUTHERN MAHARATTA RAILWAY.
Traffic Manager's Office,
DHARWAR, 10th March, 1939.

CIRCULAR LETTER No. R 13.

To
ALL STATION MASTERS,
S. M. RAILWAY.

With reference to para 8 of Rate Circular No. R 82 of 20th December 1938, the staff are informed that the Madras Railway have reduced their rates between Guntakal and Madras and Bangalore and Madras as shown in the margin (They have still further reduced their rates in - through booking but these do not come in force till the 1st April and you will be duly advised of the changes in my next Rate Circular). For consignments not in wagon loads the ordinary rates apply and there is no inducement in such cases for booking to Madras Railway stations and rebooking from there.

In the case however of consignments in wagon loads of 270 to 324 maunds to which the lower rates do apply, there is a direct inducement to rebook, and to prevent this the following procedure should be followed in the case of consignments in wagon loads of 270 to 324 maunds.

The local rates between the S. M. Railway stations and the Junction and the Junction and Madras should be added together and divided in mileage proportion on the through distance to Madras via Dharmavaram and the M.I. Railway; the proportions thus arrived at being the rates chargeable in local booking (provided of course they do not fall below the minimum chargeable to and from Dharmavaram) for traffic which it is intended to rebook to and from Madras. The consignment should then be booked to Dharmavaram freight being calculated at the rate stated in the preceding sentence. Receipts should then be issued for the consignment as follows:-

- I. For all goods classified in the Special and 1st class including salt, sugar, lacquer, kerosine oil, piece goods grain and seeds at owner's risk in wagon loads of 324 - maunds.
- II. For all goods classified in the 2nd, 3rd, 4th and 5th classes at owner's risk in wagon loads of 324 maunds.

Between Salt Cottahurs, Rayapuram and Bangalore annas 2-1 per maund. Between Salt Cottahurs, Rayapuram, Gooty, Timmencholia and Guntakal annas 2-7 per maund.

Between Salt Cottahurs, Rayapuram and Bangalore annas 2-4 per maund. Between Salt Cottahurs, Rayapuram, Gooty, Timmencholia and Guntakal annas 4-1 per maund.

(a) For the journey to Dharmavaram. The consignor should be required to endorse and sign his instructions as to rebooking on this, and the receipt should be sent attached to the invoice to Dharmavaram.

(b) For the journey Dharmavaram to Madras a second receipt should be issued on behalf of the S. I. Railway and should be headed Dharmavaram and signed " For Station Master Dharmavaram ". On this receipt, the freight to Dharmavaram should be shewn " Paid on ", and the freight from Dharmavaram to Madras " To pay ", the latter being the difference between the sum of the local rates and the S. M. Railway proportion. Thus, Bellary has 270 maunds of onions to book to Madras.

The sum of the local rates is,

Bellary to Guntakal	-	As.1-4
Guntakal to Madras	-	As.2-7
Total		<u>As.3-11</u>

The total amount of 47 pies divided in mileage proportion on the through distance of 472 miles via Dharmavaram to Madras makes the S. M. and S. I. Railways proportions 9 and 38 pies respectively. As these are not below the minimum chargeable, the consignment should be booked to Dharmavaram the charge over the S. M. Railway being calculated at 9 pies a maund; the charge over the S. I. Railway being calculated at 38 pies a maund.

In the case of consignments thus booked between Dharmavaram and Madras terminals need not be taken into account at all either on the S. M. or S. I. Railway.

At Dharmavaram fresh invoices will be issued for the consignments, the labels will be altered, and the wagons sent on without delay.

If

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If these orders are not clearly understood and the station has any traffic to book to Madras, I should be asked for an explanation of the points about which there is doubt.

(Signed) NEVILLE PRIESTLEY.

Traffic Manager.