

(1) Number of Pages 14
(2) Date of repair 22.4.68.
(3) Initials of the Referencer P.B.

MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.
B.P. No.

252

~~Press~~
Mis.

Dated

9.2.1875 196 .

Not to be folded or roughly handled

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

Read the following papers :—

No. 102. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 24th November 1874, No. 719.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Half-year ended—	COACHING.					GOODS.										Grand Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
	Passengers.				Miscellaneous earnings	General Merchandise.					Railway Materials.	Miscellaneous earnings	Sundries																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	First Class.	Second Class.	Third Class.	Fourth Class.		Total.	Special.	First Class.	Second Class.	Third Class.				Fourth Class.	Fifth Class.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
																	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.

Earnings.

	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
30th June 1873	69,510	84,369	8,38,555	68,182	1,44,339	11,95,555	5,00,457	5,26,192	2,01,694	2,17,946	15,715
31st Dec.	69,885	75,000	8,21,661	60,497	1,40,361	11,84,414	5,11,937	5,50,435	2,69,036	1,54,871	12,406
30th June 1874	85,918	75,727	8,93,911	99,641	1,70,736	13,99,343	10,96,134	5,72,095	2,56,615	1,33,283	13,855
31st Dec.	64,940	57,020	8,68,622	1,08,074	1,24,813	12,23,474	6,22,130	5,73,769	2,16,151	1,30,284	14,364
30th June 1874	66,727	65,916	8,88,839	1,13,327	1,35,896	13,69,704	4,99,039	4,79,346	2,35,902	1,57,760	13,895

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

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

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

Half-year ended—	FIRST CLASS.					SECOND CLASS.					THIRD CLASS.					Total Passengers.
	Single.	Excess.	Return.	Season.	Total.	Single.	Excess.	Return.	Season.	Total.	Single.	Excess.	Return.	Season.	Total.	
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
30th June 1873	40,331	426	17,565	1,228	90,510	77,208	305	3,090	2,930	84,369	7,74,055	2,447	28,252	33,831	8,38,555	1,243,370
31st Dec.	40,463	360	18,258	1,289	90,351	66,335	298	9,834	3,046	70,680	7,25,891	1,934	65,465	33,373	8,21,661	1,242,074
30th June 1874	40,339	475	14,661	1,897	93,410	63,582	568	6,962	3,168	75,737	7,90,594	2,768	61,529	39,150	8,93,911	1,391,762
31st Dec.	40,983	392	20,052	797	93,611	64,910	40,651	12,826	2,413	79,510	7,54,958	2,746	83,979	35,083	8,69,622	1,352,039
30th June 1874	46,127	396	17,757	1,159	96,727	45,090	485	13,751	4,473	1,270	7,33,063	3,140	33,160	39,472	8,25,839	1,370,390

Half-year ended—	MILITARY.			PUBLIC.			MILITARY.			PUBLIC.			MILITARY.			PUBLIC.			Total Passengers and Miscellaneous.
	Passengers.	Baggage.	Carriage.	Passengers.	Baggage.	Carriage.	Passengers.	Baggage.	Carriage.	Passengers.	Baggage.	Carriage.	Passengers.	Baggage.	Carriage.	Passengers.	Baggage.	Carriage.	
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
30th June 1873	27,611	21,687	285	1,130	1,525	5	37	25	121,196	5,472	2	2	27,531	27,531	27,531	11,85,555	11,85,555	11,85,555	1,243,370
31st Dec.	15,678	7,197	250	1,242	1,448	5	33	136	114,260	4,413	4	4	42,504	42,504	42,504	11,84,414	11,84,414	11,84,414	1,242,074
30th June 1874	56,120	48,963	359	1,259	1,541	1	68	103	155,354	3,374	5	5	50,203	50,203	50,203	12,99,243	12,99,243	12,99,243	1,391,762
31st Dec.	55,542	25,740	339	1,560	1,537	9	212	63	132,550	3,374	2	2	26,679	26,679	26,679	12,23,474	12,23,474	12,23,474	1,352,039
30th June 1874	64,545	47,545	375	1,561	1,761	9	212	63	168,331	3,475	2	2	27,438	27,438	27,438	13,69,704	13,69,704	13,69,704	1,370,390

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

STATEMENT C.

Statement showing the Ton Mileage or Number and Receipts from each description of Goods Traffic during each of the five half-years ending 30th June 1874.

Half-year ended—	GENERAL MERCHANDISE.							PUBLIC LIVE STOCK.			MILITARY LIVE STOCK.			Interest on Out- standing Bills.	Grand Total.					
	Special.	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Total.	Rail- way Ma- terials.		Total.	Horses.	Cattle.	Sheep.			Total.				
Up.	TON MILES.	TON MILES.	TON MILES.	TON MILES.	TON MILES.	TON MILES.	TON MILES.	TON MILES.	TON MILES.	No.	No.	No.	No.	No.	No.	No.				
30th June 1873	7,355,338	5,650,267	1,283,439	919,982	357,427	330,818	15,936,171	297,973	160,921	300	227	832	...	...	173	2	...	...	...	...
31st Dec. "	8,822,454	5,150,298	1,287,469	652,557	315,355	309,192	16,537,395	419,580	47,882	...	193	621	...	...	194	1	...	...	...	...
30th June 1873	9,198,489	5,441,065	1,159,311	836,906	297,336	288,690	17,181,697	765,898	74,414	216	255	1,360	...	...	11	4	...	...	...	...
31st Dec. "	9,933,875	5,061,026	869,066	644,388	710,323	297,561	17,817,339	540,604	155,572	142	224	2,549	...	...	203	...	...	...	...	...
30th June 1874	6,626,435	5,371,121	993,909	966,567	536,607	198,604	14,763,383	621,316	278,668	227	394	4,403	...	...	173	19	...	...	...	...
Down.	TON MILES.	TON MILES.	TON MILES.	TON MILES.	TON MILES.	TON MILES.	TON MILES.	TON MILES.	TON MILES.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
30th June 1873	4,903,825	3,880,359	2,276,776	1,461,651	818,536	293,496	13,634,587	18,971	116,271	92	264	809	...	...	...	2	...	...	...	...
31st Dec. "	3,831,404	4,787,062	2,430,006	1,069,503	305,572	341,754	12,765,300	7,041	231,155	19	248	2,856	...	...	275	19	...	...	...	...
30th June 1873	14,060,760	5,185,979	2,444,566	1,367,869	200,918	157,191	23,677,383	97,901	92,768	186	153	1,552	...	...	245	...	...	...	...	...
31st Dec. "	4,858,501	5,191,762	2,182,330	828,219	60,532	138,799	13,269,143	55,105	25,823	104	203	564	...	...	326	5	...	...	...	...
30th June 1874	5,282,796	3,462,514	2,568,333	830,347	134,984	96,786	12,392,759	35,793	52,879	157	395	594	...	...	84	25	...	...	...	...
Up and Down.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
30th June 1873	5,00,467	5,66,192	2,61,694	2,17,946	1,03,615	1,22,347	17,81,561	38,353	14,357	5,225	2,133	698	...	...	2,448	34	...	...	4,316	861
31st Dec. "	6,11,937	5,60,435	2,69,066	1,54,871	79,397	1,15,264	10,90,090	48,745	7,045	1,043	1,489	1,106	...	...	5,019	128	...	...	3,416	205
30th June 1873	10,96,133	5,79,095	2,56,615	1,85,283	75,653	83,703	22,76,513	79,307	3,663	4,546	1,567	914	...	...	3,373	76	...	...	3,380	...
31st Dec. "	6,22,120	6,73,769	2,16,151	1,30,284	89,166	73,349	17,04,839	54,864	3,775	2,925	1,774	948	...	...	6,042	60	...	...	2,615	...
30th June 1874	4,98,939	4,79,346	2,36,909	1,57,750	83,267	45,061	1,501,973	55,253	9,984	3,844	3,099	1,268	...	...	2,107	355	...	...	2,461	...

(Signed)

J. H. M. SHAW-STEWART, Lieut-Colonel, R.E.,
Consulting Engineer for Railways.Proceedings of the Madras Government, Public Works Department,
4th February 1875.STATEMENT D.
Statement showing the Receipts and Tonnage of each of the Principal Commodities composing the Merchandise Traffic of the Madras Railway during the five half-years ending 30th June 1874.

Commodities.	RECEIPTS.						TONNAGE.					
	30th June 1872.	31st Dec. 1872.	30th June 1873.	30th Dec. 1873.	30th June 1874.	30th June 1874.	30th June 1872.	30th Dec. 1872.	30th June 1873.	31st Dec. 1873.	30th June 1874.	30th June 1874.
	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
Baggage (Military)	3,547	1,881	2,348	1,805	3,734	...	143	65	60	70	134	...
Ballast and Stones	5,491	2,145	2,166	2,537	4,519	...	1,302	585	653	3,210	1,097	...
Bamboos	10,154	8,192	10,905	10,004	10,929	...	2,162	1,705	2,397	2,298	2,198	...
Beer	7,437	7,174	6,369	5,656	6,058	...	392	417	393	335	341	...
Betel-nuts	27,559	44,315	30,758	39,700	29,017	...	2,313	3,502	2,742	3,652	2,682	...
Brass and Copper	4,485	8,380	5,391	5,600	5,513	...	327	279	407	441	425	...
Charcoal, Coke, and Coal	4,055	1,552	1,730	8,002	748	...	540	297	389	478	164	...
Chillies	10,228	12,066	20,836	10,357	16,979	...	1,316	1,469	2,272	1,269	2,022	...
Chunam and Lime	1,203	1,581	1,800	1,372	1,572	...	641	676	639	507	620	...
Cloth and Fine Goods	54,068	50,300	58,763	67,760	57,659	...	2,050	2,611	2,446	3,020	2,700	...
Cocoanuts	12,783	8,399	7,049	10,244	7,288	...	806	814	876	1,223	1,134	...
Coffee	55,419	6,781	71,971	12,102	44,041	...	3,540	354	4,269	981	3,940	...
Commissionariat Stores	17,368	25,973	50,226	34,175	34,318	...	742	1,114	2,163	1,641	1,466	...
Cotton, loose	50,806	42,238	24,307	21,119	11,486	...	2,640	1,917	2,073	1,939	1,318	...
Cotton, A pressed	70,102	18,026	5,626	...	413	...	1,692	368	173	...	20	...
Do., B do.	22,998	19,765	15,215	3,739	...	...	689	663	507	138	...	...
Do., C do.	22,696	526	969	21	...	...	23	22	53	2	...	...
Do., D do.	45,378	43,038	26,172	37,082	28,484	...	2,861	2,371	1,513	2,090	1,690	...
Do., E do.	28,147	34,860	63,014	1,22,658	88,811	...	1,491	2,222	3,692	7,148	5,721	...
Cotton, total, loose and pressed...	2,13,127	1,54,093	1,35,303	1,84,939	1,29,194	...	8,896	7,563	8,011	11,317	8,749	...
Dye or Red-wood	10,888	8,367	3,830	3,877	4,229	...	1,737	1,642	708	715	872	...
Fire-wood	20,522	23,373	22,534	12,896	12,993	...	5,858	7,027	6,571	3,875	4,092	...
Fruit and Vegetables	10,842	20,135	23,408	19,472	23,847	...	1,213	2,107	2,319	2,292	2,552	...
Furniture	1,255	1,293	2,439	3,228	2,439	...	46	51	112	156	141	...
Ghee	13,319	16,961	11,385	12,469	9,622	...	734	843	649	686	586	...
Gram	78,949	65,684	78,000	75,279	1,46,000	...	12,034	9,180	11,555	11,073	16,891	...

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

Commodities.	RECEIPTS.				TONNAGE.				
	30th June 1872.	31st Dec. 1872.	30th June 1873.	30th Dec. 1873.	30th June 1874.	30th Dec. 1872.	30th June 1873.	31st Dec. 1873.	30th June 1874.
Grains ...	ES. 17,947	ES. 7,815	ES. 13,728	ES. 42,113	ES. 40,344	ES. 3,130	ES. 1,991	ES. 4,742	ES. 4,227
Ground-nuts ...									
Gunnies ...									
Hay ...									
Indigo ...									
Iron of all kinds ...									
Jaggree ...									
Luggage ...									
Oils of all kinds ...									
Ordnance Stores ...									
Paddy ...									
Pitch, Tar, &c. Asphalt									
Potatoes ...									
Powder and Ammunition									
Raggy ...									
Rice ...									
Salt ...									
Salt-fish ...									
Salt-petre ...									
Seeds of all kinds ...									
Skins ...									
Sugar of all kinds ...									
Sundries ...									
Tamarind ...									
Timber ...									
Tobacco ...									
Twist ...									
Wines and Spirituous Liquors									
H. H. Nizam's State Railway materials									

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

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

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

Proceedings of the Board of Revenue, dated 20th November 1874.

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

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

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

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

(True Extract.)

(Signed) J. GROSE,
Secretary.

Separate Revenue, No. 15.
Customs.

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

(True Extract.)

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

No. 104. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E.,
Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E.,
Secretary to Government, Public Works Department, dated Madras,
17th December 1874, No. 763.

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

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

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

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

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

	RS.
First half of 1873	32,00,337
Do. 1874	29,57,324

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

4. From the receipts of the 1874 period it is necessary to deduct Rs. 25,000 on account of extra traffic in connection with the Camp of Exercise at Bangalore; while, on the other hand, it is estimated that traffic to the value of Rupees 65,000 was lost on account of the breaks at Vaniembady in May, and at Camalapore in June. The latter amount is deducted from the statements of weekly traffic, and is of course only approximate, but it cannot be very far wrong. The Government of India appear to be in error in paragraph 2 of their letter, dated 31st

Proceedings of Government, 9th October 1874,
No. 2,891.

August 1874, No. 2,075 R., where it is stated that there were also breaks during the first half of 1873; as, with the exception of the Huggry river, which is unbridged and always a source of considerable loss of traffic, no interruption is recorded during that half-year.

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

	RS.
Receipts less State Railway Materials	29,57,324
Add on account of breaks	65,000
	30,22,324
Deduct for Camp of Exercise	25,000
	29,97,324

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

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

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

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

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

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

	RS.
1st half, 1872	3,10,950
2nd do. do.	3,43,474
1st do., 1873	3,23,033
2nd do. do.	3,08,041
1st do., 1874	1,25,602

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

	RS.
1st half of 1872	2,52,456
2nd do. do.	2,44,716
1st do. 1873	2,08,087
2nd do. do.	1,58,851
1st do. 1874	1,43,808

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

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

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

	Percentage of Special and First Classes.	Percentage of Receipts.	Percentage of Ton Mileage.	Average rate per Ton Mile.
				Pies.
* East Indian (main line)	72.7		68.5	10.6
Great Indian Peninsula	77.7	52.0	73.3	14.1
Bombay, Baroda, and Central India... ..	†89.4	53.6	67.7	13.4
Madras... ..	81.4	70.1	81.3	10.6
South Indian	94.7	89.8	93.7	11.2

* Second half of 1873.

† Special class chiefly earth carried 50 miles only.

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

10. In paragraph 26 Mr. Church alludes to the loss of traffic, especially cotton, in consequence of interruptions caused by the flooding of the Huggry river. There can be no doubt that this is a great injury to traffic from Bellary and the cotton fields to the west; but the bridge is now well advanced, and although further modifications in the design are contemplated, it will probably be completed during 1876. Upon the subject of the extension of traffic on this part of the Madras system, I beg to draw attention to paragraph 37 of Lieutenant-Colonel Hancock's note on the Gudduck-Bellary estimate, in which the immediate construction of the bridge over the Toongabudra is advocated. From the despatch of the Secretary of State, dated 9th July 1874, Proceedings of Government, 17th November No. 6 R., it would appear that the line 1874, No. 3,251. from Carwar to Bellary is only deferred,

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

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

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

No. 105. ORDER THEREON, 4th February 1875, No. 314.

RAILWAY, No. 19.

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

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

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

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

(True Extract.)

Channar Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
,, Revenue Department.
,, Under Secretary, Public Works Department.

N^o 457
Revenue Department
Govt. of 1875 Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER

FOR RAILWAYS.

&c., &c., &c.

Dated February 4th.

Recd. — 6-8,

Encl.

G. O., 4th February 1875, No. 314.

FEBRUARY.

Nos 102-105

Traffic (Madras Railway).—Mr. Thornhill to be instructed in the Revenue Department to preside over a commission composed of certain gentlemen for the purpose of inquiring into the causes of the falling off in the traffic of the Madras Railway.

No 252 - 9 February 1875

With Order

N^o 252

Communicated
to Mr Thornhill, who
will act as indicated
in para 1 of the
foregoing Order
Copy to the 18th
of Rev.

JML

9 February 75

1 To G. P. Thornhill Esq. Dec 12 Feb
12. The Board of Adv S
1. The Bd of Adv S