# Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 659R

DATED 8th October

[Despatch Abstract.]

Reports by Heads of Departments.—Letter to the Govt of India forwarding copies of the — of the Madras Railway for the half-year ended the 30th June 1895.

P. W. Dy.
000—11-8-95.

Indexed.

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7/19

# MADRAS RAILWAY.

## REPORTS BY HEADS OF DEPARTMENTS FOR THE HALF-YEAR ENDING 30TH JUNE 1895.

MADRAS RAILWAY COMPANY,
MADRAS, *2nd October* 1895.

No. 2219.

To

JULIAN BYRNE, ESQ.,
*Secretary,*
*Madras Railway Company,*
LONDON.

SIR,

I have the honour to submit, for the information of the Directors, the following summary of the operations of the Company for the half-year ended 30th June 1895. The detailed reports by the undermentioned Heads of Departments were sent to you on the undermentioned dates :—

| | | | |
|---|---|---|---|
| The Chief Auditor ... | 17th September 1895. | The Telegraph Engineer. | 25th September 1895. |
| „ Chief Engineer ... | 25th „ „ | „ Traffic Manager ... | 2nd October 1895. |
| „ Locomotive Supt... | „ „ „ | „ Medical Officer ... | „ „ „ |

2. The **Financial** results of the last four half-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. | | | |
| 1893, December ... | 52,18,323 | 26,37,589 | 25,80,734 | 50·54 | 239·15 | 2·14 |
| 1894, June ... | 51,73,932 | 26,81,594 | 24,92,338 | 51·83 | 237·12 | 2·07 |
| „ December ... | 51,47,080 | 26,91,555 | 24,55,525 | 52·29 | 235·89 | 2·04 |
| 1895, June ... | 57,07,036 | 26,82,135 | 30,24,901 | 47·00 | 261·62 | 2·51 |

The increase in gross earnings as compared with the earnings for the corresponding half-year of 1894 amounts to Rs. 5,33,104 and the increase in working expenses to Rs. 541. The net revenue shows an increase of Rs. 5,32,563, equivalent to 21·37 per cent.

3. During the half-year 1,258,565 train miles were run as against 1,283,661 during the corresponding period. 4,555,746 passengers and 575,593 tons of goods were carried against 5,032,502 passengers and 534,821 tons of goods.

4. The result of the half-year's working is a dividend at the rate of £5-0-4 per annum. Loss by Exchange amounts for the half-year to Rs. 2,25,531 or Rs. 11,412 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 first 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. | Rs. |
| June, 1892 ... ... ... | 6,645 | 72,187 | 20,210 | 73,881 | 4,250,953 | 13,53,154 | 4,287,009 | 14,99,522 |
| Do. 1893 ... ... ... | 8,775 | 80,462 | 28,527 | 88,333 | 4,998,677 | 15,37,298 | 5,035,979 | 17,06,093 |
| Do. 1894 ... ... ... | 8,156 | 78,296 | 31,637 | 85,527 | 4,951,352 | 15,09,596 | 4,991,145 | 16,73,409 |
| Do. 1895 ... ... ... | 10,078 | 93,371 | 39,057 | 1,01,003 | 4,471,310 | 18,20,510 | 4,520,445 | 20,25,884 |

There is an increase in the number of first class passengers carried as compared with the corresponding half-year of 1,922 or about 24 per cent., and in the money earned of Rs. 17,085 or about 22 per cent.

There is also an increase in the number of second class passengers carried of 7,420 or over 23 per cent., and in the money earned of Rs. 15,476 or 18 per cent.

The decrease in the number of third class passengers carried as compared with the corresponding half-year, due to the third class fare by ordinary trains having been raised from 1½ to 2 pies per mile, is 483,042 or less than 10 per cent., while the increase in the money earned is Rs. 3,19,914 or over 21 per cent.

The result of the experiment of increasing the third class fare may, I think, be regarded as satisfactory so far at least as last half-year's working is concerned. In my letters home, written many months ago, I estimated that the change would cause a decrease of not more than 20 per cent. in the number of passengers carried, and an increase in the money received of some five lakhs of rupees yearly. It is too early yet to say that the higher fare is a success, but the experiment is most interesting and should be of great value to the Government of India.

Comparing last half-year's figures with the figures for June 1886, this latter half-year being the last half-year in which the 2 pies rate was in force previous to the change on the 1st July 1886, we have the following result :—

*Third Class Passengers.*

| | 1895. | 1886. |
|---|---|---|
| Numbers carried ... ... ... | 4,471,310 | 2,928,967 |
| Money earned ... ... ... | Rs. 18,20,510 | Rs. 11,59,988 |

I was in a large measure personally responsible for the introduction of the low rate of 1½ pies in the year 1886 and I think there is no doubt that the experiment of introducing this rate was wise as the change to some extent helped to stimulate the traffic at a time when the Presidency was still suffering from the effects of the 1876-77 famine.

Possibly a still better result would have been shown had the reduction been made in 1878 or 1879 immediately after the close of the famine.

We know from actual figures that the larger part of the increased numbers carried during recent years is due to the opening of additional railways and additional stations, to the expansion of trade and to the greater facilities offered to travellers who had to move only from village to village, but the low fare has undoubtedly helped us to raise the line from a non-dividend to a paying line, and the Board were wise in sanctioning the change suggested in 1886.

I may be wrong, but I still think we shall get back the passengers we have lost during the past half-year, if not next year then in 1897.



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. |
| June, 1892... ... | 26,57,605 | 57,877 | 377,391 | 26,29,728 | 7·06 |
| Do. 1893... ... | 30,76,487 | 39,890 | 448,933 | 30,36,597 | 6·82 |
| Do. 1894... ... | 29,16,054 | 49,428 | 407,288 | 28,66,626 | 7·12 |
| Do. 1895... ... | 31,18,135 | 38,099 | 430,754 | 30,80,036 | 7·22 |

The total tonnage carried over the Railway during the past half-year was 575,593 tons as against 534,821 tons during the corresponding period, while the receipts were Rs. 32,38,163 and 30,09,227 respectively.

The commodities which have chiefly contributed to the increased receipts are grain, hides and skins, coal, timber, oils and provisions. Only two commodities show a falling off of moment, *viz.*, oilseeds and spices, the decrease in each case being due to climatic causes.

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

| Half-year. | Ordinary. | Extra. | Total. |
|---|---|---|---|
| 1893 December ... | 580 | 19 | 599 |
| 1894, June ... | 542 | 30 | 572 |
| „ December ... | 555 | 17 | 572 |
| 1895, June ... | 566 | 24 | 590 |

3,526 new rails were laid in the road during the past half-year against 4,597 during the previous half-year, and 4,200 during the half-year which ended on the 30th June 1894.

The excess expenditure in the Engineering Department over the corresponding half-year is accounted for by the gratuity paid to the late Chief Engineer, special repairs to bridges and staff quarters and to the carriage up-country of a large number of bull-headed rails.

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. | | |
|---|---|---|---|---|---|
| | No. | Rs. | Rs. | A. | P. |
| 1893, December ... ... | 1,570,409 | 12,56,515 | 0 | 12 | 9·62 |
| 1894, June ... ... | 1,503,509 | 13,15,799 | 0 | 14 | 0·03 |
| „ December ... ... | 1,476,121 | 13,09,596 | 0 | 14 | 2·33 |
| 1895, June ... ... | 1,498,614 | 13,24,147 | 0 | 14 | 1·64 |

Compared with the corresponding period of 1894, the expenses of the Locomotive Department may be stated as follows :—

| | | | |
|---|---|---|---|
| Locomotive | Running | increase | Rs. 3,658 |
| " | Repairs and renewals | " | " 43,849 |
| Carriage and Wagon | Running | decrease | " 256 |
| " | Repairs and renewals | " | " 43,827 |

The cost of 2 new Engines more than accounts for the increase in the expenditure under repairs and renewals of locomotives. The decrease in carriage and wagon repairs is due to the fact that 61 vehicles were rebuilt during the past half-year against 85 during the half-year which ended on the 30th June 1894.

9. The **Electric Telegraph** wires, block, needle and Morse instruments, Electric starting Semaphores and intercommunication in trains were maintained satisfactorily during the half-year. 13 engines and 57 vehicles were fitted with Electrical intercommunication appliances during the half-year.

10. The **Medical Officer** reports that there was a decrease of 1,886 in the number of employés to whom it was found necessary to grant sick certificates. There were in all during the half-year 5,812 cases of sickness dealt with against a total of 7,698 cases for the corresponding half-year. There was one case of Cholera and six of Small-pox. The mortality was low, only five deaths being reported four among the native employés and one Eurasian.

12. **Railway Schools** are now maintained at seven of the important stations on the line. The total number of children on the Register at 30th June was 414, and the average attendance 340. The cost to the Company of maintaining these schools during the period under review was Rs. 5,170.

13. The amount of the Company's contribution to the **Provident Institution** amounted for the half-year to Rs. 20,687-15-11, and this sum will be found entered in Abstract G. of the Capital and Revenue Accounts. The total amount at the credit of the Institution on the 30th June was Rs. 5,44,442-9-2. An additional bonus of Rs. 9,517-5-5 will be paid to the credit of the Institution when the accounts have been accepted by Government.

The following movements in the **Company's Staff** are recorded :—

Mr. A. PILKINGTON, Deputy Locomotive Superintendent, returned from sick leave and resumed charge of his duties on the 22nd January 1895.

" ROSS CHISHOLM, Assistant Engineer, proceeded on 16 months' furlough leave on the 19th March 1895.

" R. E. PIGOTT, Assistant Telegraph Engineer, was appointed to act as an Assistant Engineer, during the absence of Mr. Chisholm on furlough.

" G. R. WINTER was appointed on the 11th March 1895 to act as Assistant Telegraph Engineer during the employment of Mr. Pigott on other duty.

" G. W. HANKS, the newly appointed Inspector of Weighbridges and Weighing Machines, arrived and reported himself for duty on the 4th March 1895.

I have the honour to be,

Sir,

Your most obedient servant,

LOUIS S. MOSS,

*Agent and Manager.*

MADRAS RAILWAY COMPANY.

CHIEF AUDITOR'S OFFICE,

*Madras, 5th September, 1895.*

THE AGENT AND MANAGER,

*Madras Railway Company.*

DEAR SIR,

I beg to forward herewith the usual statements of the Company's Accounts for the half-year ending 30th June 1895 and to submit the following report :—

## Capital.

1. *Statement No. V.*—The capital expenditure for the half-year, after crediting a sum of Rupees 19,355-11-10, amounted to Rupees 1,23,915-15-3, and was incurred chiefly on additions and alterations at stations. The credit of Rupees 19,355-11-10 was partly due to the recovery from the Mysore Durbar of the balance of their contribution to the cost of junction arrangements at Bowringpet, under Clause XI of the working agreement, and also to the value of dismantled bungalows Nos. 193 and 199-B at Cuddapah, transferred to Revenue, the cost of two bungalows at Gooty in substitution being chargeable to Capital.

2. *Statement No. VI.*—The total capital outlay, including suspense from the commencement of operations to the end of the half-year under review, was Rupees 12,07,42,408 and the expenditure excluding suspense Rupees 11,78,65,250 which gives an average of Rupees 1,40,445 per mile open.

## REVENUE.

### General Results.

3. The following table shows the general results of working :—

| | Half-year ending June, 1894. | Half-year ending June, 1895. | Difference. | |
|---|---|---|---|---|
| | Miles. | Miles. | Miles. | Per Cent. |
| Mean Mileage worked ... ... | 839·22 | 839·22 | ... | ... |
| Train-Mileage ... ... | 1,283,661 | 1,258,565 | — 25,096 | — 1·96 |
| | No. | No. | No. | |
| Average number of trains over the whole line daily in both directions .. | 8·45 | 8·29 | ... | ... |
| | Rs. | Rs. | Rs. | |
| Gross Earnings ... ... | 51,73,932 | 57,07,036 | + 5,33,104 | + 10·30 |
| Working Expenses ... ... | 26,81,594 | 26,82,135 | + 541 | + ·02 |
| Net Earnings ... | 24,92,338 | 30,24,901 | + 5,32,563 | + 21·37 |
| Percentage of working expenses to Gross Earnings ... ... | 51·83 | 47·00 | — 4·83 | ... |
| Percentage of Net Earnings to capital outlay, including suspense ... | 2·07 | 2·51 | + ·44 | ... |

4. The Gross Earnings per mean mile worked per week averaged Rupees 262 against Rupees 237 and were realized at a cost of 47·00 per cent. against 51·83 per cent. in the corresponding half of the previous year.

5. The Net Earnings gave, after paying the interest charges and contribution to the Provident Institution for the half-year, a surplus of Rs. 1,07,908-14-10, which, subject to the realization of outstandings on traffic account, is divisible in equal parts between the Company and Government.

## Gross Earnings.

6. The following table shows the Gross Earnings for the two half-years :—

| | Half-year ending June, 1894. | Half year ending June, 1895. | Difference. Amount. | Difference. Per Cent. |
|---|---|---|---|---|
| | Rs. | Rs. | Rs. | Rs. |
| Coaching ... ... ... ... | 20,19,165 | 23,74,060 | + 3,54,895 | + 17·59 |
| Goods ... ... ... .. | 30,09,227 | 32,38,163 | + 2,28,936 | + 7·61 |
| Electric Telegraph ... ... ... | 9,137 | 10,643 | + 1,506 | + 16·49 |
| Steam-boat ... ... ... ... | ..... | ..... | ..... | ..... |
| Sundries ... ... ... ... | 1,36,403 | 84,170 | — 52,233 | — 38·29 |
| Total ... | 51,73,933 | 57,07,036 | + 5,33,104 | + 10·30 |

7. **Abstract H.**—*Coaching Traffic.*—The number of passengers of the various classes carried including troops and police and season tickets, and the earnings therefrom, compare as follows :—

| | First Class. No. | First Class. Earnings. | Second Class. No. | Second Class. Earnings. | Third Class. No. | Third Class. Earnings. | Total. No. | Total. Earnings. |
|---|---|---|---|---|---|---|---|---|
| First half of 1894 ... | 7,944 | 83,655 | 32,673½ | 1,21,980 | 4,603,369½ | 15,46,711 | 4,843,987 | 17,52,346 |
| First half of 1895 ... | 9,041 | 99,077 | 34,840 | 1,18,676 | 4,344,852 | 18,70,282 | 4,388,733 | 20,88,035 |
| Increase ... ... | 1,097 | 15,422 | 2,166½ | ... | ... | 3,23,571 | ... | 3,35,689 |
| Decrease ... ... | ... | ... | ... | 3,304 | 458,517½ | ... | 455,254 | ... |

8. The increases and decreases of the various descriptions of Passenger Traffic are shown in the detail statement of Abstract H, vide para. 110. The method of recording season tickets in operation prior to December 1892 half-year has been reverted to from the 1st January 1895; both alterations were made at the instance of Government.

9. The First class traffic shews an increase in numbers of 1,097 and Rs. 15,422.

10. The Second class traffic shews an increase of 2,166½ in numbers and a decrease of Rs. 3,304. The increase occurs in ordinary traffic and the decrease in money in Troops and Police.

11. The Third class traffic exhibits the abnormal increase in money of Rs. 3,23,571 with a falling off of 458,517½ in the number of passengers. By reference to the detail statement of Abstract H, it will be seen that Rs. 3,19,897 of the above increase is due to the ordinary 3rd class traffic and this increase is brought about by the alterations in the 3rd class fares.

12. From the 1st January the 3rd class fare by Day trains all over the line was raised from 1½ to 2 pies per mile, and the fare by mail trains between Podanur and Olavakkot and Tirur and Calicut was altered from 1½ to 2½ pies. The charge by all trains between Olavakkot and Tirur is now 2 pies instead of 1½ pies as hitherto. A detail report shewing the result of working with the altered rates by both Mail and Day trains will be submitted before the close of the current month.

13. Passengers luggage shews an increase of Rs. 5,782.

14. The Receipts from ordinary Horse, Carriage and Dog traffic shew an improvement to the extent of Rs. 10,681 while the military traffic under the same head shews a falling off of Rs. 1,049.

15. Military Baggage shews a decrease of Rs. 3,074.

16. Parcels for the public—An improvement of Rs. 3,111 or 2·38 per cent. occurs under this head.



17. **Abstract I.**—*Goods Traffic.*—The following is a summary of the tonnage of Goods lifted and the earnings therefrom, as compared with the corresponding period of 1894.

| | Half-Year Ending June 1894. Quantity. | Half-Year Ending June 1894. Earnings. | Half-Year Ending June 1895. Quantity. | Half-Year Ending June 1895. Earnings. |
|---|---|---|---|---|
| | Tons. | Rs. | Tons. | Rs. |
| Merchandise, General ... ... ... ... | 372,563 | 27,30,489 | 385,556 | 29,06,370 |
| Military stores ... ... ... .. | 953 | 40,256 | 900 | 36,269 |
| Railway materials for construction ... .. ... | 14,144 | 10,481 | 10,489 | 6,513 |
| Coal (including Locomotive Revenue) ... . | 45,026 | 1,52,543 | 56,825 | 1,90,716 |
| Revenue stores (excluding Locomotive Coal) ... .. | 102,135 | 45,483 | 121,823 | 54,211 |
| Other goods traffic ... ... ... . | ... | 23,075 | ... | 44,084 |
| | 534,821 | 30,00,227 | 575,593 | 32,38,163 |
| Less—Outstandings irrecoverable or not recovered ... | ... | ... | ... | ... |
| Total ... | 534,821 | 30,00,227 | 575,593 | 32,38,163 |

18. Under the head of Merchandise General an increase of tons 12,993 and Rs. 1,69,881 occurs. A large part of this increase is noticeable in Grain traffic especially Paddy, very large quantities of this commodity having been sent to stations on the South-West line during the half-year.

19. Railway materials for construction—Decrease tons 3,655 and Rs. 3,968. In the corresponding period large increases were recorded owing to the alterations of Sidings at Palghat, Mettupalaiyam, &c.

20. Coal including Loco. Revenue Increase tons 11,799 and Rs. 38,173. Of this increase tons 9,503 and Rs. 36,187 is due to coal carried for the public principally to the Kolar Gold Fields State Railway for use at the mines. Large consignments have been sent during the half-year under review from Yellandu to the mines viâ Raichur and Arkonam.

21. The following table shews some of the Principal Commodities included above, under the head of "Merchandise General" carried during the two half-years under comparison.

| | Half-Year Ending June 1894. Quantity. | Half-Year Ending June 1894. Earnings. | Half-Year Ending June 1895. Quantity. | Half-Year Ending June 1895. Earnings. |
|---|---|---|---|---|
| | Tons. | Rs. | Tons. | Rs. |
| Cotton— | | | | |
| Raw ... ... ... ... .. | 8,766 | 1,35,458 | 10,029 | 1,55,236 |
| Cotton, Manufactured— | | | | |
| Piece Goods, Indian ... ... .. | 3,323 | 50,714 | 3,450 | 52,335 |
| Dyes and Tans— | | | | |
| Turmeric ... ... ... ... | 6,139 | 54,088 | 3,518 | 27,683 |
| Others ... ... ... ... ... | 7,824 | 75,524 | 9,802 | 94,956 |
| Grain and Pulse— | | | | |
| Rice in the husk ... ... ... ... | 12,270 | 84,308 | 16,615 | 1,31,930 |
| Rice not in the husk ... ... .. | 24,776 | 1,44,984 | 22,476 | 1,47,324 |
| Gram and Pulse ... ... ... ... | 17,412 | 1,01,235 | 18,345 | 1,17,062 |
| Others ... ... ... .. ... | 30,236 | 2,02,601 | 24,359 | 1,71,201 |
| Hides and Skins— | | | | |
| Skins of Sheep, &c.— | | | | |
| (a). Dressed or tanned... . ... | 3,529 | 61,502 | 5,022 | 73,261 |
| (b). Raw ... ... ... .. | 7,729 | 1,00,114 | 8,930 | 1,13,029 |
| Metals— | | | | |
| Iron .. ... ... ... .. | 7,324 | 79,722 | 6,757 | 75,049 |
| Oils— | | | | |
| Kerosine ... . ... .. | 2,631 | 32,204 | 4,663 | 58,358 |
| Oil Seeds— | | | | |
| Castor ... ... ... .. . | 8,036 | 50,468 | 5,277 | 30,372 |
| Others ... . ... ... ... ... | 9,590 | 56,612 | 7,615 | 46,950 |

| | Half-Year Ending June 1894. | | Half-Year Ending June 1895. | |
|---|---|---|---|---|
| | Quantity. | Earnings. | Quantity. | Earnings. |
| | Tons. | Rs. | Tons. | Rs. |
| Provisions— | | | | |
| Others ... | 32,098 | 2,34,584 | 34,871 | 2,67,698 |
| Salt ... | 26,990 | 1,10,333 | 25,812 | 1,45,044 |
| Spices— | | | | |
| Chillies ... | 4,231 | 60,700 | 3,776 | 47,825 |
| Sugar— | | | | |
| Unrefined, viz., Mollasses and Jaggery or Gur and other Saccharine produce ... | 12,024 | 79,107 | 11,000 | 71,729 |
| Timber ... | 42,507 | 1,68,997 | 54,299 | 2,02,606 |
| Tobacco— | | | | |
| Unmanufactured ... | 5,688 | 50,676 | 5,647 | 52,228 |
| All other Articles of Merchandise ... | 27,312 | 3,01,317 | 30,057 | 3,21,429 |

Note.—I. The Traffic Manager's Report will give the causes of the principal differences in the receipts of the various commodities.

22. **Cotton.**—*Raw.*—Increase tons 1,263 and Rs. 19,778. This increase is almost entirely due to large local consignments from Tadpatri, Adoni, and Raichur in the month of May.

23. **Cotton, manufactured**—*Piece Goods, Indian.*—Increase tons 127 and Rs. 1,621.

24. **Dyes and Tans**—*Turmeric.*—Decrease tons 2,621 and Rs. 26,505. The decrease is practically all in local traffic, a considerable portion of it being attributable to lesser traffic from Cuddapah in the months of March, April and May. The traffic from Erode shows a falling off of Rs. 5,000 in the months of March and April.

25. **Dyes and Tans**—*Others.*—Increase tons 1,978 and Rs. 19,432. This increase is entirely due to local traffic, Gooty shews an increase of some Rs. 5,000 and Bangalore about 2,000 in the last three months of the Half-year. An improved traffic is also recorded at several stations situated between Jalarpet and Salem on the South-West line and between Guntakal and Raichur on the North-West.

26. **Grain and Pulse**—*Rice in the husk.*—Increase tons 4,315 and Rs. 47,628. The Madras Railway proportion of foreign traffic under this head shews a *decrease* of some Rs. 27,000, so that a net increase of Rs. 74,628 is recorded in local traffic. Practically the whole of this amount was realized on exceptional traffic from Rayapuram to Tirupur, Mangalam and other stations on the South-West line.

27. **Grain and Pulse**—*Rice not in the husk.*—Decrease tons 2,300 and Increase Rs. 2,340.

28. **Grain and Pulse**—*Gram and Pulse.*—Increase tons 933 and Rs. 15,827.

29. **Grain and Pulse**—*Others.*—Decrease tons 5,847 and Rs. 31,340. A small portion only of this decrease is applicable to local traffic, almost the whole amount being attributable to a considerable falling off in traffic received from the South-West line and beyond via Bangalore City.

30. **Hides and Skins**—*Skins of Sheep, &c., dressed or tanned.*—Increase tons 1,493 and Rs. 11,759. The increase is divided almost equally between local and foreign traffic in this case. The local traffic shewing an improvement from Bangalore and stations in the neighbourhood and the foreign is better from the G. I. P. Co.'s line.



31. **Hides and Skins**—*Skins of Sheep, &c., Raw.*—Increase tons 1,201 and Rs. 13,509.

32. **Metals**—*Iron.*—Decrease tons 567 and Rs. 4,673.

33. **Oils**—*Kerosine.*—Increase tons 2,032 and Rs. 26,064; nearly Rs. 20,000 of this increase is due to local traffic from Rayapuram; the traffic from Madras to the G. I. P. and S. M. lines via Raichur and Bangalore City, respectively, also shews an improvement.

34. **Oil Seeds**—*Castor.*—Decrease tons 2,759 and Rs. 20,096. The foreign traffic in this case exhibits a slight improvement. There is a falling off of about Rs. 25,000 in local traffic principally from stations on the South-West line, Salem alone contributing more than half of the total decrease.

35. **Oil Seeds**—*Others.*—Decrease tons 2,075 and Rs. 9,692.

36. **Provisions**—*Others.*—Increase tons 2,773 and Rs. 33,114.

37. **Salt**—Decrease tons 1,178 and Increase Rs. 4,511.

38. **Spices**—*Chillies.*—Decrease tons 485 and Rs. 12,875. The decrease is almost entirely due to lesser traffic from the S. M. Company's line via Guntakal and Bangalore City.

39. **Sugar**—*Unrefined, viz., Molasses and Jaggery or Gur and other Saccharine produce*—Decrease tons 1,024 and Rs. 7,378.

40. **Timber**—Increase tons 11,792 and Rs. 33,609.

41. **Tobacco**—*Unmanufactured.*—Decrease tons 41 and Increase Rs. 1,552.

42. **All other articles of merchandize**—Increase tons 2,745 and Rs. 20,112.

## Working Expenses.

43. The working expenses of the two half-years compare as follows :—

| | First Half of 1894. | | First Half of 1895. | | Difference. | |
|---|---|---|---|---|---|---|
| | Amount. | Per Cent. on Gross Earnings. | Amount. | Per Cent. on Gross Earnings. | Amount. | Per Cent. |
| | Rs. | | Rs. | | Rs. | |
| Maintenance ... | 5,80,000 | 11 21 | 5,99,458 | 10 50 | + 19,458 | + 3 35 |
| Locomotive ... | 9,44,557 | 18 26 | 10,22,264 | 17 91 | + 77,707 | + 8 22 |
| Carriage and Wagon .. | 3,71,242 | 7 17 | 3,01,883 | 5 29 | − 69,359 | − 18 68 |
| Traffic ... | 4,46,387 | 8 63 | 4,22,115 | 7 40 | − 24,272 | − 5 46 |
| General ... | 2,86,094 | 5 53 | 2,86,156 | 5 06 | + 2,000 | + 72 |
| Steam-boat ... | Nil. | ... | ... | ... | ... | ... |
| Special and Miscellaneous ... | 53,214 | 1 03 | 48,261 | ·85 | − 4,953 | − 9 31 |
| Total ... | 26,81,594 | 51 83 | 26,82,135 | 47 00 | + 541 | + ·02 |

44. **Abstract A**—The Engineering Department expended Rs. 19,458 more than in the corresponding half-year of 1894.

45. Under "General Superintendence" the net decrease is Rs. 8,004. "Engineers' salaries" show an increase of Rs. 8,323 caused by a gratuity of Rs. 16,200 granted to Mr. Carter, late Chief Engineer; otherwise there is a saving under this head due to the abolition of the post of Deputy Chief Engineer and to Mr. West's pay for May and June being charged to the Agent's Office while that officer officiated as Agent and Manager during the absence of Mr. Moss on privilege leave. There is a saving of Rs. 3,500 due to the employment of Mr. Strange and two Engineering Assistants on the West Coast Surveys to which their salaries were, of course charged during the time they were so employed. Exchange Compensation cost Rs. 1,940 loss, the comparison being with sixteen months' allowance included in the accounts for June 1894 half-year. There is a saving of Rs. 10,627 in "Office Expenses" of which Rs. 7,954 is under "Contingencies" to which certain expenses of the engineering workshops were formerly charged, but which now pass through the workshop accounts of the Telegraph Engineer.

46. "Maintenance and Renewal of Permanent Way" shows an increase of Rs. 18,632 in consequence of a decrease of Rs. 31,815 in the value of materials returned to stock. Ordinary maintenance charges decreased by Rs. 8,335 and the expenditure on covering sand ballast with broken stones was Rs. 4,263 less.

47. There is an increase of Rs. 16,564 under "Repairs of Bridges, &c.," due to a decrease in the value of materials returned to stock. A sum of Rs. 11,618 was expended in strengthening weak girders against Rs. 12,223 expended in that way during June 1894 half-year.

48. "Repairs of Stations and Buildings" shows a decrease of Rs. 8,953.

49. There is a decrease of Rs. 5,079 under "New Minor Works."

50. "Unclassified Expenditure".—Under this head there is an increase of Rs. 12,730 of which Rs. 5,542 is explained by a credit to "Tools and Plant" in June 1894 half-year for stores returned to stock, and Rs. 6,689 by increased expenditure on the carriage of Revenue Stores.

51. The number of miles of rails removed during the half-year was 39·0398 against 39·8078 in the first half of 1894.

52. The cost of maintaining a mile of single track including sidings was Rs. 589·39 against Rs. 572·07. The figures in this and in the preceding paragraph include the mileage maintained for the Kolar Gold Fields Railway.

53. **Abstract B.**—*Locomotive Expenses.*—The net increase amounts to Rs. 77,707.

54. "General Superintendence" of the Locomotive Department which includes Abstracts "B" and "C" shows a decrease of Rs. 542.

55. "Running Expenses" show a decrease of Rs. 6,650 but "Fuel" has cost Rs. 13,229 more notwithstanding a decrease of 4,895 in the gross engine mileage.

56. "Oil, Tallow and other stores" are less by Rs. 3,654.

57. There is an increase of Rs. 41,435 under "Maintenance and Renewal of Locomotive Engines" which is explained by a sum of Rs. 49,448 having been charged in the half-year under review for two new Locomotive Engines.

58. "Maintenance and Renewal of Machinery" has cost Rs. 2,414 more than in June 1894 half-year.

59. "Unclassified Expenditure"—An increase of Rs. 34,521 under "Loss by Exchange" is chiefly due to the two new Engines received from England during the half-year. There is also an increase of Rs. 2,693 for the carriage of revenue stores.

60. The cost of the department per train mile was annas 13·00 against annas 11·78 and per engine mile annas 11·06 against annas 10·08.

61. **Abstract C**—*Carriage and Wagon Expenses.*—There is a decrease of Rs. 69,359 under this head.

62. "Repairs and Renewals of Vehicles" show a decrease of Rs. 44,243 and this is explained by the very large number of renewals, 85 in June 1894 half-year against 62 in the half-year under review.

63. "Unclassified Expenditure"—A decrease of Rs. 18,866 in "Loss by Exchange" is due to the smaller number of vehicles renewed during the half-year.

64. The Carriage and Wagon Expenses per train mile were annas 3·84 against annas 4·63 and per 1,000 vehicle miles run by home vehicles Rs. 11·74 against Rs. 15·02 in the corresponding half-year of 1894.

65. **Abstract D**—*Traffic Expenses.*—There is a net decrease of Rs. 24,372.



66. Under 'Salaries and Wages, &c.' the net decrease was Rs. 323.

67. "Fuel, Lighting, Water and General Stores" show a decrease of Rs. 18,978 chiefly attributable to the substitution of "bulk" for "case" kerosine oil, and to a reduction of Rs. 5,060 in the outlay on wagon covers, &c.

68. "Printing, Stationery and Tickets" increased by Rs. 2,831.

69. "Loss by Exchange" decreased by Rs. 4,114.

70. The charges for station and train staff, the tonnage of goods lifted, and the ton-mileage of goods carried compare as follows :—

| | 1st half of 1894. | 1st half of 1895. | Difference. | |
|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Per Cent. |
| Tonnage of Goods ... ... | 534,821 | 575,593 | + 40,772 | + 7·63 |
| | Ton-miles. | Ton-miles. | Ton-miles. | Ton-miles. |
| Ton mileage of Goods ... ... | 67,356,834 | 74,058,749 | + 6,731,915 | + 9·99 |
| | Rs. | Rs. | Rs. | Rs. |
| Station Staff ... ... .. | 1,87,958 | 1,88,749 | + 791 | + ·42 |
| Train Staff ... ... .. | 49,472 | 49,116 | − 356 | − ·72 |

71. The total cost of the department averaged annas 5·37 against annas 5·57 per train mile in the corresponding half-year of 1894.

72. **Abstract E.**—*General Charges.*—The net increase is Rs. 2,060.

73. Under "Salaries of Indian Management" the increase is Rs. 9,004 of which Rs. 6,027 is in the Agent's Office chiefly due to the following causes :—Agent and Manager's salary increased in July 1894 Rs. 1,500, the salaries of Messrs. West and Greenall charged to the Agent's Office while those Officers were officiating for the Agent and Manager and his Assistant respectively on privilege leave Rs. 3,355, and Rs. 1,065 increased exchange compensation allowance.

74. In the Audit department there is an increase of Rs. 3,262. The saving due to the absence of the Chief Auditor on sick pay is covered by the appointment of Mr. Woodliffe, 4th Assistant, in July 1894 on Rs. 350 per mensem in the place of Mr. Parr on Rs. 250 who resigned on 6th March 1894. The general savings in establishment exhibited in previous half-years have been absorbed by the increase of work due to the larger traffic and by the expenditure incurred upon special returns and traffic statistics prepared under the orders of the Board of Directors, the additional cost during the past half year having amounted to Rs. 1,754.

75. "Electric Telegraph" shows a decrease of Rs. 2,865 due to a saving under the head of maintenance.

76. **Abstract G.**—*Special and Miscellaneous.*—There is a net decrease of Rs. 4,953.

77. "Compensation" charges are less by Rs. 1,952.

78. "Rates and Taxes" have decreased by Rs. 11,446 being chiefly due to arrears of taxes having been paid to the Madras Municipality in June 1894, half-year.

79. "Payments to other Lines" have increased by Rs. 9,355 for mileage and demurrage charges.

80. A sum of Rs. 35,113 being the cost of working the Kolar Gold Fields Railway for June 1895, half-year (exclusive of Rs. 3,482 for hire of rolling stock) has been distributed over the several abstracts of expenditure in the Madras Railway Revenue Accounts and deducted therefrom.

81. *Statement of Train Mileage No. XIV.*—As compared with the first half of 1894, there was a decrease in the Train-mileage of 12,118 miles or about ·94 per cent.; the miscellaneous engine-mileage was 17·55 per cent. of the train-mileage run against 16·82 per cent. in the corresponding half of the previous year.

## SUPPLEMENTARY.

### Capital.

82. The total expenditure of the half-year has been as follows :—

| | Rs. | A. | P. |
|---|---|---|---|
| Cash ... ... ... ... ... ... ... .. | 73,024 | 5 | 8 |
| Stores ... ... ... ... ... ... .. | 70,247 | 5 | 5 |
| | 1,43,271 | 11 | 1 |
| Less Credits.— | Rs. A. P. | | |
| Value of dismantled bungalows No. 198 and 199 B. at Cuddapah transferred to Revenue the cost of two bungalows at Gooty in substitution being chargeable to Capital ... ... | 8,635 0 0 | | |
| Recovered from Kolar Gold Fields Railway being balance of the contribution of Mysore Durbar to the cost of junction arrangements at Bowringpet ... ... ... | 10,720 11 10 | 19,355 | 11 10 |
| | | Rs 1,23,915 | 15 3 |

83. The following particulars show in detail the capital outlay of the half-year :—

ALTERATIONS AND ADDITIONS AT STATIONS.

| | | Rs. | A. | P. | Rs. | A. | P. |
|---|---|---|---|---|---|---|---|
| Washermanpet ... ... ... ... ... | | 24,607 | 0 | 7 | | | |
| Bangalore City ... ... ... ... ... | | 22,841 | 7 | 2 | | | |
| Arkonam ... ... ... ... ... ... | | 17,614 | 6 | 8 | | | |
| Jalarpet ... ... ... ... ... ... | | 6,057 | 13 | 0 | | | |
| Gooty ... ... ... ... ... ... | | 5,994 | 0 | 6 | | | |
| Olavakkot ... ... ... ... ... ... | | 5,729 | 10 | 1 | | | |
| Mayapuram ... ... ... ... ... ... | | 5,509 | 10 | 0 | | | |
| Nagari ... ... ... ... ... ... ... | | 5,054 | 8 | 0 | | | |
| Perambur... ... ... ... ... ... ... | | 5,034 | 14 | 3 | | | |
| Raichur ... ... ... ... ... ... ... | | 2,725 | 6 | 9 | | | |
| Kallai ... ... ... ... ... ... ... | | 2,034 | 6 | 4 | | | |
| Salt Cottaurs ... ... ... ... ... ... | | 1,467 | 3 | 6 | | | |
| Palghat ... ... ... ... ... ... ... | | 1,376 | 7 | 10 | | | |
| Katpadi ... ... ... ... ... ... ... | | 1,281 | 10 | 6 | | | |
| Farok ... ... ... ... ... ... ... | | 1,263 | 13 | 9 | | | |
| Guntakal ... ... ... ... ... ... ... | | 1,057 | 5 | 8 | | | |
| Kattipuram ... ... ... ... ... ... | | 1,054 | 0 | 10 | | | |
| Other Stations ... ... ... ... ... | | 4,610 | 13 | 6 | | | |
| Bowringpet ... ... ... ... ... | Cr. | 4,596 | 15 | 8 | | | |
| Cuddapah... ... ... ... ... ... | Cr. | 8,635 | 0 | 0 | | | |
| | | | | | 10,2,173 | 11 | 3 |
| Through siding, &c., at crossing station at 136¼ mile .. ... | | 1,633 | 6 | 5 | | | |
| Raising line and increasing waterway at $\frac{106}{2\cdot3}$ mile ... ... | | 1,866 | 9 | 2 | | | |
| Electric Telegraph ... ... ... ... ... | | 1,872 | 10 | 2 | | | |
| | | | | | 5,072 | 9 | 9 |
| Plant.— | | | | | | | |
| Locomotive Shop Plant ... ... ... ... | | ... | ... | | 596 | 9 | 1 |
| Rolling Stock.— | | | | | | | |
| 6 New Locomotive Engines... ... .. .. | | 4,885 | 0 | 0 | | | |
| 2 Tank wagons for Kerosine Oil ... ... ... | | 4,560 | 9 | 7 | | | |
| 1 Tank wagon for Castor Oil ... ... ... | | 3,104 | 15 | 10 | | | |
| 2 Tank wagons for Oil ... ... ... ... | | 195 | 7 | 9 | | | |
| 3,230 Screw Couplings ... ... ... ... | | 3,228 | 0 | 0 | | | |
| | | | | | 16,074 | 1 | 2 |
| | | | | Rupees .. | 1,23,915 | 15 | 3 |



84. The following is a summary of the operations on the Store Accounts during the half-year.

| | | | Rs. | A. | P. |
|---|---|---|---|---|---|
| Stores Balances at 31st December 1894 ... ... ... ... ... | | | 28,27,432 | 3 | 8 |
| **Add Receipts.**— | | | | | |
| From England ... ... ... ... ... | Rs. 3,32,009 | 13 2 | | | |
| „ Local Purchases ... ... ... .. ... | „ 8,13,005 | 12 10 | | | |
| | | | 11,75,015 | 10 | 0 |
| | | | 40,02,447 | 13 | 8 |
| **Deduct Issues.**— | | | | | |
| Capital Account ... ... ... ... ... ... | Rs. 70,247 | 5 5 | | | |
| Revenue „ ... ... ... ... ... ... | „ 9,56,809 | 0 5 | | | |
| Sales „ ... ... ... ... ... ... | „ 1,86,848 | 11 5 | | | |
| | | | 11,13,905 | 1 | 3 |
| Stores Balances at 30th June 1895 ... ... ... ... .. | | Rupees... | 28,58,542 | 12 | 5 |

85. The following particulars show the balances of the several Store Accounts at 31st December 1894 and 30th June 1895.

| | | 31st December, 1894. | 30th June, 1895. |
|---|---|---|---|
| General Store Account | .. Rs. | 4,13,013 | Rs. 4,56,183 |
| Loco. Store and Workshop Account | „ | 14,00,104 | „ 14,48,510 |
| Engineering do. do. | ... „ | 8,92,149 | „ 6,91,468 |
| Telegraph do. do. | ... „ | 47,247 | „ 69,509 |
| Traffic Store Account | .. „ | 757 | „ 77 |
| Stores in Transitu ... | ... „ | 44,139 | „ 1,92,786 |
| Materials Lost Account | ... „ | 23 | „ 10 |
| | Total. Rs. | 28,27,432 | Rs. 28,58,543 |

86. The above figures shew that the Stores Balances have increased by Rs. 31,111 during the half-year notwithstanding all the efforts that have been made to reduce them and it is desirable to show in what departments the increases have occurred as well as what steps have been taken to bring down the balances.

87. The "General Stores" account balance has increased by Rs. 13,170 during the half-year and now stands Rs. 50,405 higher than 12 months previously. The following items of departmental stores form part of the General Stores balance at 30th June 1894, *viz* :—

| | |
|---|---|
| Boilers and Engine works of Locomotive Department ... | Rs. 43,642 |
| Returned Stores transferred from Engineering Department | „ 69,596 |
| Total .. | Rs. 1,13,238 |

If we exclude this sum of Rs. 1,13,238 we find that the General Stores balance has been reduced in 12 months by Rs. 62,833 or 15½ per cent., and in the past year and a half by Rs. 1,09,480 or 24 per cent. This satisfactory result has been obtained by the exercise of a close scrutiny over all indents and by the sales of useless stores by auction.

88. The "Locomotive Store and Workshop" account balance has increased by Rs. 48,406 in the half-year which, following on increases in the two previous half-years, brings up the balance to Rs. 1,31,206 more than it stood at on 31st December 1893. To this should be added the value of Locomotive boilers and engine works held by the General Stores Rs. 43,642 making an increase of Rs. 1,74,848 in a year and a half. The Locomotive Superintendent writes that he is unable to give me details of the increase until his ledger particulars have been taken out which will be done shortly. But I find that the quantity of coal in stock at 30th June 1895 was tons 15,475 equal to six months' consumption, while the quantity fixed to be usually kept in stock is three months' supply only. If the stock of coal had been kept down to three months' requirements the balance of the Locomotive Store account would have

been about Rs. 1,12,000 less. The Locomotive Superintendent explains that the Buckingham Canal not being usually accessible to boat traffic between the months of April and September it became necessary to lay in the additional quantity of coal.

89. The Engineering Store Account balance has decreased by Rs. 2,00,681 during the half-year and it is Rs. 2,67,116 less than at 30th June 1894. The following items have contributed to the reduction, viz:—

| | | |
|---|---|---|
| Stores transferred to Telegraph Department | ... | Rs. 25,098 |
| Returned Stores transferred to General Stores | ... | „ 69,596 |
| | | 94,694 |

This leaves a reduction of slightly more than a lac of rupees during the half-year which is explained by the issues of Permanent Way, &c., not having been replaced by any new stock during the half-year. The stock of new Permanent Way on hand is at present very low and an increase in the balance on this account must be looked for in the future.

90. The increase in the balance of the Telegraph Store and Workshop Account is explained in the previous paragraph.

91. The value of the Returned Stores of all Departments in stock at 30th June 1895 is Rs. 4,13,735; of this sum Rs. 3,53,936 represents returned stores of the Engineering Department. Considerable efforts were made during the half-year to reduce the quantity of these stores, auctions were held and tenders were also invited for the purchase of old stores. But the results were very disappointing for while the sales of Engineers' stores realized only about Rs. 45,000 the stores returned to stock by the Engineering Department during the half-year amounted to Rs. 1,48,000.

92. The amount outstanding under the head of "Stores in Transitu" is Rs 1,92,786 which is Rs. 1,48,647 in excess of the amount at 31st December 1894. It includes Rs. 1,25,268 value of materials for Pintsch's oil gas which will be charged off when received, and but for this special item the balance of the Store Accounts at 30th June 1895 would have been Rs. 94,157 less than at 31st December 1894.

93. A sum of Rs. 50,253 has been charged to the "Stores Purchase" account for teak timber purchased in Burmah and paid for though not yet delivered.

94. The direction in which we should look for any further reductions in the amount of money locked up in Stores would appear to be:—

1. To the disposal of the large stock of Returned Stores.
2. To some further (comparatively small) reductions in the General Stores stock.
3. To possible reductions in the stocks of the Locomotive Department.

95. The amount of money locked up in stores, excluding returned stores, is Rs. 24,44,800, of which Rs 14,44,797 represents Stores of the Locomotive Department, and unless the latter item is capable of reduction there is little probability of the total value of new stores on hand falling very much below 24 lacs of rupees.

## REVENUE.

96. The percentage of expenditure to gross receipts for the past three half-years has been as under:—

| | | |
|---|---|---|
| June 1894 | ... | ...51·83 per cent. |
| December 1894 | ... | ...52·29 „ |
| June 1895 | ... | ...47·00 „ |

97. The net Revenue amounts to Rs. 30,24,901-5-8 as compared with Rs. 24,92,338-1-7 in the corresponding half of 1894. It gives at 1s. 10d. per Rupee, £277,282-12-6 equal to



£2-10-2 per cent. for the half-year on the capital bearing interest raised at the 30th June 1895 viz., £11,057,630.

98. The following results of our Traffic operations in the way of dividend are continued from the last report:—

| PERIOD. | | Miles Open. | Capital raised at 31st December. | NET REVENUE. | | | Average per cent. per annum for periods of 5 years, &c. | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | £ | £ | s. | d. | £ | s. | d. |
| Average for 5 years | 1871—75 | 845 | 10,290,682 | 235,849 | 1 | 0 | 2 | 6 | 0 |
| „ | 1876—80 | 858 | 10,528,673 | 224,439 | 17 | 6 | 2 | 2 | 9 |
| „ | 1881—85 | 860 | 10,678,258 | 245,448 | 10 | 6 | 2 | 6 | 1 |
| „ | 1886—90 | 842 | 10,897,630 | 327,998 | 6 | 0 | 3 | 1 | 3 |
| The year | 1891 | 840 | 10,957,630 | 358,008 | 11 | 0 | 3 | 6 | 0 |
| „ | 1892 | 840 | 11,057,630 | 398,445 | 10 | 3 | 3 | 11 | 2 |
| „ | 1893 | 840 | 11,057,630 | 496,993 | 1 | 3 | 4 | 9 | 11 |
| „ | 1894 | 840 | 11,057,630 | 453,554 | 1 | 7 | 4 | 2 | 0 |
| First half of | 1895 | 840 | 11,057,630 | *277,283 | 13 | 0 | 5 | 0 | 4 |

* Must be doubled to give percentage per annum.

99. The net earnings exceed the Guaranteed Interest by Rs. 1,17,426-4-3 as will be seen from the following particulars:—

| | | | | | |
|---|---|---|---|---|---|
| By net profits of the half-year ... ... ... ... | | | | | Rs. 30,24,901 5 8 |
| **To Guaranteed Interest on Debentures.** | | | | | |
| £337,800 at 3 per cent. per annum... | £ 5,067 0 0 | | | | |
| £462,200 at 3½ „ „ ... | £ 7,510 15 0 | | | | |
| | £ 12,577 15 0 | at 1s. 10d. | Rs. 1,37,211 13 1 | | |
| | | | Rs. 28,87,689 8 7 | | |
| **On subscribed Capital.** | | | | | |
| £8,757,670 at 5 per cent. per annum | £218,941 15 0 | | | | |
| £ 999,960 at 4¾ „ „ | £ 23,749 1 0 | | | | |
| £ 500,000 at 4½ „ „ | £ 11,250 0 0 | | | | |
| | £253,940 16 0 | at 1s. 10d. | Rs. 27,70,263 4 4 | | |
| | | | Rs 1,17,426 4 3 | | |

100. The Revenue transactions of the half-year have been closed in the Company's books by the usual entry "Revenue Account Dr. to Government of India Revenue Account" for the sum of Rs. 30,24,901-5-8 being the net earnings for the period under review.

101. I am informed by the Government Examiner of Railway Accounts that when the accounts are finally accepted remittances will be made by Government to the Company of our share of the surplus profits and of the additional contribution to the Provident Institution provided for in Clause 8 of the Rules of that Institution. These appear in Statement No XVI of the printed Accounts as follows:—

| | | |
|---|---|---|
| Surplus profits Company's share .. ... ... | ... | Rs. 51,770 7 5 |
| Contribution to Provident Institution ... ... | ... | „ 9,517 5 5 |

But Statement No. XVI shows only the amounts ascertained to be due based upon the net *receipts* at the time of closing the Accounts of the half-year, and as a sum of Rs. 8,558-2-4 then remained outstanding, the Company and the Provident Institution will also participate in whatever portion of that sum is actually recovered.

102. The very satisfactory increase in the net earnings for the past half-year is due to economy in working as well as to the large increase in the gross earnings. An increase in the

latter of Rs. 5,33,103-10-5 has been obtained at an additional expenditure of only Rs. 540-6-4 over that incurred in June 1894 half-year and this notwithstanding that nearly half a lac of rupees was charged in the accounts for the half-year under review for two new Locomotive Engines.

103. The improvement in the earnings occurs both in the Coaching and Goods traffic and is, generally speaking, distributed over all items of Public traffic the earnings from Military traffic being rather less than in the June 1894 half-year.

104. In Coaching traffic out of an increase of Rs. 3,54,895 no less than Rs. 3,23,571 occurs in 3rd class traffic and is directly due to an increase of the 3rd class fare by ordinary trains on 1st January 1895 from 1¼ to 2 pies per mile, the additional receipts having been obtained notwithstanding a decrease of 458,517¼ in the number of 3rd class passengers carried. Statistics are under preparation showing the working of the alteration in the fare and they shall be submitted before the close of this month.

105. In Goods traffic the increase is Rs. 2,28,936 and it occurs principally in Coal, Grain, Hides and Skins, Kerosine Oil, Provisions and Timber.

106. The abstract of commodities printed with the Capital and Revenue Accounts shows that in 53 items of traffic increases occurred amounting to Rs. 3,65,011 and in 33 items decreases amounting to Rs. 1,62,930.

107. The amount charged to Revenue for Loss by Exchange on the cost of Revenue Stores and Home Expenditure was Rs. 2,25,531 being Rs. 11,412 more than in the corresponding period of 1894, the rate of Exchange being 13·081*d.* per rupee which is decimal ·189*d.* below the rate for June 1894 half-year.

108. The following particulars are taken from the accounts of the Kolar Gold Fields Railway :—

**Receipts.**

| | | | |
|---|---|---|---|
| From Coaching traffic ... ... ... ... | Rs. 16,867 | 9 | 1 |
| „ Goods „ ... ... ... ... | „ 52,500 | 13 | 6 |
| „ Electric Telegraph ... ... ... | „ 93 | 7 | 0 |
| „ Sundries ... ... ... ... | „ 179 | 0 | 0 |
| Total Rs.... | 69,640 | 13 | 7 |

**Expenses.**

| | | | | |
|---|---|---|---|---|
| Madras Railway for cost of Working | Rs. 35,112 | 14 | 7 | |
| „ „ for use of Rolling Stock | 3,482 | 0 | 3 | |
| | | | | 38,594 15 3 |
| Net Revenue | | | | Rs. 31,045 14 4 |

equal to a return of about 9¼ per cent. per annum on the Capital outlay including suspense of the Mysore Durbar which is stated at Rs. 6,55,911.

## Earnings.

109. Abstract II, Coaching Traffic, Form No. X of the accounts, presents the following results when compared with the corresponding half-year :—

| | Rs. | A. | P. |
|---|---|---|---|
| Abstract II. June 1894 ... ... ... ... ... | 20,19,165 | 1 | 11 |
| Do. „ 1895 ... ... ... ... ... | 23,74,060 | 2 | 2 |
| Increase ... ... ... ... ... ... | 3,54,895 | 0 | 3 |



110. The details of the above Results are given in the following table :—

| TRAFFIC. | Half year ending June, 1894. | | | Half-year ending June, 1895. | | | Increase. | | | Decrease. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. |
| Ordinary Passengers, 1st Class. | 77,939 | 7 | 7 | 93,811 | 2 | 7 | 15,871 | 11 | 0 | ... | ... | ... |
| Periodical ... | 346 | 0 | 0 | 1,560 | 0 | 0 | 1,214 | 0 | 0 | ... | ... | ... |
| 2nd Class ... | 83,982 | 14 | 7 | 98,962 | 8 | 4 | 15,079 | 9 | 9 | ... | ... | ... |
| Periodical ... | 1,644 | 0 | 0 | 2,039 | 14 | 0 | 395 | 14 | 0 | ... | ... | ... |
| 3rd Class ... | 15,07,179 | 3 | 2 | 18,27,076 | 7 | 1 | 3,19,897 | 3 | 11 | ... | ... | ... |
| Periodical ... | 2,416 | 12 | 0 | 2,433 | 7 | 0 | 17 | 11 | 0 | ... | ... | ... |
| Troops and Police, 1st Class .. | 5,369 | 12 | 6 | 3,705 | 11 | 0 | ... | ... | .. | 1,664 | 1 | 6 |
| 2nd Class . | 30,452 | 14 | 9 | 17,673 | 3 | 3 | .. | ... | ... | 12,779 | 11 | 6 |
| 3rd Class... | 37,115 | 4 | 10 | 40,771 | 9 | 0 | 3,656 | 4 | 2 | ... | ... | ... |
| Passengers' Luggage ... | 55,685 | 9 | 9 | 61,367 | 2 | 0 | 5,781 | 8 | 3 | ... | ... | ... |
| Carriages ... | 10,440 | 10 | 0 | 10,724 | 5 | 6 | 283 | 11 | 6 | ... | ... | ... |
| Horses ... | 28,630 | 14 | 0 | 38,525 | 15 | 9 | 9,895 | 1 | 9 | ... | ... | ... |
| Dogs ... | 2,408 | 0 | 0 | 3,109 | 11 | 9 | 701 | 11 | 0 | ... | ... | ... |
| Parcels .. | 1,33,321 | 13 | 4 | 1,33,435 | 3 | 3 | 3,113 | 13 | 11 | ... | .. | ... |
| Do. for Revenue ... | 2,087 | 9 | 6 | 1,897 | 1 | 6 | ... | ... | ... | 190 | 8 | 0 |
| Special Trains ... | 300 | 0 | 0 | 2,793 | 0 | 0 | 2,493 | 0 | 0 | ... | ... | . |
| Miscellaneous ... | 620 | 10 | 6 | 514 | 10 | 2 | ... | ... | ... | 106 | 0 | 4 |
| Haulage and hire of Post Office Vans ... | 23,212 | 9 | 3 | 25,169 | 9 | 9 | 1,957 | 0 | 6 | ... | ... | ... |
| MILITARY. | | | | | | | | | | | | |
| Military baggage ... | 10,237 | 15 | 1 | 6,564 | 4 | 7 | ... | ... | ... | 3,673 | 10 | 6 |
| Carriages ... | 134 | 15 | 0 | 106 | 2 | 0 | ... | ... | ... | 28 | 13 | 0 |
| Horses ... | 2,738 | 14 | 0 | 1,768 | 9 | 4 | ... | ... | ... | 970 | 4 | 8 |
| Dogs, &c. ... | 99 | 2 | 1 | 49 | 14 | 4 | ... | ... | ... | 50 | 3 | 9 |
| | 20,19,165 | 1 | 11 | 23,74,060 | 2 | 2 | 3,80,358 | 5 | 6 | 25,463 | 5 | 3 |
| | | | | Deduct Decrease ... | | | 25,463 | 5 | 3 | | | |
| | | | | Net Increase ... | | | 3,54,895 | 0 | 3 | | | |

111. The ordinary Coaching Traffic, ascertained by eliminating all Troops and Police, and Military items of traffic is continued from the last Report—

| | Rs. | A. | P. |
|---|---|---|---|
| December 1880 .. ... .. ... | 11,47,698 | 1 | 5 |
| June 1881 ... ... ... ... | 12,51,404 | 1 | 5 |
| December 1881 ... ... ... ... | 12,18,181 | 7 | 10 |
| June 1882 .. ... ... ... | 12,78,447 | 11 | 0 |
| December 1882 ... ... ... ... | 13,02,003 | 4 | 1 |
| June 1883 ... ... ... ... | 12,97,015 | 15 | 6 |
| December 1883 ... ... ... ... | 12,73,014 | 2 | 7 |
| June 1884 ... ... ... ... | 14,10,745 | 4 | 7 |
| December 1884 .. ... ... ... | 13,85,847 | 11 | 7 |
| June 1885 ... ... ... ... | 11,63,321 | 5 | 7 |
| December 1885 ... ... ... ... | 15,29,401 | 15 | 10 |
| June 1886 ... ... ... ... | 13,02,885 | 3 | 6 |
| December 1886 ... ... ... ... | 13,49,747 | 3 | 4 |
| June 1887 ... ... ... ... | 15,84,759 | 3 | 3 |
| December 1887 ... ... ... ... | 15,31,357 | 3 | 9 |
| June . 1888 ... ... ... ... | 16,61,024 | 2 | 10 |
| December 1888 ... ... ... ... | 17,13,097 | 12 | 10 |
| June 1889 ... ... ... ... | 17,81,780 | 6 | 8 |
| December 1889 ... ... ... ... | 17,75,541 | 7 | 2 |
| June 1890 ... ... ... ... | 17,64,039 | 8 | 10 |
| December 1890 ... ... ... ... | 18,19,560 | 1 | 1 |
| June 1891 ... ... ... ... | 17,68,118 | 0 | 7 |
| December 1891 ... ... ... ... | 16,52,970 | 14 | 10 |
| June 1892 ... ... ... ... | 17,24,128 | 14 | 10 |
| December 1892 ... ... ... ... | 18,03,769 | 5 | 4 |
| June 1893 ... ... ... ... | 19,49,056 | 4 | 11 |
| December 1893 ... ... ... ... | 18,72,896 | 13 | 4 |
| June 1894 ... ... ... ... | 19,27,016 | 3 | 8 |
| December 1894 ... ... ... ... | 20,47,177 | 7 | 9 |
| June 1895 ... ... ... ... | 23,03,421 | 12 | 8 |

112. Statement showing 3rd and 4th Class Receipts minus Troops and Police from 1873 to June, 1895.

| PERIOD. | 3rd-Class Single Journey, excess, Return Journey and Season Tickets. | | | 4th or Coolly Class. | | | Total 3rd and 4th Classes. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. |
| Half-year ending June 1873 ... | 8,54,760 | 15 | 9 | 93,640 | 13 | 0 | 9,48,401 | 12 | 9 |
| " December 1873 ... | 8,41,653 | 1 | 4 | 1,08,073 | 9 | 0 | 9,49,728 | 10 | 4 |
| " June 1874 ... | 7,89,366 | 1 | 11 | 1,13,226 | 15 | 0 | 9,02,593 | 0 | 11 |
| " December 1874 ... | 8,31,655 | 4 | 7 | 1,18,789 | 11 | 0 | 9,50,444 | 15 | 7 |
| " June 1875 ... | 7,32,250 | 15 | 8 | 1,68,858 | 13 | 0 | 9,01,109 | 12 | 8 |
| " December 1875 ... | 6,72,465 | 4 | 6 | 1,73,676 | 13 | 0 | 8,46,142 | 1 | 6 |
| " June 1876 ... | 7,16,531 | 11 | 6 | 2,03,373 | 9 | 0 | 9,19,905 | 4 | 6 |
| " December 1876 ... | 7,41,657 | 1 | 7 | 2,19,170 | 13 | 0 | 9,60,827 | 14 | 7 |
| " June 1877 ... | 6,38,448 | 12 | 8 | 2,42,352 | 2 | 6 | 8,80,800 | 15 | 2 |
| " December 1877 ... | 8,79,633 | 13 | 10 | 1,20,088 | 11 | 0 | 9,99,722 | 8 | 10 |
| " June 1878 ... | 9,01,376 | 1 | 3 | 67,642 | 11 | 0 | 9,69,018 | 12 | 3 |
| " December 1878 ... | 8,04,743 | 8 | 3 | 1,14,829 | 12 | 0 | 9,19,573 | 4 | 3 |
| " June 1879 ... | 6,36,114 | 10 | 2 | 2,65,729 | 13 | 0 | 9,00,844 | 7 | 2 |
| " December 1879 ... | 9,29,071 | 10 | 9 | ... | ... | ... | 9,29,071 | 10 | 9 |
| " June 1880 ... | 9,04,920 | 9 | 10 | ... | ... | ... | 9,04,920 | 9 | 10 |
| " December 1880 ... | 8,96,463 | 1 | 1 | ... | ... | ... | 8,96,463 | 1 | 1 |
| " June 1881 ... | 9,52,306 | 12 | 1 | ... | ... | ... | 9,52,306 | 12 | 1 |
| " December 1881 ... | 9,43,731 | 12 | 9 | ... | ... | ... | 9,43,731 | 12 | 9 |
| " June 1882 ... | 9,72,568 | 4 | 7 | ... | ... | ... | 9,72,568 | 4 | 7 |
| " December 1882 ... | 10,05,113 | 6 | 2 | ... | ... | ... | 10,05,113 | 6 | 2 |
| " June 1883 ... | 10,10,789 | 4 | 7 | ... | ... | ... | 10,10,789 | 4 | 7 |
| " December 1883 ... | 9,61,665 | 0 | 1 | ... | ... | ... | 9,61,665 | 0 | 1 |
| " June 1884 ... | 10,58,699 | 12 | 8 | ... | ... | ... | 10,58,699 | 12 | 8 |
| " December 1884 ... | 10,47,457 | 10 | 4 | ... | ... | ... | 10,47,457 | 10 | 4 |
| " June 1885 ... | 10,95,135 | 7 | 6 | ... | ... | ... | 10,95,135 | 7 | 6 |
| " December 1885 ... | 11,65,264 | 9 | 5 | ... | ... | ... | 11,65,264 | 9 | 5 |
| " June 1886 ... | 11,59,989 | 9 | 10 | ... | ... | ... | 11,59,989 | 9 | 10 |
| " December 1886 ... | 11,84,455 | 6 | 3 | ... | ... | ... | 11,84,455 | 6 | 3 |
| " June 1887 ... | 12,20,247 | 9 | 0 | ... | ... | ... | 12,20,247 | 9 | 0 |
| " December 1887 ... | 11,61,859 | 8 | 10 | ... | ... | ... | 11,61,859 | 8 | 10 |
| " June 1888 ... | 12,48,832 | 15 | 11 | ... | ... | ... | 12,48,832 | 15 | 11 |
| " December 1888 ... | 13,34,289 | 7 | 9 | ... | ... | ... | 13,34,289 | 7 | 9 |
| " June 1889 ... | 13,57,252 | 6 | 7 | ... | ... | ... | 13,57,252 | 6 | 7 |
| " December 1889 ... | 13,02,223 | 13 | 3 | ... | ... | ... | 13,02,223 | 13 | 3 |
| " June 1890 ... | 13,69,221 | 5 | 1 | ... | ... | ... | 13,69,221 | 5 | 1 |
| " December 1890 ... | 14,48,927 | 4 | 1 | ... | ... | ... | 14,48,927 | 4 | 1 |
| " June 1891 ... | 14,00,154 | 9 | 11 | ... | ... | ... | 14,00,154 | 9 | 11 |
| " December 1891 ... | 12,73,641 | 14 | 9 | ... | ... | ... | 12,73,641 | 14 | 9 |
| " June 1892 ... | 13,53,452 | 15 | 6 | ... | ... | ... | 13,53,452 | 15 | 6 |
| " December 1892 ... | 14,11,625 | 15 | 5 | ... | ... | ... | 14,11,625 | 15 | 5 |
| " June 1893 ... | 15,37,298 | 5 | 4 | ... | ... | ... | 15,37,298 | 5 | 4 |
| " December 1893 ... | 14,57,772 | 11 | 4 | ... | ... | ... | 14,57,772 | 11 | 4 |
| " June 1894 ... | 15,09,595 | 13 | 2 | ... | ... | ... | 15,09,595 | 15 | 2 |
| " December 1894 ... | 15,78,599 | 10 | 11 | ... | ... | ... | 15,78,599 | 10 | 11 |
| " June 1895 ... | 18,20,510 | 14 | 1 | ... | ... | ... | 18,20,510 | 14 | 1 |

113. The number, mileage and earnings of 3rd-Class Ordinary traffic, leaving out Troops and Police are as follows:—

| PERIOD. | Number. | Mileage. | Earnings. | | | |
|---|---|---|---|---|---|---|
| | | | | Rs. | A. | P. |
| Half-year ending December 1879 ... ... | 1,774,690 | 76,638,889½ | (a) | 9,29,071 | 10 | 9 |
| " June 1880 ... ... | 1,964,346 | 79,706,402 | (b) | 9,04,920 | 9 | 4 |
| " December 1880 ... ... | 1,943,145 | 86,424,275 | | 8,96,463 | 1 | 1 |
| " June 1881 ... ... | 2,111,075 | 91,914,076 | | 9,52,306 | 12 | 1 |
| " December 1881 ... ... | 2,067,218½ | 90,818,781 | | 9,43,731 | 12 | 9 |
| " June 1882 ... ... | 2,189,409 | 93,761,162 | | 9,72,568 | 4 | 7 |
| " December 1882 ... ... | 2,046,457 | 96,893,425 | | 10,05,113 | 6 | 2 |
| " June 1883 ... ... | 2,193,218½ | 97,623,795 | | 10,10,789 | 4 | 7 |
| " December 1883 ... | 2,150,349 | 97,581,832 | (c) | 9,61,665 | 0 | 1 |
| " June 1884 ... ... | 2,593,543 | 108,370,075 | | 10,58,699 | 12 | 8 |
| " December 1884 ... ... | 2,488,817 | 108,124,439 | | 10,47,457 | 10 | 4 |
| " June 1885 ... ... | 2,639,473½ | 112,860,077 | | 10,95,135 | 7 | 6 |
| " December 1885 ... ... | 2,798,556 | 121,224,099 | | 11,65,264 | 9 | 5 |
| " June 1886 ... ... | 2,928,490 | 120,512,393 | | 11,59,989 | 9 | 10 |
| " December 1886 ... ... | 3,288,543½ | 135,980,143 | (d) | 11,84,455 | 6 | 3 |
| " June 1887 ... ... | 3,543,684½ | 140,170,209 | | 12,20,247 | 9 | 0 |
| " December 1887 ... ... | 3,372,138½ | 133,818,828 | | 11,61,859 | 8 | 10 |
| " June 1888 ... ... | 3,724,290 | 142,595,239 | (e) | 12,48,832 | 15 | 11 |
| " December 1888 ... ... | 3,951,553½ | 151,690,569 | | 13,34,289 | 7 | 9 |
| " June 1889 ... ... | 4,194,943 | 155,414,343 | | 13,57,252 | 6 | 7 |
| " December 1889 ... ... | 4,218,179 | 159,361,633 | | 13,02,223 | 13 | 3 |
| " June 1890 ... ... | 4,184,208 | 164,902,111 | (f) | 13,69,221 | 5 | 1 |
| " December 1890 ... ... | 4,133,756½ | 162,833,527 | (g) | 14,48,927 | 4 | 1 |



| PERIOD | Number. | Mileage. | Earnings. | | | |
|---|---|---|---|---|---|---|
| | | | | Rs. | A. | P. |
| Half-year ending June 1891 ... ... | 4,206,099½ | 156,004,790 | | 14,00,154 | 9 | 11 |
| " December 1891 ... ... | 3,919,473 | 144,728,898 | (h) | 12,73,641 | 14 | 9 |
| " June 1892 ... ... | 4,239,953½ | 159,003,622 | | 13,53,452 | 15 | 6 |
| " December 1892 ... ... | 4,487,133 | 165,641,862 | | 14,11,625 | 15 | 5 |
| " June 1893 ... ... | 4,998,677 | 180,292,338 | | 15,37,298 | 5 | 4 |
| " December 1893 ... .. | 4,673,724 | 170,719,562 | | 14,57,772 | 11 | 4 |
| " June 1894 ... ... | 4,854,351 | 177,040,939 | | 15,09,595 | 15 | 2 |
| " December 1894 ... ... | 5,078,748 | 185,589,555 | | 15,78,599 | 10 | 11 |
| " June 1895 ... ... | 4,314,512 | 160,901,011 | (i) | 18,20,510 | 14 | 1 |

**Note.**—(a). Half-year ending 1879, 2 pies for Ordinary trains from 1st July, 1879, and 4 pies for Mail trains.

(b). Half-year ending June, 1880, 2 pies are charged for Ordinary trains and 4 pies for Mail trains for first four months, and 2 pies by all trains for the last 2 months, viz., from 1st May, 1880.

(c). Fare and half for Return tickets from 1st October, 1883.

(d). One and half pies for single journey passengers for Ordinary trains and 2 pies for Mail trains, but to and from stations between Podanur and Mettupalaiyam and Podanur and Beypore, 1½ pies rate charged by Mail trains.

(e). Half year ending June, 1888, on and after 5th March, 1888, 2 pies are charged for passengers booked to and from stations west of Podanur by Mail trains except that for stations on the Nilgiri and Palghat branches the fares by Mail trains are 1½ pies per mile.

(f). From 1st March, 1890, the fares by Mail trains throughout the Line are 2 pies per mile.

(g). From 1st October, 1890, the fares by Mail train throughout the line are 3 pies per mile.

(h). From 1st August, 1891, the fares by Mail trains are 2½ pies per mile except that for stations between Podanur and Calicut and Palghat branches the fares by Mail trains are 1½ pies per mile.

(i) From 1st January 1895 the fares by Mail trains between Podanur and Olavakkot and between Tirur and Calicut are raised from 1½ to 2½ pies per mile and between Olavakkot and Tirur from 1½ to 2 pies per mile.

The fares by ordinary trains all over the line are increased from 1½ to 2 pies.

114. The Receipts from Parcels traffic (Public) during the past ten years have been as follows:—

| | Rs. | A. | P. |
|---|---|---|---|
| Half-year ending December 1885 ... ... ... | 1,07,520 | 9 | 0 |
| " June 1886 ... ... ... | 88,909 | 5 | 11 |
| " December 1886 ... ... ... | 1,00,021 | 9 | 5 |
| " June 1887 ... ... ... | 99,437 | 10 | 6 |
| " December 1887 ... ... ... | 1,10,502 | 0 | 8 |
| " June 1888 ... ... ... | 1,13,351 | 13 | 6 |
| " December 1888 ... ... ... | 1,22,872 | 15 | 4 |
| " June 1889 ... ... ... | 1,14,325 | 6 | 2 |
| " December 1889 ... ... ... | 1,22,051 | 4 | 4 |
| " June 1890 ... ... ... | 1,06,372 | 12 | 1 |
| " December 1890 ... ... ... | 1,23,187 | 6 | 8 |
| " June 1891 ... ... ... | 1,04,585 | 8 | 4 |
| " December 1891 ... ... ... | 1,18,642 | 12 | 8 |
| " June 1892 ... ... ... | 1,01,956 | 0 | 11 |
| " December 1892 ... ... ... | 1,34,095 | 5 | 1 |
| " June 1893 ... ... ... | 1,15,158 | 2 | 4 |
| " December 1893 ... ... ... | 1,49,422 | 7 | 5 |
| " June 1894 ... ... ... | 1,30,321 | 15 | 4 |
| " December 1894 ... ... ... | 1,67,055 | 9 | 8 |
| " June 1895 ... ... ... | 1,33,435 | 13 | 3 |

115. It will be seen from a comparison of the several heads of Abstract I, that the following have been the fluctuations which have led to the net increase of Rs. 2,28,936-0-3.

| TRAFFIC. | Half-year ending June, 1894. | | | Half-year ending June, 1895. | | | Increase. | | | Decrease. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. |
| 1. Merchandise, General ... | 27,36,489 | 3 | 0 | 29,06,369 | 14 | 1 | 1,69,880 | 11 | 1 | ... | ... | ... |
| 2. Military Stores ... | 40,255 | 12 | 0 | 36,269 | 7 | 0 | ... | ... | ... | 3,986 | 5 | 0 |
| 3. Railway Materials ... | 10,481 | 4 | 0 | 6,512 | 8 | 0 | ... | ... | ... | 3,968 | 12 | 0 |
| 4. Coal ... ... ... | 1,52,542 | 14 | 0 | 1,90,715 | 10 | 0 | 38,172 | 12 | 0 | ... | ... | ... |
| 5. Revenue Stores ... | 45,482 | 14 | 0 | 54,211 | 4 | 0 | 8,728 | 6 | 0 | ... | ... | ... |
| 6. Live Stock ... ... | 9,353 | 11 | 0 | 9,779 | 1 | 2 | 426 | 6 | 2 | ... | ... | ... |
| 7. Military Live Stock ... | 5,900 | 14 | 6 | 25,450 | 6 | 0 | 19,549 | 7 | 6 | ... | ... | ... |
| 8. Rents and Demurrage ... | 6,042 | 3 | 2 | 6,138 | 13 | 0 | 96 | 9 | 10 | ... | ... | ... |
| 9. Interest on Outstanding Bills ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 10. Miscellaneous ... ... | 2,679 | 6 | 9 | 2,716 | 3 | 5 | 36 | 12 | 8 | ... | ... | ... |
| TOTAL... | 30,09,227 | 2 | 5 | 32,38,163 | 2 | 8 | 2,36,891 | 1 | 3 | 7,955 | 1 | 0 |
| Deduct Decrease ... ... | | | | | | | 7,955 | 1 | 0 | | | |
| Net Increase ... ... ... | | | | | | | 2,28,936 | 0 | 3 | | | |

116. The following table prepared from the Analysis will show the progress of our business and the economy observed in conducting it :—

| TRAFFIC. | June 1879. | Dec. 1884. | June 1885. | Dec. 1885. | June 1886. | Dec. 1886. | June 1887. | Dec. 1887. | June 1888. | Dec. 1888. | June 1889. | Dec. 1889. | June 1890. | Dec. 1890. | June 1891. | Dec. 1891. | June 1892. | Dec. 1892. | June 1893. | Dec. 1893. | June 1894. | Dec. 1894. | June 1895. * |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Total earnings per train-mile ... | 3·419 | 3·260 | 3·483 | 3·399 | 3·353 | 3·469 | 3·587 | 3·448 | 3·684 | 3·532 | 3·778 | 2·903 | 2·977 | 3·757 | 3·802 | 3·612 | 3·811 | 3·829 | 4·164 | 3·698 | 4·031 | 4·171 | 4·53 |
| Working expenses per train-mile .. | 1·953 | 1·993 | 2·006 | 1·926 | 2·036 | 2·120 | 2·267 | 2·289 | 2·093 | 2·097 | 2·128 | 2·405 | 2·100 | 1·918 | 2·220 | 2·034 | 2·167 | 2·060 | 1·840 | 1·903 | 2·049 | 2·181 | 2·13 |
| Total net earnings per train-mile.. | 1·466 | 1·257 | 1·479 | 1·473 | 1·317 | 1·350 | 1·320 | 1·159 | 1·591 | 1·435 | 1·650 | 1·503 | 1·868 | 1·839 | 1·582 | 1·578 | 1·644 | 1·742 | 2·324 | 1·923 | 1·982 | 1·990 | 2·40 |
| **COACHING TRAFFIC.** | | | | | | | | | | | | | | | | | | | | | | | |
| *Average sum received for carrying a unit one mile.* | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. | Pies. |
| First class ... | 14·30 | 13·65 | 14·90 | 13·09 | 13·95 | 11·81 | 15·29 | 10·50 | 13·54 | 10·95 | 14·67 | 9·37 | 11·66 | 10·16 | 11·24 | 9·73 | 10·32 | 10·22 | 10·18 | 9·94 | 11·65 | 10·42 | 10·46 |
| Second class ... | 6·93 | 6·06 | 5·86 | 5·45 | 5·56 | 4·97 | 6·03 | 5·51 | 6·10 | 5·38 | 5·61 | 5·21 | 5·33 | 4·52 | 5·43 | 6·10 | 5·29 | 6·34 | 8·13 | 4·92 | 5·25 | 5·19 | 5·01 |
| Lowest class ... | 1·89 | 1·86 | 1·87 | 1·85 | 1·85 | 1·65 | 1·66 | 1·67 | 1·70 | 1·70 | 1·63 | 1·48 | 1·68 | 1·72 | 1·73 | 1·65 | 1·63 | 1·64 | 1·64 | 1·64 | 1·64 | 1·64 | 2·10 |
| Average for all classes .. ... | 2·13 | 2·00 | 2·11 | 2·05 | 2·06 | 1·83 | 1·86 | 1·86 | 1·96 | 1·87 | 1·87 | 1·61 | 1·84 | 1·86 | 1·90 | 1·81 | 1·78 | 1·79 | 1·75 | 1·79 | 1·90 | 1·78 | 2·26 |
| *Average cost of hauling a Coaching unit one mile.* | | | | | | | | | | | | | | | | | | | | | | | |
| Per passenger unit ... | ·89 | ·95 | ·98 | ·93 | ·96 | ·99 | 1·10 | 1·21 | 1·01 | 1·01 | ·90 | ·74 | ·90 | ·91 | 1·09 | 1·03 | 1·04 | 1·03 | ·82 | ·90 | ·92 | ·89 | ·90 |
| Average profit per passenger ... | 1·24 | 1·14 | 1·13 | 1·12 | 1·10 | ·90 | ·76 | ·65 | ·86 | ·86 | ·88 | ·74 | ·94 | ·95 | ·81 | ·78 | ·74 | ·76 | ·96 | ·89 | ·89 | ·89 | 1·20 |
| Average sum received for other coaching traffic per ton per mile. | 32·57 | 28·69 | 36·95 | 31·46 | 35·35 | 35·01 | 30·53 | 36·27 | 37·80 | 37·50 | 39·26 | 33·81 | 38·60 | 37·60 | 39·77 | 37·21 | 37·92 | 36·89 | 39·07 | 32·21 | 37·66 | 31·32 | 36·09 |
| Average cost of hauling other coaching traffic per ton per mile. | 13·47 | 13·08 | 16·21 | 14·18 | 15·25 | 16·64 | 13·67 | 16·90 | 13·49 | 13·46 | 14·06 | 14·89 | 12·17 | 11·81 | 14·00 | 12·52 | 13·29 | 11·81 | 11·16 | 9·31 | 11·90 | 9·12 | 11·11 |
| Average profit per ton ... | 19·08 | 15·83 | 21·74 | 21·30 | 20·10 | 19·33 | 20·96 | 19·47 | 22·10 | 23·84 | 25·19 | 20·92 | 26·43 | 25·79 | 25·77 | 24·82 | 24·53 | 25·07 | 27·91 | 22·90 | 25·70 | 22·20 | 25·57 |
| **GOODS TRAFFIC.** | | | | | | | | | | | | | | | | | | | | | | | |
| Average sum received for carrying a ton one mile ... | 7·75 | 7·60 | 7·93 | 7·86 | 7·76 | 7·60 | 7·73 | 7·75 | 7·83 | 7·79 | 7·90 | 7·60 | 7·83 | 7·49 | 7·42 | 7·16 | 8·33 | 8·27 | 8·12 | 8·25 | 8·57 | 8·52 | 8·48 |
| Average cost of hauling a goods unit, viz., one ton one mile ... | 5·29 | 5·57 | 5·18 | 5·00 | 5·00 | 7·20 | 5·22 | 5·38 | 4·01 | 5·02 | 4·73 | 4·88 | 4·13 | 4·05 | 4·40 | 4·25 | 4·53 | 4·41 | 3·76 | 4·30 | 4·58 | 4·67 | 4·38 |
| Average profit on working a goods unit (viz., one ton), one mile ... | 2·46 | 2·12 | 2·77 | 2·65 | 2·76 | 2·34 | 2·50 | 2·37 | 2·92 | 2·77 | 3·17 | 2·72 | 3·70 | 3·44 | 2·98 | 2·91 | 3·70 | 3·86 | 4·30 | 3·45 | 3·90 | 3·85 | 4·09 |

* Including Kolar Gold Fields State Railway.



117. The following Classification of all Goods carried is designed to shew Country and Foreign Trade :—

| DESCRIPTION. | Half-year ending June 1894. | | Half-year ending June 1895. | |
|---|---|---|---|---|
| | Maunds. | Rupees. | Maunds. | Rupees. |
| **COUNTRY TRADE.** | | | | |
| Food Grains ... ... ... ... | 2,405,031 | 5,73,899 | 2,416,849 | 6,15,478 |
| Miscellaneous articles for Domestic consumption ... ... ... ... ... | 2,410,039 | 6,77,254 | 2,322,257 | 6,84,810 |
| Salt and Saltpetre ... ... ... | 738,024 | 1,41,736 | 705,059 | 1,45,749 |
| Materials used in Building, Construction and Manufacture ... ... ... ... | 1,800,212 | 2,88,962 | 2,183,412 | 3,27,840 |
| Cloths, Piece Goods and Twist (Indian) ... | 150,292 | 74,949 | 157,412 | 77,535 |
| Sundries ... ... ... ... ... | 802,037 | 3,54,055 | 981,231 | 3,81,578 |
| Total... | 8,486,835 | 21,11,775 | 8,765,950 | 22,32,989 |
| **FOREIGN TRADE.** | | | | |
| Exports or Colonial Produce... ... ... | 1,439,622 | 5,65,160 | 1,550,090 | 6,17,323 |
| Imports, Cloths, Piece Goods and Twist (European) ... ... ... ... | 83,304 | 45,101 | 81,099 | 44,901 |
| European Stores for consumption in India ... | 124,797 | 45,537 | 115,959 | 45,596 |
| Coal and Coke for the Public ... ... | 978,797 | 1,39,309 | 1,237,497 | 1,75,496 |
| Do. for the Company ... ... | 216,877 | 13,233 | 309,435 | 15,219 |
| Railway Materials, &c. ... ... ... | 418,547 | 19,653 | 292,626 | 8,343 |
| Total... | 3,292,144 | 8,27,993 | 3,586,706 | 9,06,878 |
| Grand Total... | 11,778,679 | 29,39,768 | 12,352,656 | 31,39,867 |

118. The following Statement is framed to give a comparison of the Internal Trade, (sub-divided into Food Grains and other Commodities) and the External or Foreign Trade (Exports or Imports) passing over the Railway for a series of years :—

| Periods. | Coastwise Trade. | | | | Foreign Trade, Exports or Imports. | | Railway Stores. | | Total. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Food Grains. | | Other Commodities. | | | | | | | |
| | Weight. | Amount. | Weight. | Amount. | Weight. | Amount. | Weight. | Amount. | Weight. | Amount. |
| | Maunds. | Rupees. | Maunds. | Rupees. | Maunds. | Rupees. | Maunds. | Rupees. | Maunds. | Rupees. |
| December 1876 | 6,418,865 | 15,05,576 | 8,276,612 | 17,21,504 | 1,961,615 | 10,20,859 | 31,521 | 4,791 | 16,718,613 | 42,59,729 |
| Do. 1877 | 20,037,072 | 47,11,730 | 5,620,354 | 17,51,285 | 1,323,801 | 6,68,916 | 26,818 | 6,150 | 28,023,845 | 70,35,881 |
| Do. 1878 | 6,064,324 | 12,50,187 | 6,957,219 | 15,83,706 | 1,508,633 | 6,72,157 | 38,055 | 4,646 | 14,612,251 | 35,10,746 |
| Do. 1879 | 6,724,530 | 12,34,775 | 10,068,871 | 16,84,744 | 1,701,713 | 7,66,009 | 27,760 | 8,735 | 17,012,883 | 30,79,863 |
| Do. 1880 | 3,653,664 | 6,58,852 | 11,107,066 | 17,94,168 | 1,870,213 | 7,90,888 | 51,401 | 8,685 | 16,584,404 | 32,61,373 |
| Do. 1881 | 3,877,163 | 6,36,158 | 8,070,505 | 18,42,019 | 2,112,653 | 8,62,893 | 56,805 | 16,013 | 13,046,134 | 33,49,083 |
| Do. 1882 | 3,960,180 | 6,41,323 | 7,131,990 | 20,54,220 | 2,676,042 | 10,35,624 | 25,805 | 528 | 13,130,805 | 37,34,695 |
| Do. 1883 | 3,158,585 | 4,90,871 | 8,168,934 | 21,47,000 | 2,679,301 | 9,82,151 | 2,723 | 1,387 | 11,011,847 | 36,21,412 |
| Do. 1884 | 4,757,713 | 7,03,707 | 8,028,153 | 22,07,239 | 3,044,239 | 9,05,703 | 5,067 | 20,133 | 15,672,453 | 38,36,842 |
| Do. 1885 | 5,392,637 | 7,60,500 | 8,329,806 | 23,06,174 | 2,306,882 | 7,93,619 | 2,242,519 | 2,81,034 | 17,736,850 | 41,33,851 |
| Do. 1886 | 4,919,219 | 7,42,409 | 9,645,446 | 22,63,411 | 3,070,405 | 10,77,417 | 710,531 | 2,16,160 | 18,107,180 | 42,91,830 |
| Do. 1887 | 4,781,634 | 7,00,134 | 11,045,625 | 24,08,703 | 3,022,418 | 10,77,208 | 612,059 | 2,30,119 | 19,810,003 | 44,16,307 |
| Do. 1888 | 5,307,294 | 8,55,062 | 11,414,398 | 25,09,864 | 2,796,880 | 10,41,717 | 977,816 | 2,83,813 | 20,184,816 | 44,89,258 |
| Do. 1889 | 5,903,784 | 11,04,772 | 11,010,840 | 25,13,898 | 3,318,234 | 12,13,195 | 866,794 | 82,813 | 22,199,163 | 50,31,232 |
| Do. 1890 | 6,231,007 | 10,06,066 | 12,036,765 | 25,85,610 | 3,522,298 | 12,90,920 | 1,338,201 | 1,95,600 | 23,532,066 | 51,59,771 |
| Half-year ending June 1891 | 3,147,023 | 6,83,562 | 5,939,419 | 13,06,701 | 1,989,934 | 6,01,704 | 859,999 | 1,07,150 | 11,810,303 | 26,34,631 |
| Do. Dec. 1891 | 4,649,761 | 8,32,937 | 6,448,652 | 12,78,840 | 1,999,304 | 5,63,507 | 765,924 | 1,31,574 | 13,979,531 | 27,29,850 |
| Do. June 1892 | 2,806,574 | 6,06,252 | 8,447,181 | 13,93,167 | 2,282,169 | 6,83,330 | 240,934 | 49,263 | 13,295,863 | 27,26,614 |
| Do. Dec. 1892 | 3,444,841 | 7,14,125 | 5,844,064 | 18,93,672 | 2,484,840 | 6,82,800 | 760,619 | 40,635 | 12,530,067 | 28,00,019 |
| Do. June 1893 | 3,558,946 | 7,71,123 | 6,270,895 | 16,48,031 | 2,873,839 | 7,67,630 | 145,652 | 16,522 | 12,471,888 | 30,01,577 |
| Do. Dec. 1893 | 3,630,071 | 8,67,827 | 6,613,147 | 13,99,136 | 2,947,712 | 7,99,550 | 301,127 | 23,482 | 12,391,057 | 30,60,997 |
| Do. June 1894 | 2,495,031 | 5,73,809 | 8,991,504 | 15,37,876 | 2,873,837 | 8,06,710 | 418,547 | 19,053 | 11,778,679 | 29,30,768 |
| Do. Dec. 1894 | 2,574,068 | 5,91,691 | 6,035,267 | 14,00,870 | 3,210,571 | 8,20,811 | 399,691 | 11,205 | 12,126,447 | 29,18,543 |
| Do. June 1895 | 2,416,510 | 6,13,478 | 6,310,401 | 16,17,611 | 3,294,060 | 8,98,535 | 292,026 | 8,343 | 12,332,636 | 31,39,867 |

The total in the foregoing for the past half-year, viz., Rupees 31,39,867 is made up from items in Abstract I of the Revenue Account, thus :—

| | | |
|---|---|---|
| 1. Merchandise ... | ... | Rs. 29,06,370 |
| 2. Military Stores ... | ... | ,, 36,269 |
| 3. Railway Materials ... | ... | ,, 6,512 |
| 4. Coal for the Public, &c. | ... | ,, 1,90,716 |
| | | Rs. 31,39,867 |



119. The following are the chief Commodities interchanged with Foreign Railways working with the Madras Railway in the half-year under review, and the corresponding half-year in 1894:—This statement shews an increase in weight of 42,923 tons and in amount of Rs. 1,96,125 during the past half-year.

| Description of Commodity. | To and from Foreign Railways. | | | |
|---|---|---|---|---|
| | Half year ending June, 1894. | | Half year ending June, 1895. | |
| | Tons. | Rs. | Tons. | Rs. |
| I. Coal and Coke carried for the Public and Foreign Railways ... | 8,651 | 32,867 | 42,022 | 1,58,853 |
| II. Cotton Raw ... | 1,741 | 22,614 | 2,230 | 29,642 |
| III. Cotton Manufactured— | | | | |
| 1. Twist and Yarn, European ... | 306 | 4,858 | 342 | 4,319 |
| 2. Do. Indian ... | 829 | 7,780 | 1,024 | 10,075 |
| 3. Piece Goods, European ... | 413 | 8,374 | 385 | 7,634 |
| 4. Do. Indian ... | 1,948 | 28,037 | 1,968 | 27,371 |
| IV. Drugs and Chemicals— | | | | |
| 1. Intoxicating, other than Opium ... | ... | ... | ... | ... |
| 2. Non-intoxicating— | | | | |
| (a). Cinchona bark ... | ... | ... | ... | ... |
| (b). Others ... | 474 | 5,131 | 658 | 6,691 |
| V. Dyes and Tans— | | | | |
| 1. Indigo ... | 226 | 4,427 | 336 | 7,251 |
| 2. Myrabolams ... | 193 | 1,215 | 250 | 1,865 |
| 3. Cutch ... | ... | ... | ... | ... |
| 4. Turmeric ... | 966 | 6,281 | 680 | 4,610 |
| 5. Aniline dyes ... | ... | ... | ... | ... |
| 6. Others ... | 3,527 | 41,230 | 3,066 | 42,288 |
| VI. Grain and Pulse— | | | | |
| 1. Wheat ... | 2,468 | 10,415 | 2,170 | 10,288 |
| 2. Rice in the husk ... | 5,947 | 40,601 | 1,884 | 13,528 |
| 3. Rice not in the husk ... | 4,135 | 23,402 | 5,019 | [illegible] |
| 4. Jawar and Bajra ... | 2,797 | 11,327 | 2,187 | 14,3[illegible]5 |
| 5. Gram and Pulse ... | 6,570 | 36,474 | 9,212 | 58,480 |
| 6. Others ... | 12,093 | 87,516 | 7,865 | 60,807 |
| VII. Hides and Skins— | | | | |
| 1. Hides of Cattle— | | | | |
| (a). Dressed or tanned ... | ... | ... | ... | ... |
| (b). Raw ... | 785 | 11,353 | 1,543 | 24,732 |
| 2. Skins of Sheep, &c— | | | | |
| (a). Dressed or tanned ... | 1,451 | 32,243 | 2,420 | 37,344 |
| (b). Raw ... | 5,239 | 81,143 | 5,808 | 87,771 |
| VIII. Horns ... | ... | ... | ... | ... |
| IX. Jute— | | | | |
| 1. Raw ... | ... | ... | ... | ... |
| 2. Gunny bags and Cloth ... | 1,333 | 12,852 | 1,325 | 13,104 |
| X. Lac— | | | | |
| 1. Stick ... | ... | ... | ... | ... |
| 2. Shell ... | ... | ... | ... | ... |
| XI. Leather Manufactured ... | 37 | 1,105 | 27 | 803 |
| XII. Liquors— | | | | |
| 1. Beer ... | 771 | 12,707 | 976 | 15,344 |
| 2. Spirits ... | 1,245 | 5,932 | 638 | 4,311 |
| 3. Wines ... | 37 | 658 | 46 | 764 |
| XIII. Metals— | | | | |
| 1. Copper, unwrought ... | ... | ... | ... | ... |
| 2. Brass, unwrought ... | ... | ... | ... | ... |
| 3. Copper, wrought ... | ... | ... | ... | ... |
| 4. Brass, wrought ... | 133 | 1,907 | 123 | 1,830 |
| 5. Iron ... | 2,317 | 25,395 | 1,992 | 21,403 |
| 6. Others ... | 86 | 1,602 | 67 | 1,048 |
| XIV. Oils— | | | | |
| 1. Kerosine ... | 521 | 8,335 | 1,221 | 16,735 |
| 2. Castor ... | 928 | 1,927 | 794 | 1,507 |
| 3. Cocoanut ... | 78 | 916 | 194 | 1,508 |
| 4. Others ... | 591 | 8,583 | 778 | 6,218 |
| Carried forward ... | 68,046 | 5,43,184 | 100,153 | 7,25,353 |

| DESCRIPTION OF COMMODITY. | To and from Foreign Railways. | | | |
|---|---|---|---|---|
| | Half-year ending June, 1894. | | Half-year ending June, 1895. | |
| | Tons. | Rs. | Tons. | Rs. |
| Brought forward | 68,946 | 5,83,184 | 100,153 | 7,25,353 |
| XV. Oil Seeds— | | | | |
| 1. Linseed | 431 | 1,134 | 359 | 890 |
| 2. Rape and Mustard | 47 | 799 | 122 | 1,043 |
| 3. Til or Jinjili | 1,710 | 12,264 | 2,010 | 16,372 |
| 4. Poppy | ... | ... | ... | ... |
| 5. Earthnuts | 378 | 1,142 | 508 | 1,165 |
| 6. Castor | 1,342 | 9,031 | 2,082 | 14,079 |
| 7. Others | 3,504 | 19,889 | 3,073 | 18,099 |
| XVI. Opium | ... | ... | ... | ... |
| XVII. Paper and Paste Board | 67 | 928 | 43 | 566 |
| XVIII. Provisions— | | | | |
| 1. Ghee | 558 | 3,661 | 624 | 6,478 |
| 2. Dried fruits and nuts | 519 | 3,797 | 819 | 4,581 |
| 3. Others | 11,372 | 88,039 | 10,122 | 84,079 |
| XIX. Railway Plant and Rolling Stock *carried for the Public and Foreign Railways.* | | | | |
| 1. Loco. Engines and Tenders and parts thereof. | ... | ... | ... | ... |
| 2. Carriages and Truck and parts thereof | ... | ... | ... | ... |
| 3. Materials | ... | ... | ... | ... |
| (a). Steel Rails and fish plates | ... | ... | 115 | 1,224 |
| (b). Sleepers and keys of steel and cast iron | ... | ... | ... | ... |
| (c). Other sorts | ... | ... | ... | ... |
| XX. Salt | 1,239 | 7,646 | 2,265 | 9,451 |
| XXI. Saltpetre, &c.— | | | | |
| 1. Saltpetre | ... | ... | ... | ... |
| 2. Other Saline substances | ... | ... | ... | ... |
| XXII. Silk, Raw— | | | | |
| 1. Foreign | ... | ... | ... | ... |
| 2. Indian | ... | ... | 44 | 933 |
| XXIII. Silk, Piece Goods— | | | | |
| 1. Foreign | ... | ... | ... | ... |
| 2. Indian | ... | ... | ... | ... |
| XXIV. Spices— | | | | |
| 1. Betel nuts | 2,615 | 28,315 | 2,811 | 32,677 |
| 2. Pepper | 494 | 6,020 | 273 | 3,335 |
| 3. Ginger | 74 | 717 | 87 | 938 |
| 4. Chillies | 1,369 | 20,407 | 524 | 8,584 |
| 5. Cardamoms | ... | ... | ... | ... |
| 6. Others | 417 | 3,095 | 356 | 3,310 |
| XXV. Stone and Lime | 620 | 2,795 | 1,758 | 5,676 |
| XXVI. Sugar— | | | | |
| 1. Refined or crystallized including Sugarcandy | 940 | 7,526 | 1,625 | 10,757 |
| 2. Unrefined, viz., Mollasses and Jaggery or gur and other Saccharine produce | 3,444 | 20,582 | 5,266 | 36,033 |
| XXVII. Tea— | | | | |
| 1. Foreign | ... | ... | ... | ... |
| 2. Indian | 63 | 2,578 | 48 | 2,008 |
| XXVIII. Timber | 6,893 | 37,360 | 13,079 | 48,018 |
| XXIX. Tobacco— | | | | |
| 1. Unmanufactured | 1,170 | 10,177 | 808 | 7,133 |
| 2. Manufactured | ... | ... | ... | ... |
| (a). Cigars | 249 | 3,668 | 205 | 4,254 |
| (b). Other sorts | 405 | 3,997 | 356 | 4,416 |
| XXX. Wool, Raw | ... | ... | 43 | 574 |
| XXXI. Wool, Manufactured— | | | | |
| 1. Piece Goods, European | ... | ... | 22 | 556 |
| 2. Piece Goods, Indian | 205 | 2,168 | 154 | 1,383 |
| 3. Shawls | ... | ... | ... | ... |
| XXXII. All other Articles of Merchandise | 8,654 | 1,25,321 | 9,692 | 1,44,459 |
| Total | 117,783 | 10,07,038 | 160,706 | 12,03,163 |



120. The interchange of Passenger Traffic with the Railways that are connected with the Madras Railway is given in the following table, and shows an increase in numbers by 80,463 and in amount of Rupees 1,15,539-12-11 as compared with the corresponding half-year :—

| PASSENGERS' TRAFFIC. | To and from Foreign Railways. | | | | | |
|---|---|---|---|---|---|---|
| | Half year ending June, 1894 | | | | Half year ending June, 1895. | | | |
| | No. | Amount. | | | No. | Amount. | | |
| | | Rs. | A. | P. | | Rs. | A. | P. |
| Passengers ... 1st Class | 1,859½ | 24,632 | 11 | 10 | 2,794 | 35,205 | 4 | 7 |
| " ... 2nd Class | 5,430 | 29,591 | 4 | 7 | 6,882½ | 36,015 | 5 | 10 |
| " ... 3rd Class | 242,391 | 2,27,013 | 3 | 7 | 323,002 | 3,38,361 | 4 | 3 |
| Soldiers ... 1st Class | 484½ | 3,851 | 4 | 6 | 407½ | 1,452 | 11 | 0 |
| " ... 2nd Class | 5,584½ | 29,594 | 12 | 9 | 2,972 | 12,580 | 15 | 0 |
| " ... 3rd Class | 17,086 | 21,489 | 6 | 8 | 16,978½ | 26,377 | 8 | 5 |
| Return Fares ... 1st Class | 40 | 424 | 9 | 0 | 112 | 1,325 | 0 | 0 |
| " ... 2nd Class | 69 | 472 | 0 | 0 | 126 | 1,075 | 8 | 0 |
| " ... 3rd Class | 678 | 61 | 2 | 0 | 1,378 | 119 | 1 | 0 |
| Excess ... 1st Class | ... | 794 | 8 | 8 | ... | 1,032 | 2 | 0 |
| " ... 2nd Class | ... | 53 | 3 | 0 | ... | 238 | 12 | 3 |
| " ... 3rd Class | ... | 441 | 8 | 0 | ... | 254 | 15 | 0 |
| Total | 274,189½ | 3,39,829 | 10 | 5 | 354,652½ | 4,54,369 | 7 | 4 |

## Expenditure.

121. The notes against each head of Expenditure in the following table show, generally, in a comparative form, the work done in each department for each half-year :—

| DEPARTMENTS. | Half-year ending June, 1894. | | | | | Half-year ending June, 1895. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Work of Departments. | Cost. | | | Per cent. of Revenue | Work of Departments. | Cost. | | | Per cent. of Revenue. |
| | Ms. chs. ft. | Rs. | A. | P. | | Ms. chs. ft. | Rs. | A. | P. | |
| Abstract A. Maintenance of Way, Works and Stations | 1,027 34 24½ | 5,81,627 | 2 | 11 | 11·24 | 1,030 31 43½ | 6,07,305 | 4 | 1 | 10·64 |
| Abstract B. Locomotive Expenses | Gross Mileage of Engines, 1,503,509. Number of Engines under repair at any one time, 42. | 9,47,208 | 0 | 3 | 18·31 | Gross Mileage of Engines, 1,498,614. Number of Engines under repair at any one time, 36. | 10,35,649 | 13 | 2 | 18·15 |
| Abstract C. Carriage and Wagon Expenses | Number of Vehicles under repair at any one time, 240. Number constructed and renewed, 57. | 3,72,284 | 6 | 7 | 7·20 | Number of Vehicles under repair at any one time, 179. Number constructed and renewed, 65. | 3,03,635 | 13 | 8 | 5·36 |
| Abstract D. Traffic Expenses | Profitable Train Mileage, 1,286,953. Number of Stations, 142. | 4,47,739 | 9 | 3 | 8·65 | Profitable Train Mileage, 1,274,635. Number of Stations, 150. | 4,27,638 | 11 | 6 | 7·49 |
| Abstract E. General Charges | Miles 850. | 2,86,895 | 14 | 11 | 5·54 | Miles 850. | 2,91,922 | 4 | 1 | 5·11 |
| Abstract G. Special and Miscellaneous Expenditure | ..... | 53,363 | 4 | 11 | 1·03 | ..... | 48,895 | 9 | 2 | ·86 |
| Total | | 26,89,118 | 6 | 10 | | Total | 27,17,247 | 7 | 8 | |

Inclusive of work done for Kolar Gold Fields Railway.

## Railway Schools.

122. The particulars of attendance and cost of all Railway Schools during the half-year as under:—

| NAME OF SCHOOL. | Number on Register. | Average attendance. | Expenditure. | | | Receipts. | | | Net Cost. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. |
| Perambur ... ... ... | 130 | 102 50 | (a)2,764 | 10 | 2 | 1,414 | 10 | 6 | 1,349 | 15 | 8 |
| Jalarpet ... ... ... | 47 | 41·30 | 965 | 0 | 7 | 447 | 12 | 5 | 517 | 4 | 2 |
| Salem ... ... ... ... | 44 | 34 34 | 841 | 0 | 3 | 350 | 4 | 3 | 490 | 14 | 0 |
| Podanur ... ... ... | 100 | 87 33 | 2.106 | 0 | 6 | 865 | 1 | 0 | 1,240 | 15 | 6 |
| Renigunta ... ... ... | 20 | 12 83 | 558 | 7 | 10 | 69 | 11 | 2 | 489 | 12 | 8 |
| Gooty .. ... ... ... | 47 | 37·73 | 956 | 11 | 2 | 407 | 5 | 0 | 549 | 6 | 2 |
| Raichur ... ... | 26 | 24 19 | 1,173 | 13 | 0 | 707 | 8 | 4 | 466 | 4 | 8 |
| Railway School Library ... ... | ... | ... | 60 | 0 | 0 | ... | ... | ... | 60 | 0 | 0 |
| Ry. Grant to Katpadi School (private) | ... | ... | 6 | 0 | 0 | ... | ... | ... | 6 | 0 | 0 |
| TOTAL ... | 414 | 340 22 | 9,431 | 11 | 6 | 4,261 | 2 | 8 | 5,170 | 8 | 10 |

(a). The expenditure on the Perambur School includes the cost of the Gymnastic Instructors.

## Madras Railway Provident Institution.

123. The following details are given in continuation of those contained in my report for the half-year ending 31st December 1894:—

*Number of Subscribers.*

| | On 31st December 1894. | On 30th June 1895. |
|---|---|---|
| Obligatory ... ... ... ... | 3,115 | 3,098 |
| Voluntary ... ... ... ... | 90 | 84 |
| TOTAL ... | 3,205 | 3,182 |

Amount at credit at 30th June 1895.

| | Rs. | A. | P. |
|---|---|---|---|
| Obligatory ... ... ... ... | 4,67,130 | 11 | 8 |
| Voluntary ... ... ... ... | 45,031 | 0 | 11 |
| Bonus ... ... ... ... | 20,667 | 15 | 11 |
| Profit and Loss Account... ... ... | 5,968 | 6 | 8 |
| Reserve Fund ... ... ... | 3,977 | 7 | 0 |
| Subscribers old Provident Fund ... ... | 1,646 | 15 | 0 |
| TOTAL... | 5,44,412 | 9 | 2 |

The above bonus has been included in the accounts of the half-year under review.

A sum of Rs. 9,517-5-5 being additional bonus from the Company's Revenue Account for the half-year will be paid to the credit of the Institution when the accounts have been accepted by Government.

The following Securities were purchased during the half-year.

| | |
|---|---|
| Bombay Port Trust Debentures ... ... ... ... | Rs. 42,500 |
| Calcutta Municipal Debentures ... ... ... ... | „ 50,000 |
| Madras Municipal Debentures ... ... ... ... | „ 500 |

## Staff.

124. Mr. F. Dunsterville, Chief Auditor, was granted five months' extension of sick leave from the 5th May 1895.

125. A list of the statements forwarded is herewith annexed.

Yours faithfully,

T. WAKE,

*Ag. Chief Auditor.*

MADRAS RAILWAY COMPANY.

CHIEF AUDITOR'S OFFICE,

MADRAS, *7th September* 1895.

To

THE AGENT AND MANAGER,

*Madras Railway Company.*

DEAR SIR,

I beg to report as follows on the working of the Mysore State Kolar Gold Fields Railway for the half-year ending 30th June 1895.

## Capital.

*Statements Nos. V, VI and XVIII.*—The capital expenditure for the half-year amounted to Rs. 8,265-15-0 incurred chiefly on "Ballasting" and "Stations and Buildings." The total capital outlay, including suspense from the commencement of operations to the end of the half-year under review, was Rs. 6,55,910-9-0 and the expenditure excluding suspense Rs. 6,52,863-3-6 which gives an average of Rs. 65,286 per mile open.

## REVENUE.

### General Results.

The following table shews the general results of working:—

| | Month of June 1894. | Half-year ending June 1895. |
|---|---|---|
| Mean mileage worked ... ... ... .. ... | 1·66 | 10 |
| Train mileage ... ... ... ... ... .. | 3,292 | 16,270 |
| | No. | No. |
| Average number of trains over the whole line daily in both directions ... ... ... ... ... ... | 10 97 | 8·99 |
| | Rs. | Rs. |
| Gross earnings .. ... ... ... ... ... | 13,219 | 69,641 |
| Working expenses ... ... ... ... ... | 8,185 | 38,595 |
| Net earnings ... ... ... ... ... ... | 5,034 | 31,046 |
| Percentage of working expenses to gross earnings ... ... | 61·92 | 55·42 |
| Percentage of net earnings to capital outlay including suspense. | ... | 4·73 |

The gross earnings per mean mile worked per week averaged Rs. 269 against Rs. 308, and were realized at a cost of 55·42 per cent. against 61·92 per cent. in the month of June 1894.

The net earnings amounted to Rs. 31,045-14-4 which gives a return at the rate of 9·47 per cent. per annum on the total capital outlay including suspense.

### Gross Earnings.

The line having been opened for traffic on the 1st June 1894 only, a comparison of the earnings for the two periods would be of no value, but the following are the important particulars of the traffic for the half-year under review:—

| | Half-year ending June 1895. |
|---|---|
| | Rs. |
| Coaching ... ... ... ... ... ... ... ... | 16,868 |
| Goods ... ... ... ... ... ... ... ... | 52,501 |
| Electric Telegraph ... ... ... ... ... ... ... | 93 |
| Steam-boat ... ... ... ... ... ... ... ... | ..... |
| Sundries ... ... ... ... ... ... ... ... | 179 |
| Total ... | 69,641 |

**Abstract H.**—*Coaching Traffic.*—The number of passengers of the various classes carried including Troops and Police and Season tickets, and the earnings therefrom are as follows:—

| | First Class. | | Second Class. | | Third Class. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| | No. | Earnings. | No. | Earnings | No. | Earnings. | No. | Earnings. |
| | | Rs. | | Rs. | | Rs. | | Rs. |
| First half of 1895 ... | 2,445 | 565 | 9,514 | 1,100 | 239,844½ | 14,189 | 250,803½ | 15,854 |

The Receipts from passengers luggage amount to Rs. 798.
The Earnings under Horse, Carriage and Dog traffic are Rs. 51.
Parcels for the public shew a receipt of Rs. 144.

**Abstract I.**—*Goods Traffic.*—The following is a summary of the tonnage of goods lifted and the earnings therefrom for the half-year ending June 1895:—

| | Half-year ending June 1895. | |
|---|---|---|
| | Quantity. | Earnings. |
| | Tons. | Rs. |
| Merchandise, General ... ... ... ... ... | 15,034 | 13,813 |
| Military Stores ... ... ... ... ... .. | ... | ... |
| Railway materials for construction ... ... ... .. | 865 | 198 |
| Coal (including Locomotive Revenue) ... ... .. | 42,884 | 38,297 |
| Revenue Stores (excluding Locomotive Coal) ... . | 37 | 7 |
| Other Goods traffic ... ... ... ... ... | ... | 186 |
| | 58,820 | 52,501 |
| Less outstandings irrecoverable or not recovered ... ... | ... | ... |
| Total . | 58,820 | 52,501 |

The following table shews some of the principal commodities carried during the half-year:—

| | Half-year ending June 1895. | |
|---|---|---|
| | Quantity. | Earnings. |
| | Tons. | Rs. |
| Coal ... ... ... ... ... ... ... | 42,884 | 38,297 |
| Metals— | | |
| Iron... ... ... ... ... ... ... | 348 | 1,150 |
| Stone and Lime ... ... ... ... ... .. | 1,088 | 982 |
| Timber... ... ... ... ... ... ... | 9,547 | 8,412 |

## Working Expenses.

The Kolar Gold Fields Railway is worked by the Madras Railway Company, and the charge to the Mysore Durbar therefor is ascertained in the manner set forth in the foot-note to Statement No. 8 of the printed accounts.

## Statistics.

The usual statements accompany this report for the information of the Durbar.

Yours faithfully,

T. WAKE,

*Acting Chief Auditor.*

MADRAS RAILWAY COMPANY,

CHIEF ENGINEER'S OFFICE,

MADRAS, 21*st September* 1895.

To

THE CHAIRMAN AND DIRECTORS,

*Madras Railway Company,*

LONDON.

GENTLEMEN,

I have the honor to submit my report for the half-year ending 30th June 1895.

**Way and Works.**—These have been well maintained and a 12 foot arch Bridge has been built at $\frac{190}{14}$ Miles, Bangalore Branch, to replace a culvert which was found too small.

A violent cyclonic storm occurred at Guntakal on the 12th May 1895, which did considerable damage to several buildings carrying away and destroying the roof and pillars of the covered platform, this will be re-constructed by the Southern Mahratta Railway Company.

A temporary Goods shed at Ferok Station was also completely destroyed by a storm on the 18th of June 1895.

**Permanent Way.**—Is in good order and is being steadily improved by the use of steel rails with new type fish plates, the pot sleepers now being used are also much stronger than the old patterns.

Six miles of Bull-headed steel rails with new type fish plates were laid during the half-year and 8·39 miles of unserviceable iron rails were replaced by second hand double headed steel rails.

The old pattern fish plates having ¾" and ⅞" bolts used in 57·3 miles of steel double-headed rails were replaced by new type fish plates with 1" bolts and Grover's spring washers, and 5,589 Pot sleepers were renewed as against 2,997 in the previous half-year.

The number of New Type Fish plates inserted in the last three half-years is as under:—

| For Half-year ending. | New Type Fish Plates used with Bull-headed Steel Rails. | | New Type Fish Plates used to replace old pattern on Double-headed steel Rails, &c. | | Total. | |
|---|---|---|---|---|---|---|
| | Miles. | Number. | Miles. | Number. | Miles. | Number. |
| 30th June 1894 ... ... | 4¼ | 2,916 | 52 | 54,873 | 56¼ | 57,789 |
| 31st Dec. ,, ... ... | 6¼ | 4,388 | 27 | 28,405 | 33¾ | 32,793 |
| 30th June 1895 ... ... | 6 | 4,236 | 57 | 60,005 | 63 | 64,241 |

**Stone covering on ballast.**—21 miles were covered during the half-year, and the line from Madras to Mettapalliyam is now finished with the exception of 3 miles in short lengths between Mailpatti and Jalarpet, these will be filled in by the end of October and the Bangalore Branch and North-West Line will now be proceeded with.

**Maintenance.**—The cost of maintenance per mile for the entire Railway compared with that of the two previous half-years is as follows:—

| | Per mile. Rs. | A. | P. |
|---|---|---|---|
| *Half-year ending 30th June 1894.* | | | |
| Cost of maintenance including sidings ... ... ... ... | 571 | 15 | 10 |
| Extra expenditure ... .. ... ... ... ... | 29 | 12 | 5 |
| Ordinary expenditure ... | 542 | 3 | 5 |
| *Half-year ending 31st December 1894.* | | | |
| Cost of maintenance including sidings ... ... ... ... | 572 | 0 | 5 |
| Extra expenditure ... ... ... ... ... ... | 17 | 5 | 0 |
| Ordinary expenditure ... | 554 | 11 | 5 |
| *Half-year ending 30th June 1895.* | | | |
| Cost of maintenance including sidings ... ... ... ... | 589 | 9 | 8 |
| Extra expenditure ... ... ... ... ... ... | 23 | 15 | 8 |
| Ordinary expenditure ... | 565 | 10 | 0 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Total cost of maintenance during the half-year ended 30th June 1895 ... ... ... | | | | Rs. 7,55,728 | A. 11 | P. 2 | |
| *Less* value of old rails and other items taken into stock ... | 1,48,212 | 7 | 1 | | | | |
| *Less* cost of Working Kolar Gold Fields Railway ... ... | 7,847 | 1 | 11 | | | | |
| Fire Insurance Fund ... ... | 211 | 0 | 0 | 1,55,270 | 9 | 0 | 5,99,458 2 2 |

The details of extraordinary expenditure for the half-year ended 30th June 1895 are as follows:—

| | | Rs. | A. | P. | | | | |
|---|---|---|---|---|---|---|---|---|
| S. W. Line | Covering dusty portion of the line with broken stones ... ... | 13,091 | 3 | 3 | | | | |
| | Strengthening weak girders ... | 5,866 | 0 | 3 | Rs. | 18,957 | 3 | 6 |
| N. W. Line—Strengthening weak girders ... ... ... | | | | | „ | 5,752 | 7 | 4 |
| | | | | | Rs. | 24,709 | 10 | 10 |

Cost of extra expenditure per mile ... ... ... $\frac{24,709\ 10\ 10}{1,050\frac{1}{2}}$ = 23 15 8

Cost of ordinary expenditure per mile including K. G. F. Ry. &c. Rs. 565 10 0

The number of rails renewed on South-West and North-West Lines for the past three half-years is as follows:—

| | |
|---|---|
| For the half-year ending 30th June 1894 ... ... ... ... | 4,200 |
| Do. do. 31st December 1894 ... ... .. | 4,597 |
| Do. do. 30th June 1895 ... ... ... ... | 3,526 |

The cost of maintenance has been slightly greater than in the previous half-year due chiefly to "Loss by Exchange" which now forms a heavy charge as shown by the following debits to this Department for English imported materials used during the last three half-years, viz.:—

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| For the half-year ending 30th June 1894 ... | Rs. 78,953 | 2 | 5 or | Rs. 77 | 13 | 2 | per mile. |
| Do. do. 31st Decr. 1894 ... | „ 63,473 | 7 | 5 or | „ 62 | 6 | 7 | do. |
| Do. do. 30th June 1895 ... | „ 79,390 | 3 | 1 or | „ 77 | 0 | 8 | do. |



**Bridges.**—These are well maintained and a considerable amount of work has been done towards strengthening weak Girder Bridges; of 218-6 feet rail girders to be done, 68 have been completed by the insertion of an extra pair of rail girders and the remaining ones are being done; in addition to the above, 5 Bridges of spans varying from 20 to 50 ft. have been wholly or partially done as per particulars in the following tabular statement:—

| Bridge No. | Mileage. | Description. | Manner in which strengthened. | State of Progress. |
|---|---|---|---|---|
| | | *Bangalore Branch.* | | |
| 386 | 216/7 | Two 20 ft. opening ... | By adding plates to the flanges. | Girders strengthened ready for insertion. |
| | | *North-West Line.* | | |
| 129 | 70/1-2 | Single 50 ft. opening ... | Inserting central pier | ¼ done. |
| 183 | 79/13-14 | Do. | Do. | ¼ done. |
| 415 | 140/12-13 | Four 24 ft. opening (skew). | Do. | Completed except fixing in position. |
| 102 | 244/9 | Single 20 feet opening .. | Do. | Completed. |

If the Government of India insist on this Company's Girder Bridges being made to conform to the standard of strength laid down in the rules recently promulgated, the greater part of those over 6 feet span now in use will need to be strengthened or replaced by arches or stronger girders, including all big bridges with the exception of the Penner, Papaghani, Chittravathi, Ferok, Kallai and a very few others; and I am now engaged in investigating this subject and hope in a short time to be in a position to make a special report on it.

**Stations.**—All Railway premises, stations and staff quarters are in good repair, and have been well maintained and neatly kept during the half-year.

At Bangalore City the sidings and island platform are completed as well as the lower rooms of the station which are in use, the upper story is now being proceeded with, and it is hoped that all the works provided for in the original estimate amounting to Rs. 1,75,663 will be finished about the end of this year.

An estimate amounting to Rs. 4,30,430 embodying various works still required has yet to be sanctioned, so that it will be a long time before Bangalore City is finished.

The alterations and additions to Jalarpet Station are nearly completed, and the goods godown will be finished early in November.

Good progress has been made with the alterations and additions to Bowringpet Station. Several of the sidings are in use and all of these will, it is hoped, be finished early next month, the goods shed is being roofed in.

**Interlocking of Points and Signals.**—At Pudi station the Interlocking apparatus came into use on the 20th June 1894 and that at Tiruttani on the 11th March 1895 and both system have worked most satisfactorily so far.

**Water Supply.**—This has been greatly strained owing to the long continued drought, and arrangements are being made for supplementing and increasing the wells at present in use at Jalarpet, Salem and Podanur, the supply at Katpadi has already been much improved by leading a distant spring in cement pipes to the present well.

**Kolar Gold Fields Railway.**—The renewals on this are rather heavy, and the rail flanges both on the curves in station yards, and on the main line are being much cut away by the engines now used on it.

**Berwada-Madras Railway, Ennur Section.**—The earthwork and bridges are practically completed, 4 miles of wire fencing is erected, and the station houses and staff quarters are well advanced, and the level crossings are ⅓rds done.

Great difficulty has been experienced in getting the wooden sleepers necessary, consequent on the failure of the contractor in Burmah who only delivered 7,170 out of 20,000 contracted for, the Burmah Trading Company having obtained an injunction in the Courts restraining him from making further deliveries.

Other arrangements had therefore to be made, which of course caused considerable delay, but it is hoped that the entire quantity will be delivered in Madras by the end of this year.

Rails and fish plates have recently arrived from England without either spikes or fish bolts, so that in the absence of these laying the Permanent Way cannot be gone on with; and on this the completion of the line solely depends; as most of the ballast has to be brought from a long distance by train as has also gravel for covering station platforms, roads, &c.

**West Coast Surveys.**—Mr. A. B. Strange took charge of these on the 22nd December 1894, and was recalled to take over the 2nd District from Mr. E. W. Stoney on the 5th May 1895, Mr. C. R. Dallas assumed charge of them from Mr. Strange, but unfortunately he left us before their final completion to take up a permanent appointment in Mysore.

The survey reports and estimates of the Calicut-Cannanore Railway are complete and are being printed; while the plans and sections are nearly finished.

The Shoranur-Cochin Survey which could only be begun owing to want of Engineers on the 20th December 1894 is in a very forward state, and will it is hoped soon be finished, on this 73 miles of main line were finally located, while 30 miles of alternative routes and branches were examined and traverse surveys and sections of these made.

**Engineering Staff.**—Mr. E. W. Stoney was appointed Officiating Chief Engineer on 4th May 1895 *vice* Mr. H. C. West on other duty.

I have the honor to be,
Gentlemen,
Your most obedient Servant,
E. W. STONEY, M. INST. C. E.,
*Offg. Chief Engineer.*

MADRAS RAILWAY COMPANY,
LOCOMOTIVE SUPERINTENDENT'S OFFICE,
PERAMBUR WORKS, *9th September* 1895.

L. S. MOSS, ESQ.,
*Agent and Manager,*
MADRAS RAILWAY.

SIR,

I have the honour to submit my report upon the working of the Locomotive, and Carriage and Wagon Departments, for the half-year ending 30th June 1895.

2. A tabular statement is attached, showing in detail the expenditure under each of the several heads of accounts, as compared respectively with the figures for the preceding, and corresponding half-years, and from this it will be observed that the general totals for the three half-years work out as follows:—

| Half-year ending. | Mileage. | Total cost of Department, including all charges. | | | Total cost per mile. | | |
|---|---|---|---|---|---|---|---|
| | | Rs. | A. | P. | Rs. | A. | P. |
| June 1894 ... ... ... ... ... | 1 503,509 | 13,15,799 | 1 | 1 | 0 | 14 | 0·03 |
| December 1894 ... ... ... .. | 1,476,121 | 13,09,595 | 13 | 8 | 0 | 14 | 2·33 |
| June 1895 ... ... ... ... ... | 1,498,614 | 13,24,146 | 12 | 7 | 0 | 14 | 1·64 |

and that a comparison of these figures further shews the final results to be:—

| — | Half-year ending 30th June 1895 as compared with | |
|---|---|---|
| | Preceding half-year. | Corresponding half-year. |
| | Per cent. | Per cent. |
| Miles run... ... ... ... ... — ... .. | Increase 1·52 ... | Decrease 0·33 |
| Total cost of Department, including working and repairs of engines and vehicles, loss by exchange, carriage of revenue stores, &c. | Increase 1·11 ... | Increase 0·68 |
| Total cost as above per mile... ... ... ... ... .. | Decrease 0·41 ... | Increase 0·96 |

3. Dealing first with the gross totals and the final cost per mile, including all charges both in the Locomotive, and Carriage and Wagon Departments, it is satisfactory to be able to record that, although an abnormal charge of Rs. 80,363, being the cost of two of the six new engines now being placed upon the line, in renewal of certain of the older types, is included, the total expenditure of the Department is Rs. 8,318 only greater than during the corresponding term. Omitting this charge it will be seen that the final total cost of working per mile is Pies 8·68 less than for the corresponding and Pies 10·98 less than for the preceding half-year.

4. There is further a small decline in the total miles run of 4,895 equal to ·33 per cent. and it is therefore the more satisfactory to find, in spite of this, that the normal expenditure per mile of the Department has been reduced.

## Locomotive Engines: Running.

5. A reduction under the head of wages and salaries appears both in the total figures, and in the cost per mile. This is partly, though not entirely, due to the lesser mileage worked.

6. Under fuel it will be noted that there is an increase in quantity burnt per mile, both as regards coal and patent fuel, as well as firewood, the cost per mile of the former description of fuel being also in excess, though this is very nearly balanced in the total figures by the saving in the cost of wood.

7. In explanation of this I would call attention to the following figures which sufficiently account for the increase in the quantities of fuel burnt.

| — | Half-year ending June 1895. | Half year ending December 1894. | | Half-year ending June 1894. | |
|---|---|---|---|---|---|
| | | Total. | Increase per cent. | Total. | Increase per cent. |
| Average number of vehicles in a goods train ... | 27 90 | 27·08 | 3·03 | 25·16 | 10·89 |
| Average load of a loaded goods vehicle ... | 6 33 | 6·17 | 2·59 | 6·23 | 1·61 |
| Gross ton mileage of all goods trains... ... | 241,367,448 | 214,222,369 | 12·67 | 214,952,209 | 12·29 |
| Average weight of a goods train ... ... | 378·28 | 366 90 | 3·10 | 341·58 | 10·74 |

8. It is very satisfactory to find that the weight of our trains continues to increase in this way, and the improvement in this direction, which has been effected in late years, is the more striking when similar figures for the year 1888 are taken into comparison, the figures being for that year as below :—

| — | Half-year ending June 1895. | Half-year ending December 1888. | | Half-year ending ending June 1888. | |
|---|---|---|---|---|---|
| | | Total. | Increase per cent. | Total. | Increase per cent. |
| Average number of vehicles in a goods train... | 27·90 | 22·34 | 24 89 | 22 37 | 24·72 |
| Average load of a loaded goods vehicle ... | 6·33 | 5 19 | 21·06 | 5 06 | 25 10 |
| Gross ton mileage of all goods trains ... | 241,367,448 | 197,033,829 | 22·50 | 187,389,509 | 28·81 |
| Average weight of a goods train ... ... | 378·28 | 287·77 | 31 45 | 287·56 | 31·55 |

9. This increase is no doubt due in great measure to the larger proportion of heavy Locomotives now in the Company's possession, but, as you are aware, irrespective of this, the general loading of the trains is now considerably greater than was formerly the case, and there can be no doubt that, although a somewhat heavier consumption of fuel must of necessity be looked for, the heavier loads carried must be finally productive of economy, and tend to the general interest of the Company.

10. The issue rates per ton for coal for the two half-years under comparison were respectively :—

Half-year ending June 1894 Rs. 14-1-0
Do. June 1895 „ 14-4-0

and this will sufficiently explain the proportionate difference in the cost of this fuel.

11. With wood, the average purchase rate having somewhat declined, it has been possible to slightly reduce the rate at which this has been issued from stock.



12. How far this will be practicable in future, it is impossible to say, since, as has been remarked in previous reports, the question of the wood supply is a very uncertain one. Every endeavour is made to keep up the stocks of wood, but the difficulties are daily increasing and it may at any time occur that the supplies will entirely fail on any one or more of the districts.

13. On the Western Coast the forests are apparently much larger, and of more ready access, and I do not anticipate any likelihood of failure there, at any rate in the near future, but on the Salem, Jalarpet, Bangalore and Renigunta divisions we have been several times within measurable distance of total collapse, and it has been only by very strenuous efforts that stocks have been kept up.

14. This question has been referred to at some length in correspondence ending with my letter No. $\frac{B\ 1}{926}$ of 17th July last to your address.

15. In oil, tallow and other sundry running stores a slight reduction of Pies ·42 per mile has occurred, but this seems to call for no special remark.

16. The gross cost per mile for Locomotives,—Running,—is, it will be observed, slightly higher per mile than in the corresponding half-year, the increase being ·96 per cent. This is accounted for by the explanation given in dealing with the details in the preceding paras.

## Locomotive Engines: Repairs.

17. 40 Engines passed through the shops during the half-year as compared with 39 in the corresponding term, the total expenditure (deducting the cost of the two new engines) being, however, less by Rs. 5,599 or by Pies ·62 per mile run. This reduction was further effected in spite of the fact that it was found necessary to issue to engines from stock three new boilers, besides certain other heavy and costly material.

18. As has been remarked above, two of the six new Passenger and Mail engines now under indent arrived, and were charged off during the last term. These engines have now been at work for some little time, and they bid fair to prove themselves a most useful addition to the Company's stock. They are very handsome, powerful engines, and, after a time when they have settled down to steady work, I believe they will turn out to be all that can be wished. The second two engines are now in the shops, being erected, and the third pair is expected in a few days. An indent for a second six, making 12 of the total number of 20 it is proposed to get, is also at present before Government.

## Carriages and Wagons: Running.

19. Under this head there is a decline in cost per mile of Pies ·02, and the difference being so trifling, appears to call for no comment.

## Carriages and Wagons: Repairs.

20. 2,230 vehicles were dealt with in the Carriage Shop, as against 2,572 in the corresponding half-year. Included in this number are :—

61 Covered Goods wagons built at the cost of Revenue.
3 Oil tank wagons for carriage of kerosine oil in bulk, built at the cost of capital.

21. Ten Ballast wagons for the Engineering Department were also very nearly finished during the half-year, although, as they did not leave the works until August, they do not come into the half-year's out-turn.

22. As you will remember, you decided in April last, that, in view of the large number of covered wagons now running, it was not necessary to press on with the renewal of the remainder of these vehicles so quickly as had been at first determined. In consequence of this, the renewals have been fixed at about 50 per half-year instead of 100, and this will necessarily very materially affect the amount appearing under this head of account in future half-years. As however the change of policy in question was not made until three and a half

# MADRAS RAILWAY.

## Abstract of Expenditure for working and maintaining Locomotive Engines, Carriages and Wagons for the Half-year ending 30th June, 1895.

## LOCOMOTIVE DEPARTMENT.

### LOCOMOTIVE ENGINES—Running.

| Half-year ending | Total Engine Miles worked. | Wages and Salaries. Drivers and Firemen. | | | Cleaners, Water and Fuel Coolies. | | | Total. | | | Cost per Mile. | | | Coal and Patent Fuel. Total Consumption. Quantity. | Cost. | | | Per Mile. Quantity | Cost. | | | Firewood. Total Consumption. Quantity. | Cost. | | | Per Mile. Quantity | Cost. | | | Average Cost per Mile of Coal, Patent Fuel and Firewood. | | | Oil, Tallow, Waste, &c. Actual Cost. | | | Cost per Mile. | | | Total Cost. | | | Cost per Mile. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Cwts. | Rs. | A. | P. | Lbs. | Rs. | A. | P. | Lbs. | Rs. | A. | P. | Lbs. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. |
| June 1894 ... | 1,503,509 | 1,53,084 | 14 | 0 | 33,916 | 11 | 11 | 1,92,901 | 9 | 11 | 0 | 2 | 0·63 | 265,009 | 1,87,598 | 10 | 3 | 39·60 | 0 | 3 | 10·83 | 80,111,500 | 1,75,213 | 14 | 6 | 109·08 | 0 | 3 | 9·81 | 0 | 3 | 10·34 | 21,129 | 5 | 5 | 0 | 0 | 3·08 | 5,79,873 | 8 | 1 | 0 | 6 | 2·05 |
| December „ ... | 1,476,121 | 1,54,025 | 11 | 9 | 33,801 | 8 | 4 | 1,87,827 | 4 | 1 | 0 | 2 | 0·63 | 278,377 | 2,07,130 | 13 | 2 | 40·97 | 0 | 4 | 4·26 | 80,456,600 | 1,70,970 | 4 | 5 | 112·50 | 0 | 3 | 9·90 | 0 | 4 | 1·18 | 20,562 | 2 | 7 | 0 | 0 | 2·64 | 5,80,490 | 8 | 3 | 0 | 6 | 4·29 |
| June 1895 ... | 1,498,614 | 1,52,862 | 13 | 7 | 33,811 | 10 | 8 | 1,86,674 | 10 | 3 | 0 | 1 | 11·92 | 273,942 | 1,99,663 | 7 | 0 | 42·32 | 0 | 4 | 4·87 | 88,304,300 | 1,76,408 | 9 | 7 | 114·02 | 0 | 3 | 7·78 | 0 | 4 | 0·18 | 20,765 | 0 | 11 | 0 | 0 | 2·66 | 5,83,511 | 11 | 9 | 0 | 6 | 2·76 |

Figures in red shew actual expenses during half-year ending June 1895 after deducting a sum of Rs. 80,363-3-1, being abnormal charge due to replacement at the cost of Revenue of 2 Locomotive Engines.

### LOCOMOTIVE ENGINES—Repairs.

| Half-year ending | Total Engine Miles worked. | Cost of Material. | | | Wages of Workmen. | | | Total Cost. | | | Cost per Mile. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. |
| June 1894 ... | 1,503,509 | 92,165 | 1 | 1 | 1,47,055 | 7 | 0 | 2,39,220 | 8 | 1 | 0 | 2 | 6·55 |
| December „ ... | 1,476,121 | 1,11,634 | 8 | 2 | 1,45,568 | 14 | 6 | 2,57,203 | 6 | 8 | 0 | 2 | 9·45 |
| June 1895 ... | 1,498,614 | 1,49,940 | 2 | 2 | 1,33,229 | 10 | 1 | 2,83,069 | 12 | 3 | 0 | 3 | 0·27 |
| | | 1,02,121 | 12 | 3 | 1,31,199 | 15 | 7 | 2,33,621 | 11 | 10 | 0 | 2 | 5·53 |

### LOCOMOTIVE ENGINES—Gross Cost of Running and Repairs.

| Half-year ending | Running, Total Cost. | | | Repairs, Total Cost. | | | Proportion of Supervision and Office Expenses. | | | Total Cost. | | | Deduct for Kolar Gold Fields Railway & Fire Insurance Fund. | | | Nett Total. | | | Cost per Mile. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. |
| June 1894 ... | 5,79,873 | 8 | 1 | 2,39,220 | 8 | 1 | 62,403 | 0 | 1 | 8,81,497 | 0 | 3 | 2,650 | 14 | 11 | 8,78,846 | 1 | 4 | 0 | 9 | 4·23 |
| December „ ... | 5,86,490 | 8 | 3 | 2,57,203 | 6 | 8 | 62,178 | 6 | 9 | 9,05,872 | 5 | 8 | 12,660 | 10 | 9 | 8,93,211 | 10 | 11 | 0 | 9 | 8·17 |
| June 1895 ... | 5,83,511 | 11 | 9 | 2,83,069 | 12 | 3 | 66,453 | 14 | 1 | 9,33,035 | 6 | 1 | 13,702 | 7 | 9 | 9,19,332 | 14 | 4 | 0 | 9 | 9·78 |
| | | | | 2,33,621 | 11 | 10 | | | | 8,69,984 | 13 | 11 | | | | 8,69,884 | 13 | 11 | 0 | 9 | 3·45 |

## CARRIAGE AND WAGON DEPARTMENT.

### CARRIAGES AND WAGONS.—Running.

| Half-year ending | Total Engine Miles worked. | Cost of Material. | | | Wages of Workmen. | | | Total Cost. | | | Cost per Mile. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. |
| June 1894 | 1,503,509 | 12,615 | 7 | 5 | 18,281 | 11 | 0 | 30,897 | 2 | 5 | 0 | 0 | 3·95 |
| December „ | 1,476,121 | 11,101 | 12 | 0 | 18,856 | 0 | 11 | 29,957 | 12 | 11 | 0 | 0 | 3·90 |
| June 1895 „ | 1,498,614 | 12,115 | 12 | 1 | 18,525 | 10 | 9 | 30,641 | 6 | 10 | 0 | 0 | 3·93 |

### CARRIAGES AND WAGONS—Repairs.

| Half-year ending | Cost of Material. | | | Wages of Workmen. | | | Total Cost. | | | Cost per Mile. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. |
| June 1894 | 1,60,620 | 2 | 10 | 1,06,157 | 8 | 6 | 2,66,777 | 10 | 10 | 0 | 2 | 10·06 |
| December „ | 1,39,552 | 5 | 8 | 98,844 | 4 | 4 | 2,38,396 | 10 | 0 | 0 | 2 | 7·01 |
| June 1895 „ | 1,25,589 | 3 | 7 | 97,361 | 6 | 10 | 2,22,950 | 10 | 5 | 0 | 2 | 4·56 |

### CARRIAGES AND WAGONS—Gross Cost of Running and Repairs.

| Half-year ending | Running, Total Cost. | | | Repairs, Total Cost. | | | Proportion of Supervision and Office Expenses. | | | Total. | | | Deduct for Kolar Gold Fields Railway and Fire Insurance Fund. | | | Nett Total. | | | Cost per Mile. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. |
| June 1894 | 30,897 | 2 | 5 | 2,66,777 | 10 | 10 | 26,744 | 2 | 4 | 324,418 | 15 | 7 | 1,045 | 11 | 10 | 3,23,373 | 3 | 9 | 0 | 3 | 5·30 |
| December „ | 29,957 | 12 | 11 | 2,38,396 | 10 | 0 | 26,647 | 14 | 3 | 2,95,002 | 5 | 2 | 4,593 | 14 | 3 | 2,90,408 | 6 | 11 | 0 | 3 | 1·78 |
| June 1895 „ | 30,641 | 6 | 10 | 2,22,950 | 10 | 5 | 22,151 | 4 | 6 | 2,75,743 | 5 | 9 | 3,967 | 15 | 0 | 2,71,775 | 6 | 9 | 0 | 2 | 10·82 |

## SUMMARY—*Total Gross Cost of Working the Locomotive and Carriage and Wagon Departments*

| 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. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. |
| June 1894 ... | 8,78,846 | 1 | 4 | 3,23,373 | 3 | 9 | 12,02,219 | 5 | 1 | 0 | 12 | 9·53 | 1,13,579 | 12 | 0 | 13,15,799 | 1 | 1 | 0 | 14 | 0·03 |
| December „ ... | 8,93,211 | 10 | 11 | 2,90,408 | 6 | 11 | 11,83,620 | 1 | 10 | 0 | 12 | 9·05 | 25,975 | 11 | 10 | 13,09,595 | 13 | 8 | 0 | 14 | 2·33 |
| June 1895 ... | 9,19,332 | 14 | 4 | 2,71,775 | 6 | 9 | 11,91,108 | 5 | 1 | 0 | 12 | 8·60 | 1,33,038 | 7 | 6 | 13,24,146 | 12 | 7 | 0 | 14 | 1·64 |
| | 8,69,884 | 13 | 11 | | | | 11,41,660 | 4 | 9 | 0 | 12 | 2·27 | 1,02,123 | 4 | 10 | 12,43,783 | 9 | 6 | 0 | 13 | 3·35 |

PERAMBUR WORKS,
*9th September 1895.*

C. E. PHIPPS,
*Locomotive Superintendent.*

months of the half-year had passed, the full benefit was not felt in this term, since arrangements had been already made for the execution of the larger number of about 100 renewals, and part of this work was already in hand.

23. The total figures shew a reduction of Rs. 43,827 upon those for the half-year ending 30th June 1894, while the cost per mile has declined from Annas 2 Pies 10·06 to Annas 2 Pies 4·56.

24. Deducting in each case the cost of working the Kolar Gold Fields line, the gross cost of running and repairs of carriages and wagons will be seen to amount to Annas 2 Pies 10·82 as against Annas 3 Pies 5·30, the figures for the first half of 1894.

## General.

25. No further progress has as yet been made in introducing the Vacuum brake so far as carriage stock is concerned. The new engines referred to above in para. 18 are all provided with Vacuum brake fittings, and, so soon as the material now under indent is received from England, immediate steps will be taken towards fitting up the carriage stock.

26. The plant for the manufacture of the Pintsch gas is in course of erection, and we are busy fitting up carriages with the necessary pipes, reservoirs, &c., and I hope in a few weeks to be able to commence lighting some of the trains.

27. A question has been raised as to the possibility of lighting the Central Station also with gas, and, although I do not anticipate that there should be any difficulty in doing this, it is not possible to pronounce a definite opinion until the work of lighting the carriages has begun, and figures can be obtained as to the actual cost of manufacturing the gas.

28. The matter is still before me, and, so soon as I am in a position to write definitely upon it, I will address you further.

## Staff.

29. Mr. Pilkington, the Deputy Locomotive Superintendent, to whom 12 months' sick leave was granted in January 1894, returned to duty on the 22nd January last.

Mr. E. E. Lefébure availed himself of 3 months' privilege leave from the 26th May.

Mr. J. Roach, the Smith Shop Foreman, to whom privilege leave for 3 months was granted by you, left Madras on the 7th June.

Mr. W. Ward was appointed Draughtsman by the Board on a covenant for four years on the 7th June, and reported his arrival on the 1st July.

I have the honour to be,
Sir,
Your most obedient Servant,
C. E. PHIPPS,
*Locomotive Superintendent.*

No. 7273/1088

MADRAS RAILWAY COMPANY,
TELEGRAPH ENGINEER'S OFFICE,
ARKONAM, *4th September* 1895.

THE AGENT AND MANAGER,
*Madras Railway.*

DEAR SIR,

REPORT FOR THE HALF-YEAR ENDING 30TH JUNE 1895.

I beg to submit my report for the half-year ending 30th June 1895.

**Offices and fittings.**

The principal work carried out during the half-year under this heading was the removal of the Telegraph apparatus and fittings, &c., into the new office at Jalarpet.

**Line Work.**

The following telegraph posts on South-West and North-West lines were renewed :—

South-West Line $\frac{313}{9}$, $\frac{345}{6}$, $\frac{348}{9}$ & $\frac{378}{3}$.

North-West Line $\frac{87}{7}$, $\frac{136}{13, 14, 15, 17, 18 \text{ \& } 19}$, $\frac{137}{1}$, $\frac{139}{1, 2, 3}$, $\frac{142}{8}$ & $\frac{143}{9}$.

The following portions of telegraph lines were repaired :—

| South-West Line. | North-West Line. |
|---|---|
| 142nd to 195th mile. | 71st to 84th mile. |

**Telephone Circuit.**

Two wires for the telephone circuit were erected on the existing posts between Rayapuram, Central Station and Perambur Works and telephones fixed at these stations.

**Lightning Conductors.**

Repairs and alterations were carried out as occasion required.

**Interruptions.**

The following are comparative statements of interruptions on the ordinary telegraph lines and block lines.

**Interruptions on Telegraph Lines.**

| — | Interruptions caused by the neglect and carelessness of the Signallers. | Accidental Interruptions. | Total |
|---|---|---|---|
| Half-year ending 30th June 1895 ... ... ... | 9 | 45 | 54 |
| Half-year ending 30th June 1894 ... ... ... | 10 | 43 | 53 |

Of the accidental interruptions—

| | |
|---|---|
| 4 were due to Instrumental fault. | 12 were due to Contact. |
| 4 „ Disconnection. | 6 „ Lightning. |
| 10 „ Unknown causes. | 1 was due to defect in battery. |
| 8 „ Earth. | |

**Interruptions in Block Working.**

| — | Miles open. | Number of Circuits. | Interruptions caused by the neglect and carelessness of the Signallers. | Accidental interruptions. | Total. |
|---|---|---|---|---|---|
| Half-year ending 30th June 1895 ... ... | 848 | 118 | 19 | 76 | 95 |
| Half-year ending 30th June 1894 ... ... | 848 | 113 | 12 | 63 | 75 |

Of the accidental interruptions—

| | |
|---|---|
| 26 were due to Instrumental fault. | 3 were due to Earth. |
| 6 „ Disconnection. | 36 „ Lightning. |
| 4 „ Defect in battery. | 1 was due to Contact. |

## Electric Starting Semaphores.

A new pit for an enlarged lever was built at Palghat and lever fitted in connection with the Electric Semaphore at that station.

The North and South Electric Semaphore levers and lever frames at Tiruttani were removed and connected with Saxby and Farmer's interlocking frame, the automatic arrangement at each Semaphore being abandoned.

The Electric Semaphore lever frames at the following stations were renewed :—

| South-West Line. | North-West Line. |
|---|---|
| Walayar ... { East. West. | Yerraguntla .. South. |
| | Aspari ... { North. South. |
| | Adoni ... { North. South. |

The Electric Semaphores at the following stations were renewed :—

| South-West Line. | North-West Line. |
|---|---|
| Walayar...East. | Renigunta ..South. |
| | Koduru ...South. |

**Comparative statement of percentage of Semaphore failures for the Half-year ending 30th June 1894 and 1895.**

| — | Percentage of failures to the number of operations for the | |
|---|---|---|
| | Half-year ending 30th June 1894. | Half-year ending 30th June 1895. |
| Due to station staff ... ... ... ... ... | 0·13 per cent. | 0·08 per cent. |
| Due to faults in apparatus caused by lightning and interference without Inspectors' knowledge ... ... ... | 0·01 „ | 0·03 „ |
| Due to faults in apparatus ... ... ... ... | 0·07 „ | 0·07 „ |
| Due to Semaphore being put to danger by shunting engine — | ... | 0·00 „ |
| | 0·21 per cent. | 0·18 per cent. |

## Intercommunication.

The undermentioned new vehicles were fitted with Electrical Intercommunication appliances at the Perambur Works.

| | |
|---|---|
| Engines ... ... ... ... | 13 |
| Covered Goods ... ... ... | 56 |
| Powder Brake Van ... ... ... | 1 |

| — | Half-year ending 30th June 1894. | Half-year ending 30th June 1895. |
|---|---|---|
| Total mileage of fitted trains ... ... ... ... ... | 1,180,795 | 1,209,037 |
| Mileage of fitted trains with complete communication ... ... ... | 1,153,479 | 1,201,375 |
| Percentage of interruption ... ... ... ... ... | 0·54 | 0·63 |



The following is a list of cases in which Electrical Intercommunication was used and trains stopped during the half-year.

| Date. | | Particulars taken from the Guards' Journals. |
|---|---|---|
| 1895. | | **Fire.** |
| February ... | 26 | The 13·43 o'clock train was stopped at 170th mile to extinguish fire in a Horse box |
| June ... | 6 | The 14·30 o'clock train was stopped at 135/10th mile to extinguish fire in O. G. 652. |
| | | **Safety of Passengers and Public property.** |
| March ... | 19 | The 9·18 o'clock Mail was stopped at 306/4th mile to pick up a child that fell off the train. |
| May ... | 13 | The 8·30 o'clock train was stopped at 275/15th mile by Telegraph Inspector owing to interruption of Telegraph communication. |
| „ ... | 29 | The 18·50 o'clock train was stopped at 238/6th mile to set down the Telegraph Inspector. |
| | | **Interference.** |
| February ... | 7 | The 11·45 o'clock train was stopped at 339/15th mile owing to continual beats on the engine. |
| May ... | 24 | The 18·0 o'clock Mail was stopped at 292/12th mile owing to bell ringing on the engine. |

## Electric Clocks.

Statement showing the working of the Electric Clocks during the half-year.

| | 1895. | | | | | | Mean of six Months. |
|---|---|---|---|---|---|---|---|
| | January. | February. | March. | April. | May. | June. | |
| Clock Failures. Caused by circumstances beyond Signaller's control ...per cent. | 0·00 | 1·12 | 2·22 | 0·00 | 3·53 | 1·04 | 1·37 |
| Clock Failures. Caused through the negligence of Signallers. per cent. | 0·00 | 0·22 | 0·00 | 1·04 | 2·92 | 1·04 | 0·85 |
| Clock errors two minutes and over ... .. ...per cent. | 0·00 | 0·00 | 0·00 | 0·00 | 0·00 | 0·00 | 0·00 |
| Clock errors under 2 minutes but one minute and over per cent. | 0·00 | 0·00 | 0·00 | 0·00 | 0·00 | 0·00 | 0·00 |
| Clock errors under 1 minute per cent. | 99·57 | 98·66 | 97·58 | 98·33 | 93·15 | 97·92 | 97·54 |
| Clock stopped ...per cent. | 0·43 | 0·00 | 0·20 | 0·63 | 0·20 | 0·00 | 0·24 |
| | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 | 100·00 |

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

Yours faithfully,

G. K. WINTER,

*Telegraph Engineer.*

*Private.*

A7 /55,573.

MADRAS RAILWAY COMPANY,
TRAFFIC MANAGER'S OFFICE,
MADRAS, *25th September 1895.*

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 30th June 1895.

2. **OPEN MILEAGE.**—The open mileage was the same as in the corresponding half-year of 1894, viz., 850.

3. **TRAIN SERVICE.**—A revised train service was introduced on the 1st January 1895.

The following alterations were made :—

**DOWN TRAINS—S. W. LINE.**

The 8-0 No. 17 Mixed train re-timed to leave Madras at 4-45 and extended to Salem.

The 13-0 No. 73 Mixed train extended from Arkonam to Katpadi with a connection to Renigunta.

The 17-25 No. 111 Passenger train cancelled beyond Trivellore.

No. 83 Mixed train timed to leave Arkonam at 5-0 instead of at 5-35.

No. 9 Goods train timed to leave Katpadi at 4-40 instead of at 5-0.

**UP TRAINS—S. W. LINE.**

No. 30 Mixed train timed to leave Coimbatore at 6-0 instead of 3-20 to arrive at Salem at 15-55 instead of 12-40 and at Madras at 16-20 instead of 14-10.

No. 8 Mixed train from Jalarpet to run to Arkonam only instead of to Madras.

No. 98 Mixed train timed to leave Katpadi at 5-5 instead of 8-20.

No. 42 Mail train re-timed from Jalarpet to arrive at Madras at 6-30 instead of at 7-0.

**DOWN TRAINS—NILGIRI BRANCH.**

No. 31 Passenger train timed to leave Podanur at 2-55 instead of 2-31 for Mettupalaiyam.

**DOWN TRAINS—BANGALORE BRANCH.**

The 8-5 Mixed train from Jalarpet re-timed to leave at 3-45.

**UP TRAINS—BANGALORE BRANCH.**

No. 150 Mixed train re-timed to arrive at Jalarpet at 17-20 instead of at 18-25.

**DOWN TRAINS—N. W. LINE.**

No. 37 Passenger and Mixed trains timed to leave Madras at 8-30 instead of 5-30 and to arrive at Raichur at 13-10 instead of 7-35.

No. 39 Mixed train timed to leave Madras at 18-50 and to arrive at Raichur at 4-0 instead of 1-50.

A new Mixed train booked to leave Arkonam for Tiruttani at 9-30.

**UP TRAINS—N. W. LINE.**

No. 4 Mixed train timed to leave Raichur at 1-45 instead of 2-0 and to arrive at Arkonam at 4-20 instead of at 4-50.

No. 32 Mixed train timed to leave Raichur at 15-30 instead of at 13-30 and to arrive at Madras at 17-40 instead of at 15-35.

No. 14 Mail train booked to arrive at Madras at 8-5 instead of at 8-0.

No. 36 Mixed train from Renigunta timed to leave at 6-10 instead of at 6-40.

A new Mixed train booked to run from Tiruttani to Arkonam at 10-10.

**4. RATES AND FARES.**—The 1st, 2nd and 3rd class passenger fares for the half-year ending 30th June 1894 and 1895 were :—

| Classes. | | 1894 | 1895 |
|---|---|---|---|
| First class ... ... ... ... | | 12 pies. | 12 pies. |
| Second class ... ... ... ... | | 6 ,, | 6 ,, |
| Third class | Mail ... ... ... ... | 2¼ ,, | 2¼ ,, |
| | Other trains ... ... ... | 1½ ,, | 2 ,, |

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

JANUARY.

| Commodities. | Conditions. | Rates. | Alterations. | Rates. | |
|---|---|---|---|---|---|
| Flour ... | 1st class, O.R. ... | *10 pies per 27 mds. per mile. | If booked from Calicut to Bangalore in wagon loads of 270 mds. at O.R. | 4 pies per 27 mds. per mile. | In competition with sea route, from Bombay via Marmugoa. |
| Leather, common or rough. | From Cawnpore to Madras, via Itarsi and Raichur. | 10 pies do | From Cawnpore to Madras via Itarsi and Raichur. | 7·15 pies do. | In competition with sea route via Calcutta. |
| Leather, manufactured. | Do. ... | 13·61 pies do. | Do. do. ... | 10·72 pies do. | Do. |

FEBRUARY.

| | | | | | |
|---|---|---|---|---|---|
| Crude Saltpetre in bags. | 2nd class ... | *13·61 pies. | In wagon loads of 270 mds. at O.R., from Coimbatore to Madras for shipment. | 4·53 pies. | To create traffic for shipment. |

MARCH.

| | | | | | |
|---|---|---|---|---|---|
| Bone, Poonac and Saltpetre Manure in bags. | Special class at O.R.... | *8 pies per 27 mds. per mile. | If booked in wagon loads of 270 mds. at O.R. for distances of 300 miles and over in local booking plus terminals. | 4 pies. | |
| Sleepers ... | In wagon loads of 270 mds. at O.R. from Ferok to Erode. | 7 pies. | In 12 ton wagon loads (324 mds) at O.R., from Ferok to Erode. | 4·8 pies. | In competition with sea route to Negapatam. |
| Manure packed in bags. | Coimbatore to Mettupalaiyam at O.R. | 8 pies. | Coimbatore to Mettupalaiyam at O.R. | 8 pies inclusive of terminals. | |
| Turmeric ... | In wagon loads of 270 mds. at O.R., from Cuddapah and Vontimitta to Calicut. | 6 pies. | In wagon loads of 270 mds at O.R., from Cuddapah and Vontimitta to Calicut. | 4·75 pies. | Sea competition. |
| Do. ... | In wagon loads of 270 mds., from via Bezwada to Madras. | *4·414 pies. | In wagon loads of 270 mds., from Vizagapatam to Madras. | 3·72 pies. | Do. |
| Grain and Seeds, common, in wagon loads of 270 mds. at O.R. | Sholinghur to Madras. Munnal to Madras ... Arkonam to Madras.. Chinnamapet to Madras. Kadambatur to Madras. | 8 pies. | Sholinghur to Madras ... Munnal to do. ... Arkonam to do. ... Chinnamapet to do. ... Kadambatur to do. ... | 8 pies inclusive of terminals. | In competition with cart traffic. |
| Flour .. | In wagon loads of 270 mds. at O.R. between all stations on M. Ry. | *10 pies. | In wagon loads of 270 mds. at O.R. between all stations on M. Ry. | As grain vide scale at page 254 of Guide. | In competition with sea route. |

APRIL.

| | | | | | |
|---|---|---|---|---|---|
| Bran ... | 1st class ... | *10 pies. | In wagon loads of 216 mds. at O.R., from Calicut to Bangalore. | 5 pies. | In competition with Marmugoa route. |
| Tailings of crushed quartz in wagon loads of 81 mds. | 1st class ... | *10 pies. | In wagon loads of 270 mds. at O.R. for distances under 200 miles in local booking. For distances of 200 miles and over. | 6·80 pies. 4·53 pies. | New traffic. |
| Pengadu Sleepers Madras to Bangalore City in wagon loads of 270 mds. at O.R. | Special ... | *5 pies. | 30,000 Sleepers Madras to Bangalore in wagon loads of 270 mds. at O.R. | 3 pies. | To secure a special consignment for S. M. Ry. |

*Those rates are still in force.



MAY.

| Commodities. | Conditions. | Rates | Alterations. | Rates. | |
|---|---|---|---|---|---|
| Potatoes ... | In wagon loads of 216 mds. at O.R., Mettupalaiyam to Calicut. | 8 pies. | In wagon loads of 216 mds. at O.R., Mettupalaiyam to Calicut. | 6 pies. | To create traffic with Bombay. |
| Grain and Seeds, common in wagon loads of 270 mds. at O.R. | Manur to Madras ... | 8 pies. | Manur to Madras, inclusive of terminals. | 8 pies. | In competition with cart traffic. |

JUNE.

| | | | | | |
|---|---|---|---|---|---|
| Leather, common. | Dadar to Madras, 2nd class. | 13·61 pies. | Dadar to Madras ... | 6·69 pies. | In competition with sea. |
| Bran ... | 1st class ... | * 10 pies. | Bombay to Bangalore City via Raichur and Arkonam. | 4·51 pies. | In competition with Marmugoa route. |
| | | | If via Raichur and Guntakal. | 5·04 pies. | Do. |
| Oil, vacuum at O.R. | Bombay to Bowringpet, via Raichur and Arkonam. | 7·89 pies. | Bombay to Bowringpet via Raichur and Arkonam. | 6·61 pies. | Do. |
| Turmeric .. | In wagon loads of 270 mds. at O.R., from Cuddapah to Bombay via Raichur. | 7 pies. | In wagon loads of 270 mds. at O.R., from Cuddapah to Bombay via Raichur. | 6·85 pies. | Do. |
| Machinery requiring a truck. | ..... | 13·61 pies. | For distances less than 100 miles subject to a minimum of 135 mds. per wagon used at O.R. | 13·61 pies. | In unison with the G. I. P. and S. M. Rys |
| | | | For distances of 100 miles and over subject to a minimum of 81 mds. per wagon used at O.R. | 10 pies. | |

* This rate is still in force.

**5. TRAFFIC TRAIN MILES.**—The traffic train mileage for the June half-years of 1894 and 1895 is shown in the following table :—

| Allocation. | Description of train. | 1894. | 1895. |
|---|---|---|---|
| | | Miles. | Miles. |
| Coaching ... | Mail ... ... ... ... | 317,474 | 317,945 |
| | Passenger ... ... ... | 163,181 | 164,794 |
| | Special ... ... ... ... | 3,125 | 4,215 |
| | Troops .. ... ... ... | 6,042 | 4,353 |
| Mixed .. | Ordinary ... ... ... ... | 613,034 | 605,989 |
| Goods ... | Ordinary ... ... ... ... | 36,166 | 36,192 |
| | Extra ... ... ... ... | 54,081 | 60,464 |
| | Ballast Trains for construction ... | 37,172 | 5,412 |
| | Light Engines ... ... ... | 26,655 | 24,985 |
| | Maintenance ... ... ... | 10,780 | 17,206 |
| | Fuel ... ... ... ... | 16,011 | 17,010 |
| | Total... | 1,283,661 | 1,258,565 |

Excluding maintenance and fuel mileage the total train mileage was 1,224,349 against 1,256,870, for the corresponding period of 1894, or a decrease of 32,521 miles, equivalent to 2·59 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, an increase of 18,876 occurs in Coaching and 667 in Goods train mileage.

**6. GROSS AND NET EARNINGS.**—Compared with the corresponding period of 1894 the gross earnings from all sources were Rs. 57,07,036 against Rs. 51,73,932 or an increase of Rs. 5,33,104 equivalent to 10·30 per cent.

The net earnings were Rs. 30,24,901 against Rs. 24,92,338 or 53 per cent. of revenue.

The working expenses were Rs. 26,82,135 against Rs. 26,81,594 or 47 per cent. of revenue.

The average receipts per train mile work out to Rs. 4·53 against Rs. 4·03.

The increases and decreases in the several heads of the gross earnings are shown in the following table :—

| Heads. | Earnings. | | Increase. | Decrease. | Net Increase. |
|---|---|---|---|---|---|
| | June 1894. | June 1895. | | | |
| | Rs. | Rs. | Rs. | Rs. | Rs. |
| Passengers ... ... | 16,73,408 | 20,25,884 | 3,52,476 | ... | |
| Troops and Police ... | 78,938 | 62,150 | ... | 16,788 | |
| Passengers' luggage ... | 65,824 | 67,931 | 2,107 | .. | |
| Parcels ... ... | 1,30,322 | 1,33,436 | 3,114 | ... | |
| Parcels (Revenue) ... | 2,088 | 1,897 | ... | 191 | |
| Horses, carriages and dogs. | 44,452 | 54,284 | 9,832 | ... | |
| Special trains ... ... | 300 | 2,793 | 2,493 | ... | |
| Goods ... ... | 29,16,054 | 31,18,135 | 2,02,081 | ... | |
| Goods (Revenue) ... | 58,716 | 69,431 | 10,715 | ... | |
| Railway material ... | 10,481 | 6,513 | ... | 3,968 | |
| Live stock ... ... | 15,254 | 35,229 | 19,975 | ... | |
| Rents and demurrage ... | 6,042 | 6,139 | 97 | ... | |
| Miscellaneous ... ... | 3,301 | 3,231 | ... | 70 | |
| Haulage of postal vans ... | 23,212 | 25,170 | 1,958 | ... | |
| Sundries ... ... | 1,36,403 | 84,170 | ... | 52,233 | |
| Telegraph ... ... | 9,137 | 10,643 | 1,506 | ... | |
| Total ... | 51,73,932 | 57,07,036 | 6,06,354 | 73,250 | 5,33,104 |

**7.** The increase in the working expenses is explained, as follows :—

| Heads. | Expenditure. | | Increase. | Decrease. | Net Increase. |
|---|---|---|---|---|---|
| | June 1894. | June 1895. | | | |
| | Rs. | Rs. | Rs. | Rs. | Rs. |
| Permanent Way ... ... | 5,80,000 | 5,99,458 | 19,458 | ... | |
| Locomotive ... ... ... | 9,44,557 | 10,22,264 | 77,707 | ... | |
| Repairs to carriages & wagons. | 3,71,242 | 3,01,883 | ... | 69,359 | |
| Traffic ... ... ... ... | 4,46,487 | 4,22,115 | .. | 24,372 | |
| General charges ... ... | 2,86,094 | 2,88,154 | 2,060 | ... | |
| Special and miscellaneous ... | 53,214 | 48,261 | ... | 4,953 | |
| Total ... | 26,81,594 | 26,82,135 | 99,225 | 98,684 | 541 |



**8. PASSENGER TRAFFIC.**—The receipts from Passengers (exclusive of troops and police) were Rs. 20,25,884 against Rs. 16,73,409, or an increase of Rs. 3,52,476 equivalent to 21·06 per cent. The lowest class contributed in money 90·31 per cent. against 90·21 per cent. and in number 98·91 per cent. against 99·20 per cent.

**9.** 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. |
| 30th June 1895 ... ... | 95,372 | 1,01,003 | 18,29,510 | 20,25,885 |
| Do. 1894 ... ... | 78,265 | 85,527 | 15,09,597 | 16,73,409 |
| Increase in 1895 ... ... | 17,087 | 15,476 | 3,19,913 | 3,52,476 |
| Decrease in 1895 ... ... | ... | ... | ... | ... |
| Increase per cent. ... ... | 21·83 | 18·09 | 21·19 | 21·06 |
| Decrease do. ... ... | ... | ... | ... | ... |

**10.** The numbers carried in each class were :—

| Half-years ending | First class. | Second class. | Third class. | Total. |
|---|---|---|---|---|
| 30th June 1895 ... ... | 10,078 | 39,057 | 4,471,310 | 4,520,445 |
| Do. 1894 ... ... | 8,156 | 31,637½ | 4,954,351 | 4,994,144½ |
| Increase in 1895 ... ... | 1,922 | 7,419½ | ... | ... |
| Decrease in 1895 ... ... | ... | ... | 483,041 | 473,699½ |
| Increase per cent. ... ... | 23·57 | 23·45 | ... | ... |
| Decrease do. ... ... | ... | ... | 9·75 | 9·49 |

**11.** The percentage of numbers and average mileage of each class were :—

| Period. | Percentage of numbers. | | | Average mileage. | | |
|---|---|---|---|---|---|---|
| | First class. | Second class. | Third class. | First class. | Second class. | Third class. |
| Half-year ended 30th June 1895. | 0·23 | 0·86 | 98·91 | 173 | 101 | 37 |
| Do. do. 1894. | 0·16 | 0·64 | 99·20 | 158 | 104 | 36 |

**12.** 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 ended 30th June 1895 ... ... | 9 7 5 | 2 9 5 | 0 6 7 |
| Do. do. 1894 ... ... | 9 9 7 | 2 11 3 | 0 4 11 |

**13.** In the first class Passenger traffic there was an increase of 23·5 per cent. in number and of 21·8 per cent. in money. In the 2nd class there was an increase of 23·4 per cent. in number and of 18·0 per cent. in money. In the 3rd class there was a decrease of 9·7 per cent. in number and an increase of 21·1 per cent. in money. The average sum paid by a third class passenger by *all* trains was annas 6-7 against annas 4-11. The average sum by Mail trains was annas 12-8 against annas 15-3, and the average sum by *other trains* annas 5-5 against annas 4-0. The percentage of numbers carried by Mail trains was 16 against 7 and by other trains 84 against 93.

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

| Period. | First class. | | Second class. | | Third class. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| | No. | Rs. | No. | Rs. | No. | Rs. | No. | Rs. |
| Half-year ending June 1895... | 1,627 | 3,293 | 8,904 | 3,015 | 200,524 | 13,442 | 211,055 | 19,750 |
| Do. 1894... | 852 | 1,479 | 6,625 | 2,171 | 242,747 | 14,166 | 250,224 | 17,816 |
| Increase ... | 775 | 1,814 | 2,279 | 944 | ... | ... | ... | 1,934 |
| Decrease ... | ... | ... | ... | ... | 42,223 | 724 | 39,169 | ... |

**15.** The number of third class passengers booked by all trains on different sections of the line in the first half-years of 1894 and 1895, will be found in the following table :—

| Between | Half-year ending June | | Increase per cent. | Decrease per cent. |
|---|---|---|---|---|
| | 1894. | 1895. | | |
| Madras and Jalarpet ... ... ... | 1,692,759 | 1,567,847 | ... | 7·38 |
| Bangalore Branch ... ... ... | 454,568 | 409,812 | ... | 9·84 |
| Tirupattur and Erode ... ... ... | 413,469 | 374,229 | ... | 9·49 |
| Perundurai and Coimbatore ... ... | 325,667 | 304,944 | ... | 6·36 |
| Nilgiri Branch ... ... ... | 101,301 | 94,410 | ... | 6·80 |
| Madukarai and Calicut ... ... | 734,628 | 621,444 | ... | 15·41 |
| Tiruttani and Cuddapah ... ... | 489,302 | 440,840 | ... | 9·90 |
| Krishnapuram and Guntakal ... ... | 319,110 | 288,124 | ... | 9·71 |
| Nauncherla and Raichur ... ... | 153,926 | 149,067 | ... | 3·15 |
| Ex-Great Indian Peninsula, Southern Mahratta, South Indian and Kolar Gold Fields State Railways. | 129,096 | 171,877 | 33·14 | ... |

**16.** The numbers carried and receipts derived from 3rd class passengers (exclusive of Troops and Police) during the half-years ending June 1889 to June 1895, inclusive are given below :—

| Period. | Number. | Receipts. | | |
|---|---|---|---|---|
| | | Rs. | A. | P. |
| Half-year ending June 1889 ... ... ... | 4,198,943 | 13,57,252 | 6 | 7 |
| " " 1890 .. ... .. | 4,184,209 | 13,69,221 | 5 | 1 |
| " " 1891 ... ... . | 4,206,099½ | 14,00,154 | 9 | 11 |
| " " 1892 ... ... ... | 4,259,953½ | 13,53,452 | 15 | 6 |
| " " 1893 ... ... ... | 4,998,677 | 15,37,298 | 5 | 4 |
| " " 1894 ... ... .. | 4,954,351 | 15,09,595 | 15 | 2 |
| " " 1895 ... ... ... | 4,314,512 | 18,29,510 | 14 | 1 |

It will be seen from these figures that the large increase of 738,723½ passengers in the June half of 1893 over the corresponding period of 1892 may have been abnormal; that there was a decrease of 44,326 passengers in the June half of 1894; and that after eliminating these two half-years for purposes of comparison the number of passengers carried during the half-year which has just closed is the highest on record in spite of the increase in the 3rd class fare while perhaps it need only be stated that the highly satisfactory increase of Rs. 3,19,915 in the 3rd class receipts has resulted from this increase.

As will be observed by the percentage of numbers given in paragraph 13 many passengers have been induced, by the increased ordinary fare, to pay the extra half pie per mile and travel by mail trains, but the increased receipts are nevertheless entirely attributable to the increase in the ordinary fare.



In a recent Board letter the unit mileage of 3rd class passengers was specially commented upon. In the half-year under review the unit mileage was higher than in any previous half year excepting the two June half-years of 1893 and 1894 already mentioned. For the June half years from 1889 to 1895 the Acting Chief Auditor gives the following unit mileage figures :—

| Period. | Mileage. |
|---|---|
| Half-year ending June 1889 ... | 155,414,335 |
| " " 1890 ... | 156,902,111 |
| " " 1891 .. | 156,004,790 |
| " " 1892 ... | 159,063,822 |
| " " 1893 ... | 180,292,338 |
| " " 1894 ... | 177,046,939 |
| " " 1895 .. | 166,901,011 |

A comparison between mail and ordinary train 3rd class passenger unit mileage is also being prepared by the Audit Department for the information of the Board. Some decrease in the number of passengers was expected and predicted but whether the decrease has not been emphasized by a previous abnormal increase remains to be proved by time.

A decrease of Rs. 16,788 appears in the receipts from Troops and Police.

**17. PARCELS.**—Compared with the corresponding period of 1894 there is an increase 11·06 per cent. in number and 2·39 per cent. in money. The increased revenue from parcels traffic has been principally due to English piece goods, coffee, betel nuts &c. on the South West Line and Indigo traffic on the North West Line.

The following table shows the number carried and revenue derived from parcels during the June half-years of the last 5 years :—

| Half-years ending June. | Number. | | Receipts. | | Total. | |
|---|---|---|---|---|---|---|
| | Local. | Foreign. | Local. | Foreign. | Number. | Receipts. |
| | | | Rs. | Rs. | | Rs. |
| 1891 ... ... | 66,089 | 53,112 | 56,217 | 48,369 | 119,201 | 1,04,586 |
| 1892 ... ... | 55,670 | 57,347 | 55,837 | 46,118 | 112,417 | 1,01,955 |
| 1893 ... ... | 59,572 | 66,066 | 59,886 | 55,302 | 125,638 | 1,15,188 |
| 1894 ... ... | 68,060 | 80,858 | 66,581 | 63,741 | 148,918 | 1,30,322 |
| 1895 ... ... | 82,507 | 82,886 | 66,183 | 67,254 | 165,393 | 1,33,436 |

**18.** The increase of Rs. 9,832 from Horses, Carriages and Dogs is due to increased traffic from Northern India to the Nilgiri Mountains and the item of Rs. 2,493 for special trains may be similarly explained.

**19. GOODS TRAFFIC**—Compared with the corresponding half of 1894, the receipts from Goods Traffic (exclusive of Railway Material and Revenue Stores) were Rs. 31,18,135 against Rs. 29,16,054, equivalent to an increase of 6·93 per cent. The tonnage carried was 431,915 against 409,472 in the corresponding half-year or an increase of 5·48 per cent. The average sum earned per ton carried was Rs. 7·22 against Rs. 7·12 and the average sum per ton per mile was pies 8·48 against pies 8·72. The receipts from cotton were Rs. 1,55,236.

Looking at the table in paragraph 20 it will be seen that progress in the matter of goods receipts has been steadily maintained and that as compared with 1891 there has been an increase of Rs. 9,34,000 in a year or for six months compared with the corresponding half—year, of Rs. 2,02,031. There was a decrease in the tonnage of grain carried but longer distances gave increased receipts per ton. The same remarks apply to the decreased tonnage in salt. Oil seeds and spices shew a decrease of over half a lakh of rupees but satisfactory increases in, coal for the mines, cotton, skins, oils, provisions, timber and other commodities classified as "all other articles of merchandize", produced the general result stated.

**20.** The following table represents the weight of and revenue from the Goods traffic carried for the public, for the five years ending June 1895 :—

| 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. |
| 1891 ... ... ... | 52,85,836 | 2,81,908 | 842,462 | 50,03,928 |
| 1892 ... ... ... | 53,94,534 | 1,35,179 | 814,826 | 52,59,355 |
| 1893 ... ... ... | 58,57,767 | 90,001 | 866,670 | 57,67,766 |
| 1894 ... ... ... | 59,58,478 | 88,375 | 836,549 | 58,70,103 |
| 1895 ... ... ... | 60,12,175 | 74,743 | 830,389 | 59,37,432 |

**21.** Statement showing earnings from and tonnage of Goods traffic for the half-years ending 30th June 1894 and 1895 :—

| Detail. | Half-year ending June 1894. | Half-year ending June 1895. |
|---|---|---|
| Receipts from goods ... ... .. Rs. | 29,16,054 | 31,18,135 |
| Tonnage of goods ... ... ...Tons | 409,472 | 431,915 |
| Average receipt, per ton carried ... .. Rs. | 7·12 | 7·22 |
| Do. per ton per mile ... ...Pies | 8·72 | 8·48 |

**22.** The increase and decrease in each commodity composing the Goods traffic for the half-year ending 30th June 1895, appears in the following statement :—

| Description. | Increase. | | Description. | Decrease. | |
|---|---|---|---|---|---|
| | Tons. | Rs. | | Tons. | Rs. |
| Coal and Coke ... ... | 9,503 | 36,187 | Dyes and Tans ... ... | 563 | 3,583 |
| Cotton Unmanufactured ... | 1,263 | 19,778 | Grain and Pulse ... ... | 2,881 | * |
| Do. Manufactured ... | 180 | 2,386 | Metals ... ... ... | 332 | 3,297 |
| Grain and Pulse ... ... | * | 41,579 | Oil Seeds ... ... ... | 6,741 | 34,616 |
| Hides and Skins ... ... | 3,475 | 37,545 | Railway Plant and Rolling Stock ... ... ... | 970 | 7,342 |
| Jute ... ... ... | 186 | 3,416 | Salt ... ... ... | 1,178 | * |
| Oils ... ... ... | 2,264 | 31,708 | Spices ... ... ... | 1,112 | 21,139 |
| Paper and Paste Board ... | 172 | 1,695 | Commodities which yielded a total revenue of less than Rs. 1,000 each during the half-year. | 915 | 3,313 |
| Provisions ... ... ... | 2,734 | 31,766 | | | |
| Salt ... ... ... | * | 4,511 | | | |
| Stone and Lime ... ... | 2,619 | 8,543 | | | |
| Timber ... ... ... | 11,792 | 33,609 | | | |
| All other Articles of Merchandise ... ... | 2,745 | 20,112 | | | |
| Commodities which yielded a total revenue of less than Rs. 1,000 each during the half year. | 202 | 2,533 | | | |
| | | | By Increase.. | 22,443 | 2,02,081 |
| Total .. | 37,135 | 2,75,371 | Total.. | 37,135 | 2,75,371 |



**23.** The total quantity of Grain carried was 88,772 tons, yielding a revenue of Rs. 6,15,478 against 91,653 tons, and a revenue of Rs. 5,73,899, or a decrease of 3·14 per cent. in weight and an increase of 7·07 per cent. in money. The average amount earned per ton carried was Rs. 6·93 against Rs. 6·26.

**24.** The following table is designed to show the tonnage of Grain *sent* from and *received* in each district during the half-years ended 30th June 1894 and 1895 :—

| Districts. | 1894. | | | | 1895. | | | |
|---|---|---|---|---|---|---|---|---|
| | 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 ... ... | 4,201 | 4·6 | 11,831 | 12·9 | 12,967 | 14·6 | 11,561 | 13·0 |
| North Arcot ... | 17,775 | 19·4 | 8,114 | 8·8 | 16,129 | 18·2 | 4,559 | 5·1 |
| Salem ... ... | 7,172 | 7·8 | 8,473 | 9·2 | 8,829 | 9·8 | 8,328 | 9·4 |
| Coimbatore ... ... | 2,697 | 2·9 | 18,572 | 20·2 | 809 | 0·9 | 25,071 | 28·2 |
| Malabar ... ... | 6,412 | 7·0 | 17,948 | 19·5 | 3,571 | 4·0 | 14,986 | 16·9 |
| Cuddapah ... ... | 663 | 0·7 | 3,483 | 3·8 | 2,022 | 2·2 | 1,587 | 1·8 |
| Bellary ... .. | 14,077 | 15·4 | 3,056 | 3·3 | 10,479 | 11·8 | 2,937 | 3·3 |
| South Indian Railway. | 4,489 | 4·9 | 6,918 | 7·5 | 3,681 | 4·1 | 6,173 | 7·0 |
| Great Indian Peninsula Railway | 3,218 | 3·5 | 1,392 | 1·5 | 2,981 | 3·7 | 149 | 0·2 |
| Mysore Dominions ... | 28,013 | 30·6 | 8,304 | 9·5 | 21,932 | 24·7 | 7,458 | 8·4 |
| Intra ... ... | 2,936 | 3·2 | 3,562 | 3·8 | 5,372 | 6·0 | 5,963 | 6·7 |
| Total... | 91,653 | 100·0 | 91,653 | 100·0 | 88,772 | 100·0 | 88,772 | 100·0 |

**25.** The tonnage of Grain brought into Madras by Sea, by the Buckingham Canal, and by the Madras Railway, during the two periods under notice, was :—

| Means of Transport. | 1894. | 1895. |
|---|---|---|
| | Tons. | Tons. |
| Sea ... ... ... ... ... ... ... | 10,709 | 7,957 |
| Buckingham Canal ... ... ... ... ... ... | 16,843 | 23,994 |
| Madras Railway .. ... ... ... ... ... | 10,987 | 11,094 |
| Total .. | 38,539 | 43,045 |

**26.** The Cotton was contributed by the following stations :—

| Stations. | Half-year ending 30th June 1894. | | | Half-year ending 30th June 1895. | | |
|---|---|---|---|---|---|---|
| | Pressed. | Loose. | Total. | Pressed. | Loose. | Total. |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Southern Mahratta Railway ... | 954 | 107 | 1,061 | 1,716 | 17 | 1,733 |
| Adoni ... ... ... ... | 1,845 | 135 | 1,980 | 2,258 | 142 | 2,400 |
| Raichur ... ... ... ... | 311 | 413 | 724 | 899 | 243 | 1,142 |
| Tadpatri ... ... ... ... | 730 | 316 | 1,046 | 1,447 | 332 | 1,779 |
| Timmacherla. ... ... ... | 520 | 87 | 607 | 249 | 10 | 259 |
| Nancherla ... ... ... ... | ... | 7 | 7 | ... | ... | ... |
| Yerraguntla ... ... ... | 286 | 191 | 477 | 82 | 273 | 355 |
| Krishnapuram ... ... ... | 23 | ... | 23 | ... | ... | ... |
| Great Indian Peninsula Railway... | 78 | 2 | 80 | ... | ... | ... |
| Tiruppur ... ... ... ... | 999 | 462 | 1,461 | 1,057 | 197 | 1,254 |
| Coimbatore... ... ... ... | 319 | 40 | 359 | 92 | 22 | 114 |
| Somanur ... ... ... .. | 49 | ... | 49 | 169 | 27 | 196 |
| Singanellur ... ... ... | 64 | 76 | 140 | 74 | .. | 74 |
| Erode ... ... ... ... | 179 | 220 | 399 | 273 | 203 | 476 |
| Sankaridrug ... ... ... | ... | 97 | 97 | ... | 85 | 85 |
| Minor stations ... ... ... | 25 | 231 | 256 | 17 | 145 | 162 |
| Total... | 6,382 | 2,384 | 8,766 | 8,333 | 1,696 | 10,029 |

**27.** And was distributed as under :—

| Stations. | Half-year ending 30th June 1894. | | | Half-year ending 30th June 1895. | | |
|---|---|---|---|---|---|---|
| | Pressed. | Loose. | Total. | Pressed. | Loose. | Total. |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Madras ... ... ... ... | 5,333 | 736 | 6,069 | 7,832 | 747 | 8,079 |
| Southern Mahratta Railway ... | 53 | 42 | 95 | 351 | 22 | 373 |
| Adoni ... ... ... ... | ... | 464 | 464 | ... | 521 | 521 |
| Malabar ... ... ... ... | 280 | 568 | 848 | 321 | 109 | 430 |
| Guntakal ... ... ... ... | ... | 199 | 199 | ... | 166 | 166 |
| Cuddapah .. ... ... ... | 11 | 34 | 45 | ... | ... | ... |
| Bellary District ... ... ... | ... | 173 | 173 | ... | 4 | 4 |
| Great Indian Peninsula Railway... | 193 | 32 | 225 | 39 | ... | 39 |
| South Indian Railway ... ... | 267 | 11 | 278 | 75 | 7 | 82 |
| Tiruppur ... ... ... ... | ... | 4 | 4 | ... | 8 | 8 |
| Coimbatore... ... ... ... | ... | 34 | 34 | 3 | 68 | 71 |
| Mysore Dominions .. ... ... | 245 | 22 | 267 | 143 | 19 | 162 |
| Minor stations ... ... ... | ... | 65 | 65 | 69 | 25 | 94 |
| Total... | 6,382 | 2,384 | 8,766 | 8,333 | 1,696 | 10,029 |

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

| Condition. | June 1894. | | June 1895. | |
|---|---|---|---|---|
| | Tons. | Rs. | Tons. | Rs. |
| Loose ... ... ... ... | 2,384 | 35,862 | 1,696 | 26,144 |
| Full pressed ... ... ... ... | 6,382 | 99,596 | 8,333 | 1,29,092 |
| Total... | 8,766 | 1,35,458 | 10,029 | 1,55,236 |

**29.** The quantity of Cotton brought into Madras during the two half-years under comparison was as follows:—

| Districts. | 1894. | 1895. |
|---|---|---|
| | Tons. | Tons. |
| North-West Line ... ... ... ... ... ... | 3,444 | 3,921 |
| Southern Mahratta Railway... ... ... ... ... | 1,038 | 1,727 |
| Great Indian Peninsula Railway ... ... ... ... | 79 | 854 |
| Coimbatore and Salem ... ... ... ... ... | 1,508 | 1,556 |
| Bangalore Branch ... ... ... ... ... ... | ... | 21 |
| Total ... | 6,069 | 8,079 |

**30.** Tonnage of Cotton delivered at Madras by Railway and the tonnage exported therefrom during the last and corresponding half-years :—

| Period. | Delivered by Railway at Madras. | Exported at Madras. |
|---|---|---|
| | Tons. | Tons. |
| Half-year ending June 1894 ... ... ... ... | 6,069 | 3,405 |
| Do. Do. 1895 ... ... ... ... | 8,079 | 3,534 |



**31.** The following figures show the Cotton traffic during the June half of the last five years :—

| Period. | Pressed. | Loose. | Total. | Receipts. |
|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Rs. |
| June 1891 ... ... ... ... ... | 6,403 | 3,789 | 10,192 | 1,29,669 |
| Do. 1892 .. .. ... ... ... | 4,865 | 1,702 | 6,567 | 93,370 |
| Do. 1893 ... ... ... ... ... | 7,120 | 3,919 | 11,039 | 1,32,934 |
| Do. 1894 ... ... ... ... ... | 6,382 | 2,384 | 8,766 | 1,35,458 |
| Do. 1895 ... ... ... ... ... | 8,333 | 1,696 | 10,029 | 1,55,236 |

**32.** The following figures show the Groundnut traffic for the last seven half-years :—

| Period. | Total Weight. | Total Receipts. |
|---|---|---|
| | Tons. | Rs. |
| Half-year ending 30th June 1892 ... ... ... ... | 8,758 | 18,418 |
| Do. 31st December 1892 ... ... .. | 3,455 | 7,189 |
| Do. 30th June 1893 ... ... ... ... | 10,218 | 29,674 |
| Do. 31st December 1893 ... ... ... | 5,799 | 18,983 |
| Do. 30th June 1894 ... ... ... ... | 7,476 | 26,997 |
| Do. 31st December 1894 ... ... ... | 3,378 | 15,101 |
| Do. 30th June 1895 ... ... ... ... | 5,769 | 17,772 |

**33.** The total quantity of Salt carried over the whole system was 25,812 tons yielding a revenue of Rs. 1,45,044 against 26,990 tons with a revenue of Rs. 1,40,533 or a decrease of 1,178 tons in weight, and an increase of Rs. 4,511 in money. The sum earned per ton carried was Rs. 5·6 against Rs. 5·2. The export from Madras amounted to 15,204 tons, or 59 per cent. of the salt carried.

**34.** The following statement shows in tons the Salt carried from stations other than Madras, and the districts to which it was sent :—

| Stations. | Half-year ending 30th June 1894. | | Half-year ending 30th June 1895. | |
|---|---|---|---|---|
| | Sent from | Received in | Sent from | Received in |
| | Tons. | Tons. | Tons. | Tons. |
| Tirur ... ... ... ... ... | 1,068 | ... | 1,363 | ... |
| Ferok ... .. ... ... | 1,072 | ... | 354 | ... |
| Calicut ... ... ... ... | 5,282 | ... | 6,525 | ... |
| Venkatachellum ... ... ... | 457 | ... | ... | ... |
| Salem ... ... ... ... | 16 | ... | 15 | ... |
| Erode ... ... ... ... | 13 | ... | 139 | ... |
| Kallayi ... ... ... ... | 67 | ... | 74 | ... |
| North Arcot District ... ... ... | ... | 10 | ... | .. |
| Salem ,, ... ... ... | ... | 1,734 | ... | 2,506 |
| Coimbatore ,, ... ... ... | ... | 2,209 | ... | 2,903 |
| Malabar ,, ... ... ... | ... | 3,092 | ... | 2,559 |
| Cuddapah ,, ... ... ... | ... | 338 | ... | ... |
| Bellary ,, ... ... ... | ... | 119 | ... | ... |
| Mysore Dominions ... ... ... | ... | 473 | ... | 502 |
| Total... | 7,975 | 7,975 | 8,470 | 8,470 |

**35.** Tonnage of Salt carried out of Madras to the various districts during the half-years ending 30th June 1894 and 1895:—

| Districts. | 1894. | | 1895. | |
|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons. |
| Between Madras, Arkonam and Conjeveram ... | ... | 1,067 | ... | 801 |
| Cuddapah ... ... ... ... | 804 | ... | 405 | ... |
| Other Stations on North-West Line ... | 3,201 | ... | 2,714 | ... |
| | | 4,005 | | 3,119 |
| Arcot and Katpadi ... ... ... | ... | 3,491 | ... | 2,658 |
| Between Gudiyattam and Vaniyambadi ... | ... | 1,627 | ... | 1,540 |
| Bangalore ... ... ... ... | 767 | ... | 596 | ... |
| Mysore ... ... ... ... | 4 | ... | ... | ... |
| Other Stations on Bangalore Branch ... | 855 | ... | 864 | ... |
| | | 1,626 | | 1,460 |
| Salem ... ... ... ... | 229 | ... | 99 | ... |
| Other Stations in Salem District ... ... | 2,347 | ... | 2,215 | ... |
| | | 2,576 | | 2,314 |
| Erode, Tiruppur and Coimbatore ... ... | ... | 3,695 | ... | 2,619 |
| Great Indian Peninsula Railway ... ... | ... | 5 | ... | ... |
| Southern Mahratta Railway ... ... | ... | 241 | ... | 279 |
| South Indian Railway ... ... ... | ... | 352 | ... | 414 |
| Bellary-Kistna State Railway ... ... | ... | 312 | ... | ... |
| Total ... | ... | 18,997 | ... | 15,204 |

**36.** The following table shows the Salt traffic carried out of Madras in each year for the five years ending 30th June 1895:—

| Districts. | 1891. | 1892. | 1893. | 1894. | 1895. |
|---|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons. | Tons. |
| Between Madras and Conjeveram ... | 1,726 | 1,712 | 1,768 | 2,110 | 1,697 |
| Cuddapah ... ... ... ... | 405 | 1,470 | 1,747 | 1,646 | 1,098 |
| Other Stations on North-West Line ... | 2,765 | 6,886 | 8,105 | 7,501 | 5,915 |
| Arcot and Katpadi ... ... ... | 6,777 | 6,059 | 5,592 | 6,323 | 5,313 |
| Gudiyattam and Vaniyambadi ... ... | 3,670 | 3,525 | 2,985 | 3,219 | 3,207 |
| Bangalore ... ... ... ... | 2,798 | 1,677 | 2,406 | 2,654 | 2,110 |
| Mysore State Railway ... ... ... | 1,249 | 300 | 239 | 4 | 20 |
| Other Stations on Bangalore Branch ... | 1,423 | 1,378 | 1,619 | 1,627 | 1,716 |
| Salem ... ... ... ... | 163 | 160 | 859 | 470 | 693 |
| Other Stations on Salem District ... ... | 3,107 | 3,195 | 3,928 | 4,832 | 4,894 |
| Erode, Tiruppur and Coimbatore ... | 3,888 | 4,860 | 6,557 | 7,370 | 6,821 |
| Malabar ... ... ... ... | ... | 40 | ... | ... | 10 |
| Great Indian Peninsula Railway ... ... | ... | ... | ... | 5 | ... |
| Southern Mahratta Railway ... .. | 1,200 | 859 | 255 | 723 | 279 |
| South Indian Railway ... ... ... | 9 | 759 | 956 | 803 | 762 |
| Bellary-Kistna State Railway ... ... | 229 | 696 | 1,171 | 646 | 451 |
| Total ... | 29,409 | 33,616 | 38,187 | 39,933 | 34,986 |

**37. LIVE STOCK.**—The increase of Rs. 19,975 in live stock was owing to the Chittral Expedition.

**38. SUNDRIES.**—The decrease of Rs. 52,233 under "Sundries" is owing to an exceptional revenue in the corresponding period for hire of Locomotives and wagons to the Kolar Gold Fields Railway while under construction.



**39.** Approximate Statement of traffic to the Gold Mines for half-year ending June 1895 as compared with half-year ending December 1894.

| Staples. | Half-year ending December 1894. | | | | | | Half-year ending June 1895. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Total traffic at Hisanattam, Kamasamudram and Bowringpet. | | Total traffic at Stations on the K. G. F. S. Ry. | | Total. | | Total traffic at Hisanattam, 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 ... ... ... | 3,229 | 14,101 | 35,272 | 1,60,307 | 38,501 | 1,74,408 | 2,385 | 8,854 | 43,731 | 2,21,211 | 46,116 | 2,30,065 |
| Timber ... ... ... | 3,892 | 28,063 | 2,826 | 6,585 | 6,218 | 34,648 | 4,212 | 28,014 | 1,656 | 4,826 | 5,868 | 32,840 |
| Firewood ... ... ... | 2,960 | 2,147 | 9,615 | 16,834 | 12,475 | 18,981 | 3,404 | 2,185 | 7,668 | 18,219 | 11,072 | 20,404 |
| Machinery ... ... | 817 | 4,748 | 975 | 14,457 | 1,292 | 19,205 | 412 | 5,265 | 1,446 | 19,930 | 1,858 | 25,195 |
| Unclassified Articles ... ... | 6,538 | 36,600 | 3,017 | 23,068 | 9,555 | 59,668 | 6,525 | 43,870 | 2,759 | 23,085 | 9,281 | 66,955 |
| Total ... | 16,936 | 85,659 | 51,105 | 2,21,251 | 68,041 | 3,06,910 | 16,938 | 88,188 | 57,260 | 2,87,271 | 74,197 | 3,75,459 |

**40.** Owing to the date of opening of the Kolar Gold Fields Railway (1st June 1894) an approximate comparison of goods traffic with the December half-year of 1894 is made inclusive of those Madras Railway stations to which mining traffic was conveyed prior to the opening of the Railway. The branch is steadily creating a valuable additional traffic but the traffic is all inwards and no return commodity presents itself to reduce the cost of haulage of returned empty stock. A more satisfactory comparison will be possible in the December half-year.

The Acting Chief Auditor shews that the handsome return of 9·47 per cent. has been earned by the Madras Railway for the Mysore Durbar on the capital outlay. The Madras Government or the Government of India may possibly consider that this result demands a reduction in the Goods rates over the Branch, but it should be borne in mind that the average life of mines does not exceed 15 years and that a sinking fund to provide against loss of capital on the part of the Mysore Durbar may be a necessary step, for should the Gold Mines "work out" in a few years the present thriving area would be a desolate piece of barren country and the Railway with its heavy gradients would not pay anything like its working expenses. The "Mining Board" has already begun to agitate about so called "high rates" forgetting the enormous benefits already conferred upon the District by the Gold Fields Railway and forgetting the average life of a Gold Mine. The dividend earned when discounted by the risk, is a moderate one, and in the opinion of the writer it would be sound policy to plainly tell the Mining Authorities that the rates are moderate for the work done bearing in mind the risk attached to the investment and that there is absolutely no intention that they should be reduced.

**41.** A brief explanation of the variations in the Commodities referred to in para. 22 is given below:—

| | | From | | To |
|---|---|---|---|---|
| **Coal and Coke**—Increase. | Larger despatches of Coal and Coke. | Madras | ... | K. G. F. S. Railway. |
| **Cotton Unmanufactured**—Increase ... | Larger despatches of Cotton Pressed and Unpressed. | Coimbatore District | | Madras. |
| | | Bellary District | ... | Do. |
| | | S. M. Railway | ... | Do. |
| **Cotton Manufactured**—Increase. | Larger despatches of Twist and Yarn (European) | Madras | ... | Salem District. |
| | | Calicut | .. | Malabar District. |
| | | S. M. Railway | ... | Cuddapah District. |
| | Larger despatches of Twist and Yarn (Indian.) | Madras | ... | North Arcot District. |
| | | Coimbatore | ... | Coimbatore District. |
| | | S. M. Railway | ... | Bellary District. |
| | | S. I. Railway | ... | Coimbatore District. |

| | | From | To |
|---|---|---|---|
| Hides and Skins—Increase. ... | Larger despatches of Hides of Cattle raw. | Madras ... | North Arcot District. |
| | | Vaniyambadi ... | Madras. |
| | | Malabar District ... | Coimbatore District. |
| | | G. I. P. Railway ... | Madras. |
| | Larger despatches of Sheep Skins Dressed or Tanned. | Bangalore Branch... | Madras. |
| | | Salem District ... | Do. |
| | | Coimbatore District. | Do. |
| | | Cuddapah District... | Do. |
| | | G. I. P. Railway ... | Madras.<br>Bangalore Branch. |
| | | S. M. Railway ... | Madras. |
| | Larger despatches of Sheep Skins Raw. | Madras ... | North Arcot District. |
| | | Tirupattur ... | Coimbatore District. |
| | | Salem District ... | Madras. |
| | | Salem ... | Coimbatore District. |
| | | Bellary District ... | S. M. Railway. |
| | | Bangalore Branch... | Madras. |
| | | G. I. P. Railway ... | Do. |
| | | S. M. Railway ... | Do. |
| | | C. N. S. Railway ... | Do. |
| Jute—Increase ... | Larger despatches of Gunny Bags and Cloth. | Madras ... | North Arcot District. |
| | | North Arcot District | Madras. |
| | | Bangalore Branch ... | Coimbatore District. |
| | | Salem ... | Salem District. |
| | | Coimbatore ... | North Arcot District. |
| | | Calicut ... | Malabar District. |
| | | Malabar District ... | Bangalore Branch.<br>Coimbatore District. |
| | | Bellary District ... | S. M. Railway. |
| | | S. M. Railway ... | Madras. |
| | | S. I. Railway ... | Madras.<br>North Arcot District<br>Coimbatore District. |
| Liquors—Increase ... | Larger despatches of Beer. | Madras ... | Bangalore Branch.<br>G. I. P. Railway. |
| | | Mettupalaiyam ... | Bangalore Branch.<br>Malabar District.<br>S. M. Railway. |
| Oils—Increase ... | Larger despatches of Kerosine Oil. | Madras ... | Bangalore Branch. |
| | | Calicut ... | Coimbatore District.<br>Malabar District. |
| | Larger despatches of Cocoanut Oil. | Calicut ... | Bangalore City.<br>Malabar District. |
| Paper and Paste Board... | Larger despatches of Paper and Paste Board. | Madras ... | Bangalore Branch. |
| | | Tirupattur ... | Madras. |
| Provisions—Increase ... | Larger despatches of Other Provisions. | Madras .. | Bangalore Branch. |
| | | North Arcot District | Madras.<br>Raichur. |
| | | Bangalore Branch... | Madras.<br>S. I. Railway. |
| | | Salem District ... | Madras.<br>Bangalore Branch.<br>Coimbatore District.<br>S. M. Railway. |
| | | Sankaridrug .. | Salem District. |
| | | Coimbatore District | Madras.<br>Malabar District. |
| | | Mettupalaiyam ... | Coimbatore District. |
| | | Palghat ... | Coimbatore District.<br>Malabar District.<br>S. I. Railway. |
| | | Calicut ... | Malabar District. |
| | | Tirur ... | Malabar District. |
| | | Cuddapah District... | Madras.<br>S. I. Railway.<br>G. I. P. Railway. |
| | | Razampeta ... | Cuddapah District. |
| | | Bellary District ... | Madras. |
| | | G. I. P. Railway ... | Do. |
| | | S. M. Railway ... | Do. |
| | | S. I. Railway ... | Madras.<br>Coimbatore District. |



| | | From | To |
|---|---|---|---|
| Stone and Lime—Increase | Larger despatches of Stone and Lime. | Madras ... | North Arcot District. |
| | | Chingleput District. | Madras. |
| | | North Arcot District. | Do. |
| | | Kuppam ... | Salem District. |
| | | Bowringpet ... | Bangalore Branch. |
| | | Tyakal ... | Bangalore Branch. |
| | | Salem District ... | Bangalore Branch.<br>K. G. F. S. Railway. |
| | | Cuddapah District .. | Madras.<br>Cuddapah. |
| | | Kadalundi ... | Malabar District. |
| Timber—Increase ... | Larger despatches of Timber. | Madras ... | Bangalore Branch. |
| | | Chingleput District. | Madras. |
| | | North Arcot District. | Madras.<br>Bangalore Branch. |
| | | Bangalore Branch ... | K. G. F. S. Railway. |
| | | Salem District ... | Bangalore Branch.<br>S. I. Railway. |
| | | Coimbatore District. | North Arcot District<br>Bangalore Branch<br>Malabar District.<br>Cuddapah District.<br>S. M. Railway |
| | | Malabar District ... | Madras.<br>North Arcot District.<br>Bangalore Branch.<br>Salem District.<br>Coimbatore District.<br>S. I. Railway. |
| | | Cuddapah District... | Madras. |
| | | Bellary District ... | Raichur. |
| | | Mullanur ... | Bangalore Branch. |
| | | Matmari ... | Adoni. |
| | | M. S. Railway ... | Madras. |
| | | S. M. Railway ... | Bellary District. |
| All Other Articles of Merchandise.—Increase. | Larger despatches of All Other Articles of Merchandise. | Madras ... | K. G. F. S. Ry.<br>Bangalore Branch. |
| | | Chingleput District.. | Madras. |
| | | North Arcot District. | Do. |
| | | Bangalore Branch... | Madras.<br>Coimbatore District.<br>S. I. Railway. |
| | | Tirupattur ... | Bangalore Branch.<br>Salem District. |
| | | Salem District ... | Malabar District. |
| | | Coimbatore ... | Coimbatore District. |
| | | Coimbatore District. | North Arcot District.<br>Malabar District. |
| | | Palghat ... | S. I. Railway. |
| | | Calicut ... | Salem District.<br>Malabar District. |
| | | Cuddapah District... | Madras.<br>Salem District. |
| | | Bellary District ... | Cuddapah District.<br>S. M. Railway. |
| | | G. I. P. ... | Madras. |
| | | S. I. Railway. ... | Salem District.<br>Coimbatore District. |
| | | K. G. F. S. Ry. ... | Madras.<br>Bangalore Branch. |
| Dyes and Tans—Decrease | Smaller despatches of Myrabolams. | Salem District ... | Madras. |
| | | Bangalore ... | Ambur. |
| | | Vaniyambadi ... | Madras. |
| | | S. I. Railway. ... | Do. |
| | Smaller despatches of Turmeric. | Madras ... | S. M. Railway. |
| | | Erode ... | Madras.<br>Coimbatore District. |
| | | Cuddapah District... | Malabar District.<br>Madras. |
| | | Bellary District ... | S. M. Railway.<br>Madras. |
| | | S. M. Railway ... | Bellary District. |

| | | From | To |
|---|---|---|---|
| Iron—Decrease ... | Smaller despatches of Iron. | Madras ... | Bangalore Branch. |
| | | Malabar District ... | Coimbatore District. |
| | | K. G. F. S. Railway. | Madras. Bangalore Branch. |
| | | M. S. Railway ... | Bellary District. |
| Oil Seeds—Decrease ... | Smaller despatches of Linseed. | Adoni ... | S. M. Railway. |
| | Smaller despatches of Groundnuts. | North Arcot District. Bangalore Cant. ... Arcot | Madras. |
| | | S. I. Railway ... | Madras. Salem District. |
| | Smaller despatches of Castor Seeds. | Salem District ... Gooty ... Erode ... | Madras. |
| | Smaller despatches of Other Oil Seeds. | North Arcot District | Madras. S. I. Railway. North Arcot District |
| | | Bangalore Branch ... | S. I. Railway. |
| | | Coimbatore ... | Madras. |
| | | Salem District ... | Madras. North Arcot District Coimbatore District. |
| | | Malabar District ... | Coimbatore District. |
| | | Cuddapah District .. | Madras. North Arcot District. |
| | | Bellary District ... | Madras. S. I. Railway. |
| | | S. M. Railway ... | Madras. |
| Railway Plant and Rolling Stock — Decrease. | Smaller despatches of Other Materials. | Madras ... | Bowringpet. |
| | | Ferok ... | Coimbatore District. |
| | | G. I. P. Railway ... | Bellary District. |
| Spices — Decrease ... | Smaller despatches of Pepper. | Palghat ... | S. I. Railway. |
| | | Calicut ... | Bangalore Branch. Malabar District. |
| | Smaller despatches of Chillies. | Salem District ... | Malabar District. |
| | | Malabar District ... | N. Arcot District. |
| | | Cuddapah District.... | Malabar District. |
| | | G. I. P. Railway ... | Madras. Cuddapah District. |
| | | S. M. Railway ... | Madras. Cuddapah District. Bellary District. |
| | Smaller despatches of Other Spices. | Madras | M. S. Railway. |
| | | North Arcot District. | S. I Railway. |
| | | Salem District. | Coimbatore District. |
| | | Coimbatore District. | S. I Railway. |
| | | Bellary .. | G. I. P. Railway. |



**42.** The interchange of the principal commodities with Foreign Railways during the two half-years under review, is shown below :—

| Commodities. | 1894. | | 1895. | |
|---|---|---|---|---|
| | Tons. | Rs. | Tons. | Rs. |
| Cotton, raw ... ... ... | 1,741 | 22,814 | 2,230 | 23,542 |
| Do. manufactured ... ... | 3,586 | 49,058 | 3,719 | 49,602 |
| Dyes and Tans ... ... ... | 4,930 | 53,254 | 5,245 | 56,040 |
| Grain and Pulse ... ... ... | 34,031 | 2,18,795 | 28,537 | 1,91,220 |
| Hides and Skins ... ... ... | 7,566 | 1,26,171 | 9,791 | 1,50,104 |
| Liquors ... ... ... ... | 2,053 | 19,297 | 1,655 | 20,419 |
| Metals ... ... ... ... | 2,575 | 29,341 | 2,221 | 24,795 |
| Oils ... ... ... .. | 2,117 | 14,761 | 2,987 | 25,968 |
| Oil Seeds ... ... ... ... | 7,476 | 44,360 | 8,165 | 54,686 |
| Provisions ... ... ... ... | 12,450 | 95,497 | 11,565 | 95,738 |
| Railway Plant and Rolling Stock... | 8 | 59 | 118 | 1,233 |
| Salt ... .. ... ... | 1,238 | 7,546 | 2,265 | 9,451 |
| Sugar ... ... ... ... | 4,384 | 28,108 | 7,791 | 47,690 |
| Timber ... ... ... ... | 6,898 | 37,360 | 13,077 | 48,018 |
| Tobacco ... ... ... ... | 1,825 | 17,842 | 1,471 | 16,377 |
| All other Articles of Merchandise. | 8,101 | 1,19,046 | 9,450 | 1,42,103 |

**43. ABSTRACT OF COMMODITIES.**—A detailed statement of the principal commodities carried during the half-years under review will be found printed on pages 20, 21 and 22 of the Capital and Revenue Accounts prepared by the Acting Chief Auditor for the half-year ended June 1895.

**44. WORKING EXPENSES.**—

*Decreases.*

There was a net decrease of Rupees 24,372 in the working expenses, and this was brought about chiefly by:—

1. The Deputy Traffic Manager's absence on furlough, and the absence of Mr. Greenall (Asisstant Traffic Manager) while Officiating as Assistant to the Agent and Manager and as General Storekeeper.

2. The substitution of bulk kerosine for cocoanut oil in lamps.

3. A less number of wagon covers being made.

4. A less quantity of clothing supplied.

*Increases.*

The increases are chiefly explained by:—

1. Full salary being paid to the Office Manager, and to increases to subordinates of the Traffic Manager's Office, also to clerks of Divisional Offices.

2. Additional staff required for the Kolar Gold Fields Railway, and to additional gratuities paid to subordinate staff on retirement under the 55 years rule.

3. Weighing machines being supplied to new stations.

4. An additional supply of printed books and forms for stations.

**45. GENERAL**—The half-year ending June 1895 has been the most successful period in the history of the Madras Railway. The Government 5 per cent. guarantee has at last been earned by the Company, for the first time, and also the modest additional sum of Rs. 1,07,908-14-10 in surplus profits.

**APPENDICES.**

The undermentioned statements are enclosed :—

1. Coaching Traffic Receipts in each month.
2. Goods do. do.
3. Comparison of Coaching Receipts for 1894 and 1895.
4. Do. Goods do. do.
5. Average Receipts per mile open and per mile run during 1894 and 1895.
6. Expenditure table for 1894 and 1895.
7. Percentage of Working Expenses for 1894 and 1895.
8. Do. Revenue do. do.
9. Passenger Traffic exclusive of return fares and soldiers for 1895.
10. Average of Passenger traffic exclusive of return fares do. do.
11. Passenger Traffic inclusive of return fares but exclusive of soldiers for 1895.
12. Average of Passenger traffic. do. do. do.
13. Return fare Traffic for 1895.
14. Comparison of Passenger Traffic inclusive of return fares but exclusive of soldiers for 1894 and 1895.
15. Comparison of Passenger Traffic exclusive of return fares and soldiers for 1894 and 1895.
16. Comparison of Return fare Traffic for 1894 and 1895.
17. Parcels, Treasure and Passengers' Luggage for 1894 and 1895.
18. Gross earnings and Tonnage of Goods Traffic.
19. Comparison of Goods Traffic for 1894 and 1895.
20. Comparative statement of Traffic expenses for 1894 and 1895.
21. Table of Coaching Traffic in and out at stations for 1894 and 1895.
22. Table of Goods do. do. do. do.

I have the honor to be,

Sir,

Your obedient Servant,

(Signed) F. W. READ,

*Traffic Manager.*



# APPENDIX

TO

## TRAFFIC MANAGER'S HALF-YEARLY REPORT FOR 30th JUNE 1895.

1. *Coaching Traffic receipts in each month for the half-year ending 30th June 1895.*

| 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. |
| January ... | 3,35,048 | 7,423 | 11,830 | 1,355 | 5,415 | 541 | 22,667 | 259 | 600 | 55 | 4,055 | 3 89,246 |
| February ... | 3,23,426 | 8,129 | 8,783 | 1,615 | 4,258 | 870 | 20,657 | 271 | ... | 118 | 4,163 | 3,72,290 |
| March ... | 3,21,169 | 14,442 | 9,498 | 10,733 | 7,733 | 453 | 24,110 | 295 | ... | 46 | 4,249 | 3,92,727 |
| April ... | 3,26,012 | 13,318 | 10,231 | - 3,519 | 14,560 | 864 | 23,241 | 318 | ... | 63 | 4,226 | 3,89,315 |
| May ... | 3,53,825 | 8,485 | 10,392 | - 4,162 | 12,035 | 405 | 22,766 | 401 | 414 | 118 | 4,231 | 4,08,910 |
| June ... | 3,66,404 | 10,353 | 10,633 | 542 | 8,359 | - 1,212 | 19,995 | 353 | 1,779 | 120 | 4,246 | 4,21,572 |
| Total... | 20,25,884 | 62,150 | 61,367 | 6,564 | 52,360 | 1,924 | 1,33,436 | 1,897 | 2,793 | 515 | 25,170 | 23,74,060 |

2. *Goods Traffic receipts in each month for the half-year ending 30th June 1895.*

| 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. |
| January ... | 4,79,986 | 1,137 | 10,382 | 1,120 | 2,800 | 735 | 520 | 4,96,792 |
| February ... | 4,96,866 | 374 | 12,916 | 1,212 | 1,350 | 791 | 488 | 5,13,797 |
| March ... | 5,35,663 | 1,938 | 13,602 | 1,959 | 51,984 | 1,088 | 452 | 6,06,686 |
| April ... | 4,88,911 | 564 | 10,659 | 1,983 | – 21,587 | 991 | 412 | 4,81,063 |
| May ... | 5,72,413 | 833 | 11,673 | 1,590 | – 6,520 | 1,351 | 434 | 5,81,767 |
| June ... | 5,44,494 | 1,666 | 10,197 | 1,609 | – 2,367 | 1,183 | 375 | 5,57,157 |
| Total... | 31,18,133 | 6,512 | 69,431 | 9,779 | 25 451 | 6,139 | 2,717 | 32,38,164 |

3. *Comparison of the Coaching traffic for the half-years ending June and December 1894 and June 1895.*

| 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. |
| June 1894... | 16,73,408 | 78,938 | 55,580 | 10,238 | 41,479 | 2,973 | 1,30,322 | 2,089 | 300 | 621 | 23,212 | 20,19,165 |
| December 1894... | 17,58,157 | 42,711 | 50,477 | 6,833 | 40,136 | 2,419 | 1,67,058 | 1,754 | 2,079 | 564 | 26,955 | 20,99,201 |
| June 1895... | 20.25.884 | 62.150 | 61,367 | 6,564 | 52.360 | 1,924 | 1,33,436 | 1 897 | 2,793 | 515 | 25,170 | 23,74,060 |

4. *Comparison of the Goods traffic for the half-years ending June and December 1894 and June 1895.*

| Half-years. | Merchandise and military stores and coal for the public. | Railway material for construction. | Revenue stores. | Live Stock. Ordinary. Horses. | Live Stock. Ordinary. Other live stock. | Live Stock. Military. Horses. | Live Stock. Military. Other live stock. | Rents and demurrage. | Miscellaneous. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| June 1894... | 29,16,054 | 10,431 | 58,716 | 3,445 | 5,908 | 5,886 | 15 | 6,042 | 2,630 | 30,09,227 |
| December 1894.. | 28,94,040 | 7,956 | 55,925 | 2,792 | 8,995 | 1,728 | ... | 4,805 | 2,663 | 29,75,904 |
| June 1895... | 31,18,135 | 6,513 | 69,431 | 2,770 | 7,003 | 25,390 | 60 | 6,130 | 2,716 | 32,38,163 |

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 June 1894 ... ... ... ... ... ... ... ... ... | 6,159·44 | 4·03 |
| Do. do. December 1894 ... ... ... ... ... ... ... ... ... | 6,127·48 | 4·17 |
| Do. do. June 1895 ... ... ... ... ... ... ... ... ... ... | 6,794·05 | 4·53 |

6. *Table of expenditure for the half-years ending June and December 1894 and June 1895.*

| Period. | Permanent way. | Locomotive. | Repairs to carriages and wagons. | Traffic. | General charges. | Special and miscellaneous. | Total. |
|---|---|---|---|---|---|---|---|
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Half-year ending June 1894... | 5,80,000 | 9,44,557 | 3,71,242 | 4,46,487 | 2,86,094 | 53,214 | 26,81,594 |
| Do. do. December 1894... | 5,89,191 | 9,68,820 | 3,41,076 | 4,23,468 | 2,79,363 | 89,938 | 26,91,856 |
| Do. do. June 1895... | 5,99,459 | 10,22,204 | 3,01,853 | 4,22,115 | 2,88,154 | 48,261 | 26,82,135 |

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. |
|---|---|---|---|---|---|---|---|
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Half-year ending June 1894... | 21·63 | 35·22 | 13·84 | 16·65 | 10·67 | 1·99 | 100·00 |
| Do. do. December 1894... | 21·89 | 35·99 | 12·67 | 15·73 | 10·38 | 3·34 | 100·00 |
| Do. do. June 1895... | 22·35 | 38·11 | 11·26 | 15·74 | 10·74 | 1·80 | 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. |
|---|---|---|---|---|---|---|---|---|
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Half-year ending June 1894... | 11·21 | 18·20 | 7·17 | 8·63 | 5·53 | 1·03 | 48·17 | 100·00 |
| Do. do. December 1894... | 11·45 | 18·81 | 6·63 | 8·22 | 5·43 | 1·73 | 47·71 | 100·00 |
| Do. do. June 1895... | 10·50 | 17·91 | 5·29 | 7·10 | 5·05 | 0·85 | 53·00 | 100·00 |

9. *Passenger traffic, exclusive of return fares and soldiers, in each month for the half-year ending June 1895.*

| Months. | First class. No. | First class. Rs. | Second class. No. | Second class. Rs. | Third class. No. | Third class. Rs. | Total. No. | Total. Rs. |
|---|---|---|---|---|---|---|---|---|
| January ... | 1,604½ | 13,411 | 5,394½ | 19,866 | 649,254½ | 2,06,086 | 656,253½ | 3,31,363 |
| February ... | 1,248 | 12,694 | 4,291 | 13,539 | 650,425 | 2,92,348 | 655,964 | 3,18,581 |
| March ... | 1,555 | 16,135 | 4,618½ | 13,861 | 703,190½ | 2,88,338 | 709,364 | 3,18,654 |
| April ... | 1,390½ | 16,069 | 4,883 | 16,062 | 703,583 | 2,91,247 | 700,856½ | 3,23,378 |
| May ... | 1,219 | 14,351 | 5,439½ | 17,783 | 774,828½ | 3,19,734 | 781,467 | 3,51,868 |
| June ... | 1,434 | 17,398 | 5,526½ | 16,876 | 789,504½ | 3,27,814 | 796,465 | 3,62,088 |
| Total... | 8,451 | 91,078 | 30,153 | 97,987 | 4,270,766 | 18,16,067 | 4,309,390 | 20,06,132 |

10. *Average of passenger traffic, exclusive of return fares and soldiers for the half-year ending June 1895.*

| | 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 | 109 9 10 | 116 10 5 | 2,161 15 9 | 2,388 4 9 |
| Average percentage of numbers ... | ... | 0·20 | 0·70 | 99·11 | 100·00 |
| Average mileage of passengers ... | ... | 174 | 104 | 30 | ... |
| Average percentage of receipts ... | ... | 4·59 | 4·89 | 90·52 | 100·00 |

11. *Passenger traffic in each month, inclusive of return fares, but exclusive of soldiers, for the half-year ending June 1895.*

| Months. | First class. No. | First class. Rs. | Second class. No. | Second class. Rs. | Third class. No. | Third class. Rs. | Total. No. | Total. Rs. |
|---|---|---|---|---|---|---|---|---|
| January ... | 1,785½ | 13,585 | 7,338½ | 20,521 | 713,421½ | 2,98,942 | 722,545½ | 3,35,048 |
| February ... | 1,334 | 13,067 | 5,106 | 13,860 | 677,763 | 2,96,498 | 684,203 | 3,23,425 |
| March ... | 1,616 | 16,880 | 5,846½ | 14,296 | 720,557½ | 2,90,493 | 728,020 | 3,21,169 |
| April ... | 1,603½ | 16,585 | 6,093 | 16,440 | 762,319 | 2,92,987 | 770,014½ | 3,26,012 |
| May ... | 1,591 | 15,127 | 6,329½ | 18,136 | 786,330½ | 3,20,562 | 794,241 | 3,53,825 |
| June ... | 2,088 | 18,628 | 8,343½ | 17,750 | 810,929½ | 3,30,028 | 821,361 | 3,66,406 |
| Total... | 10,078 | 93,372 | 39,057 | 1,01,003 | 4,471,310 | 18,29,510 | 45,20,445 | 20,23,885 |

12. *Average of passenger traffic, inclusive of return fares, but exclusive of soldiers, for the half-year ending 30th June 1895.*

| | 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 | 1:3 8 7 | 120 3 10 | 2,177 15 10 | 2,411 12 3 |
| Average percentage of numbers ... | ... | 0·23 | 0·56 | 93·91 | 100·00 |
| Average mileage of passengers ... | ... | 174 | 101 | 37 | ... |
| Average percentage of receipts ... | ... | 4·71 | 4·98 | 90·31 | 100·00 |

13. *Return fare traffic for the half-year ending 30th June 1895.*

| 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. |
| January ... | 160 | 67 | 1,920 | 418 | 56,320 | 777 | 58,400 | 1,262 | 21 | 107 | 24 | 237 | 7,847 | 2,079 | 7,892 | 2,423 |
| February.. | 120 | 100 | 800 | 173 | 12,320 | 221 | 13,240 | 494 | 26 | 273 | 15 | 147 | 15,018 | 3,930 | 15,059 | 4,350 |
| March ... | 40 | 60 | 1,200 | 178 | 12,280 | 273 | 13,520 | 511 | 21 | 165 | 28 | 257 | 5,087 | 1,381 | 5,136 | 1,803 |
| April ... | 200 | 127 | 1,200 | 284 | 55,080 | 774 | 56,480 | 1,185 | 13 | 358 | 10 | 94 | 3,655 | 986 | 3,678 | 1,448 |
| May ... | 360 | 420 | 880 | 236 | 8,840 | 119 | 10,060 | 801 | 12 | 850 | 10 | 67 | 2,652 | 679 | 2,674 | 1,096 |
| June ... | 640 | 790 | 2,800 | 701 | 13,280 | 240 | 16,720 | 1,721 | 14 | 450 | 17 | 173 | 8,145 | 1,973 | 8,176 | 2,596 |
| Total... | 1,520 | 1,560 | 8,800 | 2,040 | 158,120 | 2,434 | 168,440 | 6,034 | 107 | 1,732 | 104 | 975 | 42,404 | 11,008 | 42,615 | 13,716 |

14. *Comparison of the passenger traffic, inclusive of return fares, but exclusive of soldiers, for the half-years ending June and December 1894 and June 1895.*

| Half-years. | First class. | | Second class. | | Third class. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| | No. | Rs. | No. | Rs. | No. | Rs. | No. | Rs. |
| Half-year ending June 1894 | 8,156 | 78,285 | 31,637½ | 83,327 | 4,954,352 | 15,09,507 | 4,994,144½ | 16,73,409 |
| Do. do. December 1894 | 9,617½ | 85,783 | 35,475½ | 93,533 | 5,048,748 | 15,78,599 | 5,094,041 | 17,38,155 |
| Do. do. June 1895 | 10,078 | 95,372 | 39,037 | 1,01,003 | 4,471,310 | 18,29,510 | 4,520,445 | 20,25,885 |

15. *Comparison of the passenger traffic, exclusive of return fares and soldiers, for the half-years ending June and December 1894 and June 1895.*

| Period. | First class. | | Second class. | | Third class. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| | No. | Rs. | No. | Rs. | No. | Rs. | No. | Rs. |
| June 1894 ... | 7,304 | 76,807 | 25,012½ | 83,357 | 4,711,604 | 14,95,429 | 4,743,920½ | 16,55,593 |
| December 1894 ... | 8,497½ | 83,258 | 28,334½ | 90,515 | 4,851,558 | 15,68,560 | 4,888,390 | 17,42,333 |
| June 1895 ... | 8,451 | 92,078 | 30,153 | 97,097 | 4,270,786 | 18,16,067 | 4,309,390 | 20,06,132 |



16. *Comparison of the return fare traffic for the half-years ending June and December 1894 and June 1895.*

| Period. | | First class. | | Second class. | | Third class. | | Total. | |
|---|---|---|---|---|---|---|---|---|---|
| | | No. | Rs. | No. | Rs. | No. | Rs. | No. | Rs. |
| Half-year ending June 1894. | Trivellore ... | ... | ... | ... | ... | 36 698 | 6 898 | 36 698 | 6.898 |
| | Other excursions ... | 852 | 1,479 | 6,625 | 2,171 | 212,747 | 14,166 | 250,224 | 17,816 |
| Half-year ending December 1894. | Trivellore ... | ... | ... | ... | ... | 17,507 | 3,257 | 17 507 | 3.257 |
| | Other excursions ... | 1,320 | 2,466 | 7,141 | 3,318 | 197,190 | 10,038 | 205,651 | 15,822 |
| Half-year ending June 1895. | Trivellore ... | ... | ... | ... | ... | 33.205 | 8.294 | 33 205 | 8.294 |
| | Other excursions ... | 1,627 | 3,293 | 8,904 | 3,015 | 167,319 | 54,48 | 177,850 | 11,456 |

17. *Parcels, treasure and passenger luggage for the half-years ending June and December 1894 and June 1895.*

| Period. | Parcels. | | | Luggage. | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Ordinary. | | Military. | | |
| | No. | Rs. | Revenue parcels. | Public. | Treasure | By ordinary trains. | By troop trains. | Total. |
| | | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| June 1894 ... | 148,018 | 1,30,322 | 2,088 | 36,402 | 19,123 | 6,841 | 3,397 | 65,823 |
| December 1894 ... | 183,522 | 1,67,056 | 1,754 | 35,550 | 14,928 | 5,214 | 1.619 | 57,311 |
| June 1895 ... | 165,293 | 1,33,436 | 1,899 | 41,054 | 20,313 | 6,485 | 77 | 67,932 |

18. *Gross earnings and tonnage of goods, exclusive of Railway materials and Revenue stores, for the half-year ending 30th June 1895.*

| Months. | Tons. | Rupees. |
|---|---|---|
| January ... ... ... ... ... ... ... ... | 67,907 | 4,79,986 |
| February ... ... ... ... ... ... ... ... | 66,836 | 4,95,668 |
| March ... ... ... ... .. ... ... ... | 73,804 | 5,35,065 |
| April ... ... ... ... ... ... ... ... | 68,841 | 4,88,911 |
| May ... ... ... ... ... ... .. ... | 81,532 | 5,72,413 |
| June ... ... ... .. ... ... ... .. | 73,195 | 5,44,494 |
| Total .. | 431,915 | 31,18,135 |

19. *Comparison of the goods traffic, exclusive of Railway materials and Revenue stores, for the half-years ending June and December 1894 and June 1895.*

| Period. | Tons. | Rupees. |
|---|---|---|
| Half-year ending June 1894 ... ... ... ... .. ... | 400,473 | 29,16,054 |
| Do. do. December 1894 ... ... ... ... ... ... | 400,943 | 28,94,040 |
| Do. do. June 1895 ... ... ... ... ... ... | 431,915 | 31,18,135 |

20. *Comparative statement of the traffic expenses, for the half-years ending June and December 1894 and June 1895.*

| 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 & rojes. | 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. Railway | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Rs. | Rs. | Rs | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1894 June | 46,566 | 22,144 | 4,234 | 473 | 1,87,058 | 49,472 | 48,265 | 8,234 | 1,527 | 5,567 | 39,291 | 2,486* | 6,103 | 23,064 | 1,836 | 1,019 | 1252* | 4,46,487 |
| 1894 Dec. | 42,138 | 22,802 | 3,954 | 321 | 1,90,278 | 49,843 | 42,010 | 4,339 | 1,217 | 5,448 | 37,393 | 2,353 | 1,132 | 22,863 | 1,300 | 1,080 | 5533 | 4,23,468 |
| 1895 June | 45,218 | 22,752 | 4,242 | 449 | 1,88,749 | 40,116 | 33,916 | 3,174 | 2,057 | 4,840 | 42,122 | 2,405 | 7,397 | 18,950 | 1,479 | 871 | 5524 | 4,22,113 |

* Not previously shewn in the proper column.

21. *The following Table shows the Coaching Traffic in and out of the following Stations on the Madras Railway for the half-years ending 30th June 1894 and 1895.*

| STATIONS. | Number of Passengers. | | | | | | Coaching Receipts. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1894. | | | 1895. | | | 1894. | | | 1895. | | |
| | Inwards. | Outwards. | Total. | Inwards. | Outwards. | Total. | Inwards. | Outwards. | Total. | Inwards. | Outwards. | Total. |
| | No. | No. | No. | No. | No. | No. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Madras ... ... ... ... | 422,237 | 371,940 | 794,177 | 301,448 | 297,530 | 598,978 | 3,08,427 | 3,39,918 | 6,48,345 | 3,47,360 | 3,78,475 | 7,25,835 |
| Salt Cotaurs ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Rayapuram... ... ... ... | 85,833 | 96,227 | 182,060 | 47,837 | 55,552 | 103,389 | 9,237 | 16,553 | 25,790 | 5,427 | 20,245 | 25,672 |
| Washermanpet ... ... ... | 33,943 | 80,626 | 114,569 | 58,728 | 75,594 | 134,322 | 2,603 | 17,320 | 19,923 | 7,114 | 21,823 | 28,937 |
| Perambur ... ... ... ... | 141,426 | 186,057 | 327,483 | 82,848 | 105,634 | 188,482 | 3,326 | 18,759 | 22,085 | 6,228 | 21,365 | 27,593 |
| Connur ... ... ... ... | 41,082 | 43,245 | 84,327 | 35,862 | 38,311 | 74,173 | 2,617 | 3,290 | 5,907 | 2,981 | 3,741 | 6,722 |
| Ambattur ... ... ... ... | 18,698 | 17,858 | 36,566 | 14,296 | 13,652 | 27,948 | 1,669 | 1,696 | 3,365 | 1,670 | 1,782 | 3,452 |
| Avadi ... ... ... ... | 62,379 | 60,075 | 122,454 | 58,307 | 58,168 | 116,475 | 9,313 | 12,230 | 21,543 | 11,452 | 12,492 | 23,944 |
| Tinnanur ... ... ... ... | 42,576 | 43,668 | 86,244 | 32,359 | 33,294 | 65,653 | 5,740 | 6,136 | 11,876 | 5,673 | 6,289 | 11,962 |
| Sovvapet Road ... ... ... | 18,982 | 19,699 | 38,681 | 16,068 | 16,426 | 32,494 | 2,828 | 3,132 | 5,960 | 3,082 | 3,344 | 6,426 |
| Trivelloro ... ... ... ... | 147,624 | 103,504 | 251,128 | 138,226 | 100,369 | 238,597 | 31,959 | 22,166 | 55,125 | 39,660 | 29,140 | 68,800 |
| Kadambattur ... ... ... | 23,378 | 25,166 | 48,544 | 19,922 | 21,672 | 41,594 | 3,918 | 4,414 | 8,332 | 4,328 | 5,018 | 9,346 |
| Manur ... ... ... ... | 12,253 | 13,555 | 25,808 | 9,947 | 10,766 | 20,713 | 1,564 | 2,032 | 3,596 | 1,765 | 2,186 | 3,951 |
| Chinnamapet ... ... ... | 14,023 | 13,368 | 27,391 | 12,243 | 11,504 | 23,747 | 2,656 | 2,416 | 5,072 | 3,036 | 2,928 | 5,964 |
| Mosur ... ... ... ... | 5,334 | 6,158 | 11,492 | 4,105 | 4,452 | 8,557 | 701 | 932 | 1,633 | 701 | 955 | 1,656 |
| Arkonam ... ... ... ... | 136,530 | 139,384 | 275,914 | 116,294 | 112,483 | 228,777 | 70,195 | 63,846 | 1,34,041 | 74,737 | 66,508 | 1,41,245 |
| Tiruttani ... ... ... ... | 78,400 | 64,623 | 143,023 | 65,179 | 54,900 | 120,079 | 15,805 | 12,118 | 27,923 | 17,625 | 14,661 | 32,286 |
| Ponpadi ... ... ... ... | 7,237 | 8,716 | 15,953 | 5,317 | 5,960 | 11,277 | 586 | 1,022 | 1,608 | 642 | 927 | 1,569 |
| Nagari ... ... ... ... | 42,744 | 45,513 | 88,257 | 34,973 | 35,819 | 70,792 | 7,455 | 7,775 | 15,230 | 8,595 | 9,067 | 17,662 |
| Vepagunta ... ... ... ... | 5,874 | 6,807 | 12,681 | 4,686 | 5,488 | 10,174 | 732 | 945 | 1,677 | 856 | 1,074 | 1,930 |
| Puttur ... ... ... ... | 39,287 | 40,259 | 79,546 | 35,742 | 37,110 | 72,852 | 7,069 | 7,670 | 14,739 | 8,620 | 9,288 | 17,908 |
| Pudi ... ... ... ... | 20,469 | 23,227 | 43,696 | 18,527 | 21,089 | 39,616 | 3,212 | 3,938 | 7,150 | 4,032 | 5,042 | 9,074 |
| Renigunta ... ... ... ... | 85,962 | 87,866 | 173,828 | 77,338 | 81,116 | 158,454 | 46,313 | 47,316 | 93,629 | 53,953 | 58,303 | 1,12,256 |
| Mamanduru ... ... ... | 4,247 | 4,237 | 8,484 | 2,759 | 2,885 | 5,644 | 529 | 598 | 1,127 | 460 | 521 | 981 |
| Poddapadu ... ... ... ... | 6,613 | 6,910 | 13,523 | 5,693 | 5,692 | 11,385 | 1,090 | 1,251 | 2,341 | 1,281 | 1,453 | 2,734 |
| Koduru ... ... ... ... | 19,572 | 19,390 | 38,962 | 17,300 | 16,968 | 34,268 | 4,475 | 4,562 | 9,037 | 5,703 | 5,685 | 11,388 |
| Urampadu ... ... ... | 12,655 | 13,268 | 25,923 | 9,921 | 10,195 | 20,116 | 1,944 | 2,654 | 4,598 | 2,104 | 2,593 | 4,697 |
| Reddipalli ... ... ... ... | 14,320 | 15,180 | 29,500 | 12,533 | 13,062 | 25,595 | 2,719 | 3,046 | 5,765 | 3,395 | 3,929 | 7,324 |
| Razempeta ... ... ... ... | 34,897 | 33,909 | 68,806 | 28,908 | 28,118 | 57,026 | 8,446 | 8,689 | 17,135 | 9,980 | 9,904 | 19,884 |
| Nandalur ... ... ... ... | 23,698 | 23,579 | 47,277 | 20,986 | 20,548 | 41,534 | 4,798 | 5,029 | 9,827 | 5,582 | 5,594 | 11,176 |
| Vontimitta ... ... ... | 24,593 | 24,535 | 49,128 | 21,683 | 21,552 | 43,235 | 4,841 | 6,303 | 11,144 | 5,867 | 7,290 | 13,157 |
| Siddhavattam ... ... ... | 3,280 | 3,937 | 7,217 | 2,095 | 2,536 | 4,631 | 360 | 440 | 800 | 308 | 420 | 728 |
| Cuddapah ... ... ... | 69,706 | 68,267 | 137,973 | 61,467 | 60,123 | 121,595 | 32,966 | 34,041 | 67,007 | 35,817 | 39,309 | 75,126 |
| Krishnapuram ... ... ... | 14,649 | 15,300 | 29,949 | 12,150 | 11,576 | 23,726 | 1,914 | 2,519 | 4,433 | 2,059 | 2,522 | 4,581 |
| Gangayapalli ... ... ... | 12,804 | 12,384 | 25,188 | 10,094 | 10,760 | 20,854 | 1,394 | 1,771 | 3,165 | 1,597 | 1,973 | 3,570 |
| Kamalapuram ... ... ... | 23,508 | 24,143 | 47,651 | 19,737 | 20,226 | 39,963 | 5,124 | 5,273 | 10,397 | 6,015 | 5,963 | 11,978 |
| Yerragudipadu ... ... ... | 5,580 | 5,957 | 11,537 | 4,663 | 5,230 | 9,898 | 650 | 1,003 | 1,653 | 782 | 1,122 | 1,904 |
| Yerraguntla ... ... ... | 30,108 | 28,279 | 58,387 | 25,637 | 24,603 | 50,240 | 11,772 | 14,780 | 26,552 | 13,306 | 16,221 | 29,527 |
| Kalamala ... ... ... ... | 6,624 | 6,632 | 13,256 | 5,719 | 5,422 | 11,141 | 1,025 | 1,293 | 2,318 | 1,252 | 1,359 | 2,611 |
| Muddanuru ... ... ... | 18,337 | 18,625 | 36,962 | 16,306 | 17,122 | 33,428 | 6,056 | 5,916 | 11,972 | 7,298 | 7,057 | 14,355 |
| Mangapatnam ... ... ... | 4,563 | 4,717 | 9,280 | 3,721 | 3,886 | 7,607 | 717 | 871 | 1,588 | 763 | 906 | 1,669 |
| Kondapuram ... ... ... | 17,277 | 17,109 | 34,386 | 14,145 | 14,033 | 28,187 | 4,961 | 5,565 | 10,526 | 5,062 | 5,484 | 10,546 |
| Vanganur ... ... ... | 9,489 | 9,557 | 19,046 | 7,325 | 7,402 | 14,727 | 1,913 | 2,090 | 4,003 | 2,077 | 2,217 | 4,294 |
| Tadpatri ... ... ... | 39,803 | 40,142 | 79,945 | 34,137 | 34,525 | 68,712 | 13,925 | 12,895 | 26,820 | 15,404 | 14,635 | 30,039 |
| Penneru ... ... ... | 15,575 | 15,174 | 30,749 | 10,884 | 10,682 | 21,566 | 2,458 | 2,577 | 5,035 | 2,491 | 2,691 | 5,182 |
| Rayalcheruvu ... ... ... | 18,785 | 18,985 | 37,770 | 15,672 | 15,967 | 31,639 | 3,657 | 8,998 | 7,655 | 4,013 | 4,313 | 8,326 |
| Jakkulacheruvu ... ... ... | 6,635 | 6,698 | 13,333 | 5,126 | 5,044 | 10,170 | 931 | 1,119 | 2,050 | 1,053 | 1,146 | 2,199 |
| Gooty ... ... ... | 40,838 | 40,438 | 81,276 | 36,390 | 35,480 | 71,870 | 11,529 | 12,276 | 23,805 | 13,666 | 14,683 | 28,349 |
| Patakottacheru ... ... ... | 5,793 | 6,129 | 11,922 | 4,650 | 5,003 | 9,653 | 675 | 898 | 1,573 | 774 | 996 | 1,770 |
| Timmancherla ... ... ... | 13,978 | 15,401 | 29,379 | 11,426 | 12,598 | 24,024 | 3,249 | 3,729 | 6,978 | 3,601 | 4,322 | 7,923 |
| Guntakal Junction... ... ... | 49,902 | 34,055 | 83,957 | 43,413 | 32,008 | 75,421 | 38,504 | 28,966 | 67,470 | 44,473 | 31,588 | 76,061 |
| Nancherla ... ... ... | 4,143 | 3,839 | 7,982 | 3,723 | 3,775 | 7,498 | 885 | 843 | 1,728 | 1,022 | 1,043 | 2,065 |
| Molagavalli ... ... ... | 3,895 | 4,133 | 8,028 | 3,702 | 3,565 | 7,267 | 608 | 757 | 1,365 | 739 | 826 | 1,565 |
| Aspari ... ... ... | 8,304 | 7,474 | 15,778 | 7,073 | 6,993 | 14,066 | 1,532 | 1,504 | 3,036 | 1,672 | 1,892 | 3,564 |
| Nagarur* ... ... ... | ... | ... | ... | 3,732 | 3,607 | 7,339 | ... | ... | ... | 616 | 626 | 1,242 |
| Adoni ... ... ... | 51,239 | 51,024 | 102,263 | 50,582 | 50,639 | 101,221 | 19,015 | 14,689 | 33,704 | 21,722 | 19,059 | 40,781 |
| Kupgal ... ... ... | 10,625 | 10,122 | 20,747 | 9,572 | 8,886 | 18,458 | 1,347 | 1,394 | 2,741 | 1,543 | 1,449 | 2,992 |
| Kosgi ... ... ... | 18,149 | 19,309 | 37,458 | 16,671 | 17,073 | 33,744 | 3,341 | 3,444 | 6,785 | 3,838 | 3,861 | 7,699 |
| Tungabhadra ... ... ... | 19,467 | 10,826 | 21,293 | 10,050 | 10,406 | 20,456 | 2,918 | 2,522 | 5,440 | 3,615 | 2,931 | 6,596 |
| Matmari ... ... ... | 14,171 | 13,957 | 28,128 | 11,766 | 11,357 | 23,123 | 2,289 | 2,264 | 4,553 | 2,137 | 2,275 | 4,412 |
| Raichur ... ... ... | 32,240 | 31,811 | 64,051 | 29,693 | 29,287 | 58,980 | 35,065 | 27,230 | 62,295 | 37,537 | 31,900 | 69,437 |
| Muunal ... ... ... | 15,726 | 15,346 | 31,072 | 13,332 | 13,998 | 27,330 | 2,038 | 2,406 | 4,444 | 2,388 | 3,115 | 5,503 |
| Sholinghur ... ... ... | 30,633 | 32,171 | 62,804 | 25,304 | 26,803 | 52,607 | 7,635 | 8,433 | 16,068 | 8,943 | 10,174 | 19,117 |
| Thalangai... ... ... ... | 4,067 | 4,441 | 8,508 | 2,497 | 3,235 | 5,732 | 341 | 565 | 906 | 318 | 574 | 892 |
| Arcot ... ... ... | 86,506 | 85,629 | 172,135 | 80,525 | 73,296 | 153,821 | 30,079 | 30,150 | 60,229 | 37,150 | 36,933 | 74,083 |
| Ponnai Road† ... ... ... | ... | .. | ... | 2,434 | 3,816 | 6,250 | ... | .. | ... | 277 | 729 | 1,006 |
| Tiruvallam ... ... ... | 21,722 | 21,772 | 43,494 | 16,340 | 16,415 | 32,755 | 4,880 | 5,142 | 10,022 | 5,850 | 5,683 | 11,533 |
| Katpadi ... ... ... | 137,641 | 131,225 | 268,866 | 123,343 | 121,577 | 249,920 | 58,982 | 60,684 | 1,19,666 | 74,801 | 72,454 | 1,47,255 |
| Latteri ... ... ... ... | 4,236 | 7,657 | 11,893 | 4,800 | 6,631 | 11,481 | 429 | 906 | 1,335 | 575 | 1,050 | 1,625 |
| Virinchipuram ... ... ... | 18,515 | 18,438 | 36,953 | 16,891 | 17,124 | 34,015 | 3,643 | 4,876 | 8,519 | 3,957 | 5,433 | 9,390 |
| Gudiyattam ... ... ... | 64,270 | 62,048 | 126,318 | 59,031 | 58,182 | 117,213 | 16,311 | 16,813 | 33,124 | 19,218 | 20,202 | 39,420 |
| Ulli ... ... ... ... | 10,196 | 11,783 | 21,979 | 12,100 | 11,276 | 23,376 | 1,435 | 2,132 | 3,567 | 2,226 | 2,609 | 4,835 |
| Mailpatti ... ... ... ... | 29,194 | 30,297 | 59,491 | 23,930 | 26,809 | 50,739 | 6,192 | 7,078 | 13,270 | 7,084 | 8,201 | 15,285 |
| Ambur ... ... ... ... | 59,950 | 61,531 | 121,481 | 54,655 | 56,123 | 110,813 | 11,981 | 14,823 | 26,804 | 15,410 | 16,954 | 32,364 |
| Vinnamangalam ... ... ... | 4,604 | 6,542 | 11,146 | 3,583 | 5,293 | 9,186 | 479 | 969 | 1,448 | 543 | 943 | 1,486 |
| Vaniyambadi ... ... ... | 72,858 | 72,488 | 145,346 | 65,312 | 65,292 | 130,604 | 16,734 | 17,193 | 33,927 | 20,781 | 21,460 | 42,241 |

* Opened 1st October 1894.

† Opened 6th March 1895.

*The following Table shows the Coaching Traffic in and out of the following Stations on the Madras Railway for the half-years ending 30th June 1894 and 1895—continued.*

| STATIONS. | Number of Passengers. | | | | | | Coaching Receipts. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1894. | | | 1895. | | | 1894. | | | 1895. | | |
| | Inwards. | Outwards. | Total. | Inwards. | Outwards. | Total. | Inwards. | Outwards. | Total. | Inwards. | Outwards. | Total. |
| | No. | No. | No. | No. | No. | No. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Ketandapatti ... ... ... | 4,734 | 6,466 | 11,200 | 4,181 | 5,132 | 9,313 | 566 | 922 | 1,488 | 520 | 976 | 1,496 |
| Jalarpet ... ... ... ... | 78,313 | 79,875 | 158,188 | 70,293 | 69,840 | 140,133 | 26,468 | 25,557 | 52,025 | 31,751 | 30,252 | 62,003 |
| Patchur .. ... ... ... | 13,962 | 16,120 | 30,082 | 11,472 | 12,904 | 24,376 | 2,260 | 3,500 | 5,760 | 2,708 | 4,468 | 7,176 |
| Mulanur ... ... ... .. | 7,251 | 7,016 | 14,267 | 5,264 | 5,430 | 10,744 | 682 | 862 | 1,544 | 673 | 920 | 1,593 |
| Kuppam ... ... ... ... | 31,399 | 30,669 | 62,068 | 30,324 | 29,397 | 59,721 | 7,546 | 7,627 | 15,173 | 10,261 | 9,852 | 20,113 |
| Gudupalli ... .. ... ... | 12,267 | 13,443 | 25,710 | 7,141 | 8,425 | 15,566 | 1,705 | 2,172 | 3,877 | 1,332 | 1,680 | 3,012 |
| Bisanattam* ... ... ... | ... | ... | ... | 5,048 | 5,373 | 10,421 | ... | ... | ... | 1,319 | 1,860 | 3,179 |
| Kamasamudram ... ... ... | 34,254 | 29,967 | 64,221 | 16,644 | 15,498 | 32,142 | 11,380 | 9,399 | 20,779 | 4,491 | 3,825 | 8,315 |
| Bowringpet ... ... .. | 95,397 | 88,360 | 180,757 | 72,048 | 63,101 | 135,149 | 41,076 | 40,098 | 81,174 | 41,929 | 31,033 | 72,962 |
| Tyakal ... ... ... ... | 17,637 | 17,583 | 35,220 | 16,553 | 16,318 | 32,871 | 2,416 | 2,474 | 4,890 | 3,158 | 3,084 | 6,242 |
| Malur ... ... ... .. | 35,321 | 34,770 | 70,091 | 33,035 | 31,450 | 64,485 | 11,233 | 15,694 | 26,927 | 12,775 | 12,795 | 25,570 |
| Davankundi ... ... ... | 17,313 | 16,365 | 33,678 | 14,546 | 14,607 | 29,153 | 2,566 | 2,552 | 5,118 | 2,747 | 2,902 | 5,649 |
| Whitefield ... ... ... ... | 30,425 | 27,316 | 57,741 | 30,184 | 27,173 | 57,362 | 5,040 | 4,682 | 9,722 | 6,144 | 5,575 | 11,719 |
| Krishnarajapuram ... ... ... | 16,469 | 18,827 | 35,296 | 15,017 | 17,440 | 32,457 | 2,107 | 2,898 | 5,005 | 2,362 | 3,343 | 5,705 |
| Bangalore Cantonment ... .. | 112,857 | 86,192 | 199,049 | 101,438 | 82,674 | 184,112 | 1,45,875 | 96,383 | 2,42,258 | 1,63,851 | 1,31,871 | 2,95,722 |
| Do. City ... ... ... | 49,706 | 74,415 | 124,121 | 57,918 | 73,418 | 131,336 | 18,980 | 51,275 | 70,255 | 27,116 | 64,110 | 91,226 |
| Tirupattur ... ... ... ... | 76,219 | 70,511 | 146,730 | 67,165 | 62,796 | 129,961 | 21,945 | 20,921 | 42,866 | 27,049 | 25,345 | 52,394 |
| Kagankarni .. ... ... ... | 11,982 | 12,451 | 24,433 | 10,448 | 10,923 | 21,371 | 1,451 | 1,919 | 3,370 | 1,888 | 2,354 | 4,242 |
| Samalpatti ... ... ... ... | 14,597 | 14,391 | 28,988 | 12,873 | 12,335 | 25,208 | 3,860 | 3,892 | 7,752 | 4,618 | 4,622 | 9,240 |
| Kallavi ... .. ... ... | 9,093 | 9,641 | 18,734 | 7,354 | 8,195 | 15,549 | 1,391 | 1,704 | 3,095 | 1,690 | 2,033 | 3,723 |
| Morappur .. ... ... ... | 21,394 | 20,892 | 42,286 | 20,659 | 20,068 | 40,727 | 7,577 | 7,095 | 14,672 | 8,919 | 8,538 | 17,457 |
| Buddireddippatti ... ... ... | 7,253 | 7,368 | 14,621 | 6,586 | 6,467 | 13,053 | 1,479 | 1,783 | 3,262 | 1,914 | 2,054 | 3,968 |
| Mallapuram ... ... .. | 14,319 | 14,825 | 29,144 | 13,258 | 13,427 | 26,635 | 3,635 | 3,761 | 7,396 | 4,277 | 4,741 | 9,018 |
| Kadiampatti ... ... ... | 9,854 | 10,525 | 20,379 | 8,511 | 8,769 | 17,300 | 1,743 | 1,873 | 3,616 | 1,903 | 1,975 | 3,878 |
| Thinnappatti ... ... .. | 14,357 | 14,008 | 28,365 | 10,184 | 9,275 | 19,459 | 1,766 | 1,946 | 3,712 | 1,877 | 1,992 | 3,869 |
| Salem ... .. ... ... | 93,517 | 89,641 | 183,158 | 81,909 | 80,987 | 162,896 | 52,699 | 54,212 | 1,06,911 | 56,614 | 59,787 | 1,16,401 |
| Ariyanur ... ... ... ... | 5,888 | 8,746 | 14,634 | 5,160 | 6,469 | 11,629 | 745 | 1,183 | 1,928 | 909 | 1,215 | 2,124 |
| McDonald's Choultry ... ... | 13,359 | 14,786 | 28,145 | 12,107 | 13,733 | 25,840 | 2,408 | 2,709 | 5,117 | 2,780 | 3,675 | 6,455 |
| Sankaridrug ... ... ... | 31,266 | 29,410 | 60,676 | 28,232 | 26,471 | 54,703 | 6,709 | 6,784 | 13,493 | 7,785 | 7,715 | 15,500 |
| Anangur† ... ... ... ... | ... | ... | ... | 2,649 | 2,832 | 5,481 | ... | ... | ... | 268 | 326 | 594 |
| Cauvery ... ... .. . | 5,157 | 6,210 | 11,367 | 4,428 | 4,803 | 9,236 | 783 | 1,183 | 1,966 | 858 | 1,084 | 1,942 |
| Erode ... ... ... ... | 92,166 | 92,214 | 184,380 | 86,866 | 88,509 | 175,375 | 48,433 | 45,437 | 93,870 | 56,868 | 55,785 | 1,12,653 |
| Totinpaliyam ... ... ... | 2,495 | 3,153 | 5,648 | 1,669 | 2,266 | 3,935 | 202 | 271 | 473 | 192 | 263 | 455 |
| Perundurai... ... .. .. | 23,939 | 20,940 | 44,879 | 21,299 | 18,860 | 40,159 | 4,381 | 4,068 | 8,449 | 5,226 | 4,739 | 9,965 |
| Viziamangalam ... ... .. | 6,591 | 6,959 | 13,550 | 6,143 | 6,460 | 12,603 | 1,393 | 1,575 | 2,968 | 1,671 | 1,923 | 3,594 |
| Uttukuli ... ... ... .. | 13,892 | 13,782 | 27,674 | 12,524 | 12,285 | 24,809 | 3,360 | 3,638 | 6,998 | 3,984 | 4,015 | 7,999 |
| Kulipalaiyam ... ... .. | 1,521 | 2,480 | 4,001 | 1,414 | 1,991 | 3,405 | 147 | 310 | 457 | 254 | 450 | 704 |
| Tiruppur ... ... ... .. | 40,091 | 38,086 | 78,177 | 39,053 | 37,477 | 76,530 | 15,950 | 13,276 | 29,226 | 17,974 | 16,511 | 34,485 |
| Mangalam ... ... ... .. | 19,218 | 17,301 | 36,519 | 19,827 | 18,245 | 38,072 | 4,820 | 4,722 | 9,542 | 6,152 | 6,102 | 12,254 |
| Somanur ... ... ... .. | 10,714 | 10,528 | 21,242 | 10,433 | 10,557 | 21,010 | 2,503 | 2,278 | 4,781 | 2,670 | 3,098 | 5,768 |
| Sulur ... ... ... .. | 11,080 | 11,134 | 22,214 | 10,756 | 11,283 | 22,039 | 2,409 | 2,539 | 4,948 | 2,837 | 3,014 | 5,851 |
| Singanallur ... ... .. | 9,370 | 9,571 | 18,941 | 10,149 | 10,124 | 20,273 | 1,729 | 2,119 | 3,848 | 2,226 | 2,799 | 5,025 |
| Podanur ... ... ... .. | 71,304 | 70,957 | 142,261 | 53,167 | 53,615 | 116,782 | 16,082 | 15,212 | 31,294 | 19,755 | 24,220 | 43,975 |
| Coimbatore.. ... ... .. | 136,008 | 127,729 | 263,737 | 125,531 | 119,065 | 244,596 | 47,835 | 46,257 | 94,092 | 58,693 | 54,828 | 1,13,021 |
| Tudiyalur ... ... ... .. | 11,850 | 12,263 | 24,113 | 12,003 | 12,727 | 24,735 | 1,678 | 1,721 | 3,399 | 2,000 | 2,156 | 4,156 |
| Periyanayakkanpalayam ... ... | 7,761 | 8,920 | 16,681 | 7,270 | 8,700 | 15,970 | 945 | 12,09 | 2,154 | 1,020 | 1,320 | 2,340 |
| Karaimadai... ... ... ... | 24,590 | 21,668 | 46,258 | 26,[illegible]02 | 23,961 | 50,763 | 3,770 | 3,280 | 7,050 | 4,850 | 4,360 | 9,210 |
| Mettupalaiyam ... ... ... | 56,364 | 62,155 | 118,519 | 61,470 | 62,959 | 124,429 | 86,534 | 57,654 | 1,44,188 | 1,15,462 | 63,164 | 1,78,626 |
| Madukarai ... ... ... ... | 8,818 | 11,060 | 19,878 | 7,112 | 8,355 | 15,467 | 1,534 | 1,727 | 3,261 | 1,7[illegible]6 | 2,011 | 3,747 |
| Walayar ... ... ... ... | 7,745 | 7,601 | 15,346 | 5,384 | 6,464 | 11,848 | 1,019 | 1,190 | 2,209 | 1,070 | 1,505 | 2,575 |
| Kanyikod ... ... .. | 15,234 | 16,116 | 31,370 | 12,210 | 12,953 | 25,163 | 3,253 | 3,601 | 6,854 | 3,866 | 4,340 | 8,206 |
| Olavakkot .. ... ... .. | 51,406 | 60,397 | 111,803 | 47,603 | 54,818 | 102,621 | 14,126 | 18,732 | 32,858 | 18,875 | 21,892 | 40,767 |
| Palghat ... ... ... .. | 58,129 | 47,054 | 105,183 | 49,929 | 41,544 | 91,473 | 27,051 | 18,701 | 45,752 | 29,314 | 22,249 | 51,563 |
| Parli ... ... ... ... | 15,001 | 15,977 | 30,978 | 13,273 | 13,955 | 27,228 | 2,889 | 3,137 | 6,026 | 3,334 | 3,618 | 6,952 |
| Maukarni ... ... .. ... | 14,402 | 16,403 | 30,805 | 12,771 | 14,821 | 27,592 | 2,575 | 3,658 | 6,233 | 3,530 | 4,628 | 8,158 |
| Lakkiti ... ... ... ... | 26,730 | 27,814 | 54,544 | 21,390 | 23,252 | 44,642 | 5,410 | 5,523 | 10,933 | 5,968 | 6,371 | 12,339 |
| Ottappalam... ... ... .. | 34,909 | 33,944 | 68,853 | 29,574 | 28,146 | 57,719 | 7,647 | 6,702 | 14,349 | 8,244 | 7,591 | 15,835 |
| Shoranur ... ... ... .. | 40,760 | 39,044 | 79,804 | 37,065 | 35,382 | 72,447 | 18,917 | 16,615 | 35,532 | 22,877 | 20,598 | 43,475 |
| Pattambi ... ... ... ... | 31,828 | 32,145 | 63,973 | 27,831 | 27,573 | 55,404 | 9,191 | 9,761 | 18,952 | 11,810 | 10,963 | 22,773 |
| Pallipuram ... ... .. ... | 12,768 | 13,840 | 26,608 | 11,242 | 12,270 | 23,512 | 2,054 | 2,334 | 4,388 | 2,687 | 2,856 | 5,543 |
| Kuttippuram .. ... .. | 13,103 | 14,038 | 27,141 | 11,752 | 12,374 | 24,126 | 2,457 | 2,554 | 5,011 | 3,146 | 3,320 | 6,466 |
| Edakkolam ... ... ... ... | 18,842 | 21,840 | 40,682 | 15,086 | 17,756 | 32,842 | 3,659 | 4,365 | 8,023 | 4,344 | 5,074 | 9,418 |
| Tirur ... ... ... .. | 59,124 | 49,877 | 109,001 | 48,043 | 47,256 | 95,304 | 13,695 | 12,541 | 26,236 | 16,040 | 15,826 | 31,866 |
| Tanoro ... ... ... .. | 25,580 | 26,814 | 52,394 | 21,391 | 21,179 | 42,560 | 3,334 | 4,112 | 7,446 | 4,016 | 4,902 | 8,918 |
| Parpanangadi ... ... .. | 58,562 | 57,512 | 116,074 | 47,299 | 47,098 | 94,397 | 7,060 | 7,670 | 14,730 | 8,518 | 9,154 | 17,672 |
| Kadalundi ... ... ... .. | 16,659 | 16,832 | 33,491 | 13,208 | 13,157 | 26,365 | 1,370 | 1,526 | 2,896 | 1,745 | 2,039 | 3,784 |
| Ferok ... ... ... ... | 68,876 | 70,017 | 138,893 | 48,995 | 52,760 | 101,755 | 5,784 | 6,351 | 12,135 | 6,555 | 7,552 | 14,107 |
| Kallayi ... ... ... .. | 21,356 | 40,432 | 61,788 | 21,5[illegible]2 | 32,805 | 54,317 | 3,733 | 7,451 | 11,184 | 4,594 | 8,443 | 13,037 |
| Calicut ... ... ... ... | 134,207 | 124,040 | 258,347 | 114,491 | 99,578 | 214,069 | 54,088 | 50,379 | 1,04,467 | 74,463 | 64,845 | 1,39,308 |
| Southern Mahratta Railway ... | 36,269 | 49,402 | 85,671 | 40,3[illegible]9 | 50,868 | 91,197 | 64,024 | 66,471 | 1,30,495 | 81,690 | 74,537 | 1,56,227 |
| Great Indian Peninsula Railway... | 16,520 | 17,751 | 34,271 | 17,294 | 18,126 | 35,420 | 109,040 | 95,202 | 2,04,242 | 1,27,977 | 1,14,527 | 2,42,504 |
| South Indian Railway ... ... | 72,913 | 71,385 | 144,298 | 73,100 | 79,776 | 153,176 | 67,693 | 67,230 | 1,34,923 | 81,897 | 85,753 | 1,67,650 |
| Kolar Gold Fields State Railway | 3,713 | 6,241 | 9,954 | 34,812 | 40,016 | 74,860 | 1,718 | 4,534 | 6,252 | 25,553 | 40,033 | 65,586 |

* Opened 1st September 1894.

† Opened 1st January 1895.

*N.B.*—This statement is intended to shew 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.

22. *The following Table shows the Goods Traffic in and out of the following Stations on the Madras Railway, for the half-years ending 30th June 1894 and 1895, together with the gross traffic receipts.*

| STATIONS. | Tonnage of Goods and Railway Materials. | | | | | | Goods Receipts. | | | | | | Gross Receipts, Coaching & Goods, Inwards and Outwards. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1894. | | | 1895. | | | 1894. | | | 1895. | | | | |
| | Inwards. | Outwards. | Total. | Inwards. | Outwards. | Total. | Inwards. | Outwards. | Total. | Inwards. | Outwards. | Total. | 1894. | 1895. |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Madras ... | ... | ... | ... | ... | ... | ... | 3,547 | 2,171 | 5,718 | 4,136 | 2,268 | 6,404 | 6,54,063 | 7,82,240 |
| Salt Cotaurs ... | 90,873 | 49,967 | 140,840 | 96,432 | 48,761 | 145,193 | 7,63,632 | 5,36,805 | 13,00,437 | 8,15,933 | 5,46,743 | 13,62,676 | 13,00,437 | 13,62,676 |
| Rayapuram ... | 3,139 | 40,902 | 44,041 | 1,056 | 65,510 | 66,566 | 3,540 | 2,03,800 | 2,07,340 | 3,120 | 3,36,317 | 3,39,437 | 2,33,130 | 3,65,109 |
| Washermanpet ... | ... | ... | ... | 5 | 45 | 50 | 2 | 1 | 3 | 7 | 298 | 305 | 19,926 | 29,242 |
| Perambur ... | 215 | 79 | 294 | 454 | 162 | 616 | 905 | 773 | 1,678 | 1,912 | 758 | 2,670 | 23,763 | 30,263 |
| Connur ... | ... | ... | ... | ... | 1 | 1 | 1 | 8 | 9 | 11 | 14 | 25 | 5,916 | 6,746 |
| Ambattur ... | 335 | 4,807 | 5,142 | 3 | 4,422 | 4,425 | 3,400 | 2,636 | 6,036 | 38 | 2,405 | 2,443 | 9,400 | 5,896 |
| Avadi ... | 575 | 3,372 | 3,947 | 548 | 1,902 | 2,450 | 3,791 | 3,600 | 7,391 | 2,827 | 1,803 | 4,635 | 28,934 | 28,579 |
| Tinnanur ... | 53 | 176 | 229 | 64 | 13 | 77 | 293 | 193 | 486 | 159 | 88 | 247 | 12,362 | 12,208 |
| Sevvapet Road ... | 36 | 224 | 260 | 42 | 309 | 351 | 128 | 254 | 382 | 97 | 304 | 401 | 6,341 | 6,827 |
| Trivellore ... | 1,270 | 1,052 | 2,322 | 1,102 | 1,397 | 2,499 | 6,634 | 1,862 | 8,496 | 5,473 | 2,210 | 7,683 | 63,621 | 76,482 |
| Kadambattur ... | 390 | 415 | 805 | 282 | 568 | 850 | 1,205 | 1,237 | 2,442 | 1,147 | 1,202 | 2,349 | 10,773 | 11,695 |
| Manur ... | 64 | 236 | 300 | 44 | 98 | 142 | 215 | 648 | 863 | 147 | 258 | 405 | 4,459 | 4,355 |
| Chinnamapet ... | 158 | 953 | 1,111 | 125 | 1,202 | 1,327 | 850 | 1,794 | 2,644 | 514 | 2,119 | 2,633 | 7,716 | 8,597 |
| Mosur ... | 9 | 22 | 31 | 7 | 40 | 47 | 35 | 67 | 102 | 35 | 124 | 159 | 1,734 | 1,815 |
| Arkonam ... | 1,251 | 1,200 | 2,451 | 1,360 | 1,970 | 3,330 | 6,294 | 5,437 | 11,731 | 5,223 | 5,560 | 10,783 | 1,45,772 | 1,52,027 |
| Tiruttani ... | 1,865 | 1,456 | 3,321 | 1,683 | 1,873 | 3,556 | 8,015 | 4,445 | 12,460 | 7,443 | 5,594 | 13,037 | 40,383 | 45,324 |
| Ponpadi ... | 17 | 13 | 30 | 16 | 12 | 23 | 85 | 86 | 171 | 75 | 59 | 134 | 1,779 | 1,703 |
| Nagari ... | 1,151 | 2,883 | 4,034 | 1,004 | 2,824 | 3,828 | 5,559 | 9,799 | 15,358 | 4,528 | 9,383 | 13,911 | 30,589 | 31,573 |
| Vepagunta ... | 11 | 26 | 97 | 4 | 152 | 186 | 43 | 107 | 150 | 29 | 476 | 505 | 1,828 | 2,435 |
| Puttur ... | 1,248 | 1,853 | 3,101 | 714 | 2,637 | 3,351 | 4,228 | 6,209 | 10,437 | 3,032 | 8,929 | 11,961 | 25,175 | 29,869 |
| Pudi ... | 151 | 484 | 635 | 190 | 740 | 930 | 868 | 2,260 | 3,148 | 916 | 3,443 | 4,359 | 10,298 | 13,434 |
| Renigunta ... | 769 | 939 | 1,708 | 557 | 1,407 | 1,964 | 5,061 | 5,297 | 10,358 | 3,692 | 7,406 | 11,098 | 1,03,987 | 1,23,353 |
| Mamandurn ... | 5 | 1,787 | 1,792 | 3 | 1,185 | 1,188 | 37 | 5,272 | 5,309 | 20 | 4,565 | 4,585 | 6,436 | 5,566 |
| Peddapadu ... | 22 | 1,596 | 1,618 | 49 | 2,050 | 2,099 | 99 | 6,335 | 6,434 | 167 | 8,462 | 8,629 | 8,775 | 11,363 |
| Koduru ... | 363 | 705 | 1,068 | 317 | 982 | 1,299 | 2,046 | 4,504 | 6,550 | 1,540 | 6,221 | 7,761 | 15,587 | 19,149 |
| Urampalu ... | 171 | 734 | 905 | 122 | 935 | 1,057 | 632 | 4,580 | 5,212 | 616 | 5,897 | 6,513 | 9,811 | 11,210 |
| Reddipalle ... | 66 | 354 | 420 | 85 | 472 | 557 | 364 | 2,345 | 2,709 | 458 | 3,139 | 3,597 | 8,474 | 10,920 |
| Razampeta ... | 1,892 | 1,829 | 3,721 | 1,313 | 2,134 | 3,447 | 10,211 | 13,742 | 23,953 | 6,793 | 15,841 | 22,634 | 41,087 | 42,519 |
| Nandalur ... | 48 | 214 | 262 | 82 | 499 | 581 | 316 | 1,310 | 1,626 | 498 | 4,107 | 4,605 | 11,453 | 15,731 |
| Voutimitta ... | 124 | 665 | 789 | 153 | 650 | 803 | 862 | 6,121 | 6,983 | 735 | 4,961 | 5,696 | 18,128 | 18,853 |
| Siddhavattam ... | 4 | 13 | 17 | ... | ... | ... | 17 | 109 | 126 | 4 | 2 | 6 | 926 | 733 |
| Cuddapah ... .. | 6,294 | 5,494 | 11,788 | 5,301 | 4,902 | 10,203 | 39,888 | 45,899 | 85,787 | 34,398 | 38,928 | 73,326 | 152,794 | 1,48,452 |
| Krishnapuram ... | 646 | 395 | 1,041 | 460 | 435 | 895 | 4,310 | 3,104 | 7,414 | 2,806 | 2,649 | 5,455 | 11,847 | 10,035 |
| Gangayapally ... | 177 | 38 | 215 | 116 | 76 | 192 | 1,220 | 142 | 1,362 | 757 | 387 | 1,144 | 4,528 | 4,715 |
| Kamalapuram ... | 1,117 | 232 | 1,349 | 773 | 314 | 1,087 | 6,352 | 1,379 | 7,731 | 4,299 | 2,118 | 6,417 | 18,128 | 18,394 |
| Yerragudipadu .. | 10 | 2 | 12 | 15 | 4 | 19 | 62 | 14 | 76 | 70 | 26 | 96 | 1,729 | 2,000 |
| Yerraguntla .. | 2,087 | 3,892 | 5,979 | 1,619 | 4,629 | 6,248 | 15,101 | 26,835 | 41,936 | 12,568 | 30,539 | 43,107 | 68,487 | 72,635 |
| Kalamala ... | 9 | 16 | 25 | 2 | 30 | 32 | 41 | 96 | 137 | 11 | 203 | 214 | 2,455 | 2,824 |
| Muddanuru... ... | 1,215 | 658 | 1,873 | 981 | 833 | 1,814 | 8,343 | 5,894 | 14,237 | 8,114 | 8,507 | 16,621 | 26,209 | 30,976 |
| Mangapatnam ... | 21 | 41 | 62 | 22 | 59 | 81 | 157 | 368 | 525 | 117 | 456 | 573 | 2,113 | 2,242 |
| Kondapuram ... | 245 | 350 | 595 | 252 | 874 | 1,126 | 1,641 | 2,379 | 4,020 | 1,518 | 6,649 | 8,167 | 14,546 | 18,712 |
| Vanganur ... ... | 124 | 74 | 198 | 85 | 84 | 169 | 780 | 434 | 1,214 | 553 | 504 | 1,057 | 5,216 | 5,351 |
| Tadpatri ... ... | 2,731 | 3,291 | 6,022 | 2,252 | 4,358 | 6,610 | 18,149 | 30,867 | 49,016 | 13,610 | 43,065 | 56,675 | 75,837 | 86,714 |
| Pounceru . ... ... | 60 | 79 | 139 | 38 | 162 | 200 | 281 | 339 | 620 | 232 | 1,278 | 1,510 | 5,654 | 6,692 |
| Rayalcheruvu ... | 327 | 199 | 526 | 298 | 275 | 573 | 1,387 | 958 | 2,345 | 1,607 | 1,503 | 3,110 | 10,001 | 11,435 |
| Jakkulacheruvu ... | 11 | 20 | 31 | 12 | 44 | 56 | 85 | 71 | 156 | 95 | 397 | 492 | 2,206 | 2,691 |
| Gooty ... ... | 1,099 | 1,303 | 2,402 | 1,287 | 1,817 | 3,104 | 9,431 | 11,718 | 21,149 | 10,410 | 20,424 | 30,834 | 44,955 | 59,183 |
| Patakottacheru ... | 4 | 342 | 346 | 3 | 382 | 385 | 18 | 2,101 | 2,119 | 27 | 2,866 | 2,893 | 3,692 | 4,662 |
| Timmancherla ... | 374 | 1,214 | 1,588 | 581 | 1,474 | 2,055 | 3,256 | 10,199 | 13,455 | 4,583 | 14,466 | 19,049 | 20,433 | 26,972 |
| Guntakal Junction... | 609 | 404 | 1,013 | 335 | 290 | 625 | 5,615 | 5,428 | 11,043 | 3,442 | 2,836 | 6,278 | 78,513 | 82,738 |
| Naucherla ... ... | 74 | 167 | 241 | 100 | 102 | 202 | 380 | 1,029 | 1,409 | 634 | 665 | 1,299 | 3,137 | 3,364 |
| Molagavalli .. | 13 | 30 | 43 | 36 | 237 | 273 | 65 | 161 | 226 | 173 | 1,492 | 1,665 | 1,591 | 3,230 |
| Aspari ... ... | 132 | 280 | 412 | 134 | 142 | 276 | 437 | 1,353 | 1,790 | 578 | 1,692 | 2,270 | 4,826 | 5,834 |
| Nagarur* ... ... | ... | ... | ... | 1 | 5 | 6 | ... | ... | ... | 26 | 23 | 49 | ... | 1,271 |
| Adoni ... ... | 7,961 | 6,301 | 14,262 | 6,894 | 5,531 | 12,425 | 44,317 | 47,916 | 92,233 | 37,225 | 48,905 | 86,130 | 1,25,936 | 1,26,911 |
| Kupgal ... ... | 28 | 94 | 122 | 17 | 146 | 163 | 99 | 899 | 998 | 119 | 833 | 952 | 3,740 | 3,944 |
| Kosgi ... ... | 253 | 373 | 626 | 257 | 241 | 498 | 1,700 | 681 | 2,381 | 2,039 | 595 | 2,634 | 9,166 | 10,332 |
| Tungabhadra ... | 13 | 214 | 227 | 21 | 179 | 200 | 70 | 410 | 480 | 228 | 303 | 531 | 5,920 | 7,127 |
| Matmari ... ... | 34 | 328 | 362 | 19 | 424 | 443 | 139 | 3,174 | 3,313 | 125 | 2,296 | 2,421 | 7,865 | 6,833 |
| Raichur ... ... | 3,293 | 3,834 | 7,127 | 3,159 | 3,777 | 6,936 | 35,252 | 32,948 | 68,200 | 35,430 | 42,002 | 77,432 | 1,30,496 | 1,46,869 |
| Munnal ... ... | 353 | 177 | 530 | 337 | 312 | 649 | 1,941 | 556 | 2,497 | 1,768 | 934 | 2,702 | 6,940 | 8,205 |
| Sholinghur ... ... | 662 | 1,318 | 1,980 | 537 | 1,648 | 2,185 | 3,411 | 3,975 | 7,386 | 2,983 | 4,563 | 7,546 | 23,454 | 26,664 |
| Thalangai ... | ... | 1 | 1 | 1 | 2 | 3 | 1 | 3 | 4 | 6 | 11 | 17 | 910 | 901 |
| Arcot ... ... | 6,321 | 9,836 | 16,157 | 7,588 | 8,012 | 15,600 | 35,556 | 57,884 | 93,440 | 45,296 | 50,909 | 96,205 | 1,53,670 | 1,70,287 |
| Ponnai Road† ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1,006 |
| Tiruvallam ... ... | 113 | 256 | 369 | 197 | 449 | 646 | 679 | 1,269 | 1,943 | 1,584 | 2,043 | 3,627 | 11,971 | 15,160 |
| Katpadi ... ... | 8,865 | 15,824 | 24,689 | 7,473 | 11,227 | 18,700 | 75,636 | 96,466 | 1,72,102 | 65,240 | 82,464 | 1,47,704 | 2,91,767 | 2,94,958 |
| Latteri ... | ... | ... | ... | 1 | ... | 1 | 1 | 1 | 2 | 6 | .. | 6 | 1,376 | 1,631 |
| Virinchipuram ... | 144 | 228 | 372 | 101 | 204 | 305 | 1,084 | 1,065 | 2,149 | 807 | 1,244 | 2,051 | 10,668 | 11,441 |
| Gudiyattam... ... | 3,333 | 2,575 | 5,908 | 3,695 | 2,403 | 6,098 | 30,635 | 18,467 | 49,102 | 31,486 | 15,186 | 46,672 | 82,227 | 86,092 |
| Ulli ... ... ... | 470 | 168 | 638 | 455 | 224 | 679 | 4,732 | 1,082 | 5,814 | 4,969 | 1,248 | 6,217 | 9,381 | 11,051 |
| Mailpatti ... ... | 530 | 766 | 1,296 | 892 | 1,129 | 2,021 | 3,912 | 5,568 | 9,480 | 5,877 | 9,189 | 15,066 | 22,746 | 30,351 |
| Ambur ... ... | 2,547 | 2,488 | 5,035 | 2,911 | 2,408 | 5,319 | 23,625 | 14,974 | 38,599 | 23,750 | 13,751 | 37,501 | 65,402 | 69,864 |
| Vinnamangalam ... | 1 | 34 | 35 | 1 | 38 | 39 | 11 | 290 | 301 | 13 | 412 | 425 | 1,750 | 1,911 |
| Vaniyambadi ... | 4,900 | 5,478 | 10,378 | 5,396 | 4,983 | 10,379 | 30,627 | 30,232 | 60,859 | 33,159 | 28,412 | 61,571 | 94,786 | 1,08,812 |
| Ketandapatti ... | 33 | 109 | 142 | 53 | 144 | 197 | 100 | 521 | 621 | 112 | 557 | 669 | 2,100 | 2,165 |

* Opened 1st October 1894.

† Opened 6th March 1895.

*The following Table shows the Goods Traffic in and out of the following Stations on the Madras Railway, for the half-years ending, 30th June 1894-1895.—contd.*

| STATIONS. | Tonnage of Goods and Railway Materials. | | | | | | Goods Receipts. | | | | | | Gross Receipts, Coaching & Goods, Inwards and Outwards. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1894. | | | 1895. | | | 1894. | | | 1895. | | | | |
| | Inwards. | Outwards. | Total. | Inwards. | Outwards. | Total. | Inwards. | Outwards. | Total. | Inwards. | Outwards. | Total. | 1894. | 1895. |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Jalarpet ... ... | 614 | 887 | 1,501 | 424 | 895 | 1,319 | 2,248 | 3,867 | 6,115 | 2,202 | 3,940 | 6,142 | 58,140 | 68,145 |
| Patchur ... ... | 209 | 1,347 | 1,556 | 171 | 469 | 640 | 676 | 2,588 | 3,264 | 577 | 1,278 | 1,855 | 9,024 | 9,032 |
| Mulanur ... ... | 22 | 1,083 | 1,105 | 31 | 1,655 | 1,686 | 69 | 1,714 | 1,783 | 75 | 1,510 | 1,585 | 3,326 | 3,178 |
| Kuppam ... ... | 801 | 3,057 | 3,858 | 912 | 3,565 | 4,477 | 4,202 | 7,887 | 12,089 | 4,572 | 7,827 | 12,399 | 27,263 | 32,512 |
| Gudupalli ... ... | 270 | 867 | 1,137 | 3 | 373 | 376 | 478 | 599 | 1,077 | 14 | 214 | 228 | 4,954 | 3,240 |
| Bisanattam * ... | ... | ... | ... | 2,041 | 11 | 2,052 | ... | ... | ... | 3,258 | 151 | 3,409 | ... | 6,587 |
| Kamasamudram ... | 1,047 | 289 | 1,336 | 1,469 | 249 | 1,718 | 2,040 | 1,173 | 3,213 | 1,538 | 992 | 2,530 | 23,992 | 10,846 |
| Bowringpet ... | 49,244 | 4,674 | 53,918 | 13,229 | 6,032 | 19,261 | 2,17,978 | 30,025 | 2,48,003 | 83,392 | 37,247 | 1,20,639 | 3,29,176 | 1,93,602 |
| Tyakal ... ... | 59 | 916 | 975 | 123 | 938 | 1,061 | 391 | 1,952 | 2,343 | 758 | 2,698 | 3,456 | 7,232 | 9,690 |
| Malur ... ... | 571 | 6,400 | 6,971 | 621 | 4,686 | 5,307 | 3,923 | 21,236 | 25,159 | 4,375 | 22,203 | 26,578 | 52,086 | 52,148 |
| Dovankundi ... | 120 | 728 | 848 | 114 | 1,489 | 1,603 | 489 | 4,582 | 5,071 | 660 | 4,587 | 5,247 | 10,189 | 10,895 |
| Whitefield ... | 168 | 2,296 | 2,464 | 291 | 4,324 | 4,615 | 1,512 | 10,279 | 11,791 | 2,402 | 17,047 | 19,449 | 21,512 | 31,168 |
| Krishnarajapuram.. | 172 | 597 | 769 | 211 | 1,860 | 2,071 | 2,317 | 1,237 | 3,554 | 1,901 | 3,491 | 5,392 | 8,558 | 11,097 |
| Bangalore Cant. ... | 12,658 | 6,606 | 19,264 | 15,511 | 6,925 | 22,436 | 1,29,510 | 75,872 | 2,05,382 | 1,41,093 | 78,210 | 2,19,303 | 4,47,639 | 5,15,025 |
| Do. City ... | 9,152 | 20,130 | 29,282 | 10,227 | 14,800 | 25,027 | 77,289 | 1,55,486 | 2,32,775 | 88,049 | 1,22,634 | 2,10,683 | 3,03,029 | 3,01,909 |
| Tirupattur ... | 5,458 | 9,377 | 14,835 | 5,339 | 10,458 | 15,797 | 28,239 | 43,188 | 71,427 | 28,802 | 52,887 | 81,689 | 1,14,294 | 1,34,084 |
| Kagankarai .. | 23 | 28 | 51 | 11 | 117 | 128 | 28 | 96 | 124 | 59 | 736 | 795 | 3,494 | 5,036 |
| Samalpatti ... | 194 | 533 | 727 | 144 | 731 | 875 | 1,212 | 3,459 | 4,671 | 1,182 | 4,643 | 5,825 | 12,423 | 15,065 |
| Kallavi ... ... | 560 | 389 | 949 | 27 | 678 | 705 | 826 | 2,404 | 3,230 | 159 | 4,320 | 4,479 | 6,325 | 8,201 |
| Morappur ... | 1,264 | 3,331 | 4,595 | 1,124 | 2,658 | 3,782 | 8,895 | 21,209 | 30,104 | 9,282 | 15,937 | 25,219 | 44,777 | 42,677 |
| Baddireddippatti ... | 78 | 903 | 981 | 60 | 950 | 1,010 | 453 | 5,414 | 5,867 | 271 | 3,600 | 3,871 | 9,129 | 7,838 |
| Mallapuram ... | 59 | 851 | 910 | 352 | 524 | 876 | 319 | 3,926 | 4,245 | 967 | 2,593 | 3,560 | 11,640 | 12,578 |
| Kadiampatti ... | 301 | 297 | 598 | 263 | 409 | 672 | 1,613 | 2,130 | 3,743 | 1,763 | 3,155 | 4,918 | 7,358 | 8,797 |
| Thinnappatti ... | 59 | 353 | 412 | 48 | 409 | 457 | 247 | 588 | 835 | 232 | 237 | 469 | 4,546 | 4,338 |
| Salem ... ... | 10,713 | 7,817 | 18,530 | 13,768 | 5,500 | 19,268 | 90,669 | 63,944 | 1,54,613 | 1,06,246 | 43,995 | 1,50,241 | 2,61,525 | 2,66,643 |
| Ariyanur ... ... | 4 | 9 | 13 | 16 | 6 | 22 | 14 | 78 | 92 | 57 | 65 | 122 | 2,020 | 2,246 |
| McDonald's Choultry. | 293 | 774 | 1,067 | 332 | 230 | 562 | 1,679 | 4,854 | 6,533 | 2,364 | 1,160 | 3,524 | 11,650 | 9,979 |
| Sankaridrug ... | 1,743 | 3,806 | 5,548 | 2,002 | 3,160 | 5,162 | 12,335 | 18,827 | 31,162 | 12,734 | 12,926 | 25,660 | 44,654 | 41,160 |
| Anangur† ... ... | ... | ... | ... | ... | 17 | 17 | ... | ... | ... | 2 | 46 | 48 | ... | 642 |
| Cauvery ... ... | 129 | 129 | 258 | 207 | 206 | 413 | 1,087 | 920 | 2,007 | 1,654 | 1,154 | 2,808 | 3,972 | 4,750 |
| Erode ... ... | 6,618 | 5,592 | 12,210 | 7,342 | 4,795 | 12,137 | 50,006 | 62,235 | 1,12,241 | 56,966 | 57,829 | 1,14,795 | 2,06,111 | 2,27,449 |
| Totinpalayam ... | ... | 11 | 11 | ... | 24 | 24 | ... | 98 | 98 | ... | 161 | 161 | 571 | 616 |
| Perundurai ... | 478 | 492 | 970 | 522 | 260 | 782 | 3,474 | 4,741 | 8,215 | 4,143 | 2,293 | 6,436 | 16,664 | 16,401 |

* Opened 1st September 1894. † Opened 1st January 1895.



| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Viziamangalam .. | 3 | 137 | 140 | 3 | 34 | 37 | 19 | 804 | 823 | 13 | 189 | 202 | 3,790 | 3,796 |
| Uttukuli ... .. | 179 | 1,077 | 1,256 | 476 | 856 | 1,332 | 1,097 | 5,839 | 6,936 | 3,549 | 3,571 | 7,120 | 13,934 | 15,120 |
| Kulipalaiyam ... | 8 | 65 | 73 | 11 | 47 | 58 | 74 | 586 | 660 | 76 | 485 | 561 | 1,118 | 1,266 |
| Tiruppur ... ... | 6,412 | 3,663 | 10,075 | 9,019 | 3,512 | 12,531 | 46,384 | 55,116 | 1,01,500 | 75,841 | 52,369 | 1,28,210 | 1,30,725 | 1,62,696 |
| Mangalam ... | 3,660 | 427 | 4,087 | 5,461 | 385 | 5,846 | 26,141 | 3,174 | 29,315 | 42,503 | 2,396 | 45,399 | 38,857 | 57,653 |
| Somanur ... ... | 405 | 385 | 790 | 417 | 664 | 1,081 | 2,322 | 4,514 | 6,836 | 3,371 | 7,583 | 10,954 | 11,617 | 16,721 |
| Sulur ... ... | 240 | 792 | 1,032 | 96 | 799 | 895 | 1,361 | 8,172 | 9,533 | 751 | 10,632 | 11,383 | 14,481 | 17,233 |
| Singúnallúr ... | 427 | 376 | 803 | 477 | 296 | 773 | 2,547 | 4,974 | 7,521 | 4,111 | 3,626 | 7,737 | 11,359 | 12,762 |
| Podanur ... ... | 356 | 581 | 937 | 543 | 893 | 1,436 | 1,815 | 3,792 | 5,607 | 3,509 | 5,641 | 9,150 | 36,901 | 53,126 |
| Coimbatore ... | 16,324 | 7,237 | 23,561 | 23,290 | 7,535 | 30,825 | 83,431 | 57,789 | 1,41,220 | 1,27,962 | 63,426 | 1,91,388 | 2,35,312 | 3,04,410 |
| Tudiyalur ... | 53 | 148 | 201 | 75 | 302 | 377 | 160 | 401 | 561 | 289 | 746 | 1,035 | 3,960 | 5,191 |
| Periyanayakkanpalayam | 1 | 5 | 6 | 1 | 5 | 6 | 4 | 37 | 41 | 9 | 39 | 48 | 2,195 | 2,388 |
| Karaimadai ... | 306 | 696 | 1,002 | 441 | 332 | 773 | 1,117 | 3,899 | 5,016 | 1,899 | 1,779 | 3,678 | 12,065 | 12,580 |
| Mettupalaiyam ... | 10,935 | 2,860 | 13,795 | 12,915 | 4,030 | 16,945 | 1,07,699 | 31,732 | 1,39,431 | 1,23,423 | 35,107 | 1,58,530 | 2,83,619 | 3,37,156 |
| Madukarai ... | 40 | 468 | 508 | 52 | 415 | 467 | 208 | 3,633 | 3,841 | 277 | 3,137 | 3,414 | 7,103 | 7,160 |
| Walayar ... ... | 13 | 2,871 | 2,884 | 56 | 1,865 | 1,921 | 14 | 2,557 | 2,571 | 354 | 1,825 | 2,179 | 4,781 | 4,755 |
| Kanyikoil ... | 76 | 1,451 | 1,527 | 167 | 2,209 | 2,376 | 252 | 3,191 | 3,543 | 1,075 | 5,711 | 6,786 | 10,397 | 14,992 |
| Olavakkot ... | 655 | 5,829 | 6,484 | 445 | 6,925 | 7,370 | 8,020 | 38,399 | 41,419 | 1,313 | 41,363 | 42,676 | 74,277 | 83,442 |
| Palghat ... ... | 8,652 | 11,978 | 20,630 | 9,016 | 9,622 | 18,638 | 47,856 | 76,285 | 1,24,141 | 55,867 | 65,106 | 1,20,973 | 1,69,894 | 1,72,533 |
| Parli ... ... | 482 | 2,087 | 2,569 | 601 | 733 | 1,334 | 1,930 | 8,427 | 10,357 | 3,196 | 3,273 | 6,464 | 16,383 | 13,416 |
| Mankarai ... | 46 | 317 | 363 | 121 | 176 | 297 | 226 | 1,481 | 1,707 | 584 | 1,113 | 1,697 | 7,940 | 9,855 |
| Lakkiti ... ... | 614 | 370 | 984 | 687 | 484 | 1,171 | 2,537 | 1,879 | 4,416 | 3,280 | 3,327 | 6,607 | 15,348 | 13,946 |
| Ottappalam... .. | 497 | 1,149 | 1,646 | 556 | 1,071 | 1,627 | 1,971 | 5,097 | 7,068 | 3,372 | 5,927 | 9,299 | 21,416 | 25,134 |
| Shoranur .. | 1,748 | 877 | 2,625 | 1,729 | 1,173 | 2,902 | 9,715 | 7,588 | 17,303 | 10,891 | 8,748 | 19,139 | 52,835 | 62,614 |
| Pattambi ... | 719 | 1,064 | 1,783 | 677 | 1,103 | 1,780 | 2,495 | 8,252 | 10,747 | 2,344 | 8,530 | 10,924 | 29,699 | 33,653 |
| Pallipuram .. | 16 | 82 | 98 | 22 | 99 | 121 | 74 | 708 | 782 | 103 | 959 | 1,062 | 5,170 | 6,605 |
| Kuttippuram ... | 266 | 148 | 414 | 250 | 123 | 373 | 1,403 | 804 | 2,207 | 1,284 | 720 | 2,004 | 7,218 | 8,471 |
| Edakkolam .. | 113 | 674 | 787 | 123 | 953 | 1,076 | 499 | 2,710 | 3,209 | 536 | 5,849 | 6,385 | 11,232 | 15,803 |
| Tirur ... ... | 6,026 | 4,039 | 10,065 | 5,450 | 4,926 | 10,406 | 42,960 | 20,776 | 63,736 | 39,225 | 25,277 | 64,502 | 89,972 | 96,363 |
| Tanore ... ... | 1,319 | 1,185 | 2,504 | 1,140 | 1,067 | 2,207 | 5,106 | 10,274 | 15,380 | 7,475 | 9,572 | 16,047 | 22,827 | 25,965 |
| Parpanangadi ... | 1,431 | 874 | 2,305 | 1,174 | 700 | 1,874 | 6,960 | 6,552 | 13,512 | 7,211 | 4,901 | 12,112 | 28,242 | 29,735 |
| Kadalundi .. | 112 | 436 | 548 | 29 | 547 | 576 | 429 | 1,517 | 1,946 | 69 | 2,365 | 2,434 | 4,843 | 6,239 |
| Ferok ... ... | 4,292 | 3,335 | 7,627 | 4,830 | 1,641 | 6,471 | 32,854 | 24,383 | 57,237 | 41,952 | 12,730 | 54,732 | 69,372 | 63,338 |
| Kallayi ... .. | 2,893 | 4,361 | 7,254 | 3,214 | 5,631 | 8,845 | 18,125 | 35,411 | 53,536 | 15,596 | 40,577 | 56,173 | 64,720 | 69,210 |
| Calicut ... .. | 18,210 | 13,410 | 31,620 | 13,165 | 14,199 | 27,364 | 1,69,387 | 95,354 | 2,64,741 | 1,36,703 | 1,03,887 | 2,40,590 | 3,69,208 | 3,79,899 |
| S. M. Railway ... | 13,502 | 37,700 | 51,202 | 12,175 | 37,261 | 49,436 | 1,53,515 | 2,99,319 | 4,52,834 | 1,43,330 | 3,05,630 | 4,48,960 | 5,83,330 | 6,05,188 |
| G. I. P. do. ... | 6,931 | 10,919 | 17,850 | 5,314 | 15,067 | 20,381 | 80,390 | 1,61,289 | 2,41,679 | 84,962 | 2,09,947 | 2,94,909 | 4,45,922 | 5,37,413 |
| S. I. do. ... | 25,552 | 14,183 | 39,735 | 24,002 | 16,266 | 40,263 | 1,51,984 | 79,695 | 2,31,679 | 1,41,119 | 91,558 | 2,32,677 | 3,66,601 | 4,00,326 |
| K. G. F. S. Ry. ... | 10,712 | 115 | 10,827 | 55,913 | 363 | 56,276 | 49,869 | 721 | 41,590 | 2,23,202 | 2,419 | 2,25,621 | 47,843 | 2,91,208 |

*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.

MADRAS RAILWAY,
TRAFFIC MANAGER'S OFFICE,
MADRAS, 25th September 1895.

(Signed) F. W. READ,
*Traffic Manager.*

LAWRENCE ASYLUM PRESS

MADRAS RAILWAY COMPANY,

MEDICAL OFFICER'S OFFICE,

RAYAPURAM, *23rd September 1895.*

No. 1211.

To

THE AGENT AND MANAGER,

*Madras Railway.*

SIR,

I have the honour to submit herewith my report on the health of the Company's employés for the half-year ending 30th June 1895.

The number of cases treated during the period under review has not for many years been so small and that is a most gratifying circumstance. The actual number is 5,812, while in the corresponding period of 1894 it was 7,698 showing a balance of nearly 2,000 in favour of 1895. A glance at the appended table of cases will show that there has been a reduction under most heads so that the general health of the Line may be described as having been unusually good for the half-year.

**Mortality**:—This was very low indeed, there being only 5 deaths reported to me amongst the Company's 14,000 employés. Two were due to Fever and one each to Rheumatism, Cholera and Snake-bite. The deaths were all those of natives except that of Mr. Fertnig, Chief Warder of the General Stores, who succumbed to Fever in May last.

**Cholera**:—The Line continues to enjoy an almost absolute immunity from this dread disease, only one case having occurred during the period under report. This single case happened at Erode in April last.

**Small-pox**:—There are only 6 cases of Small-pox to report for the half-year, the same number as happened during the corresponding half-year of 1894. Five of the cases were amongst the workmen at Perambur, while the sixth was at the Central Station, so that the whole of the employés on the line may be said to have been practically free from Small-pox during the half-year.

**Quarantine**:—If was found necessary to enforce the quarantine rules on eight employés in whose houses Small-pox was reported to be. These eight employés were not allowed to remain at duty while any member of their families was known to be the subject of Small-pox and they were only permitted to resume same when their houses were declared free from the disease. The total amount of wages paid these men during their enforced idleness was Rupees 59-8-0.

**Staff**:—The Medical and Conservancy Staffs have on the whole given me every satisfaction in the discharge of their duties.

I have made the usual inspections of all the Dispensaries on the line and of the Conservancy of every station and found the same in a very good condition.

Attached is a table showing the cases dealt with during the corresponding half-years of 1894 and 1895 together with the number of Vaccinations practised during the six months under review.

I have the honour to be,

Sir,

Your most obedient Servant,

J. CURRIE,

*Medical Officer.*

*Comparative Statement of cases treated during the half-years ending 30th June 1894 and 30th June 1895.*

| Date. | Small Pox. | Measles. | Influenza. | Simple Fever. | Malarial Fever. | Remittent Fever. | Cholera. | Cholera Diarrhœa. | Dysentery. | Diarrhœa. | Accidents and other Diseases. | Total Treated. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1894.** | | | | | | | | | | | | |
| January ... ... ... | — | 1 | ... | 231 | 285 | 1 | 4 | ... | 35 | 78 | 733 | 1,368 |
| February ... ... | 3 | 1 | 1 | 213 | 243 | ... | ... | ... | 34 | 50 | 681 | 1,226 |
| March ... ... ... | 2 | 1 | 10 | 108 | 396 | ... | ... | ... | 33 | 42 | 806 | 1,398 |
| April ... ... ... | 1 | 3 | 3 | 81 | 428 | 2 | ... | ... | 24 | 60 | 841 | 1,443 |
| May ... ... ... | ... | ... | 122 | 60 | 279 | ... | ... | ... | 37 | 54 | 643 | 1,166 |
| June ... ... ... | ... | ... | 12 | 73 | 236 | 1 | ... | ... | 26 | 51 | 664 | 1,067 |
| Grand Total ... | 6 | 6 | 148 | 765 | 1,867 | 4 | 4 | ... | 189 | 335 | 4,374 | 7,698 |
| **1895.** | | | | | | | | | | | | |
| January ... ... ... | ... | ... | ... | 16 | 365 | 1 | ... | ... | 18 | 40 | 488 | 928 |
| February... ... ... | ... | 2 | 9 | 21 | 360 | ... | ... | ... | 33 | 34 | 537 | 1,005 |
| March ... ... ... | 2 | 3 | 26 | 31 | 337 | ... | ... | ... | 15 | 32 | 566 | 1,012 |
| April ... ... ... | 2 | 5 | 1 | 37 | 235 | ... | 1 | ... | 20 | 40 | 519 | 889 |
| May ... ... ... | 1 | 1 | 1 | 52 | 309 | 3 | ... | ... | 33 | 54 | 546 | 1,000 |
| June ... ... ... | 1 | ... | 49 | 47 | 311 | 2 | ... | ... | 30 | 40 | 499 | 978 |
| Grand Total ... | 6 | 11 | 85 | 204 | 1,946 | 6 | 1 | ... | 149 | 249 | 3,155 | 5,812 |

## MADRAS RAILWAY.

*Return of Vaccination for the Half-year ending 30th June 1895.*

| Number Vaccinated. | Traffic Department. Sex. | | Traffic Department. Children. | | Locomotive Department. Sex. | | Locomotive Department. Children. | | Auditor's Department. Sex. | | Auditor's Department. Children. | | Engineer Department. Sex. | | Engineer Department. Children. | | General Stores Department. Sex. | | General Stores Department. Children. | | Medical Department. Sex. | | Medical Department. Children. | | Telegraph Department. Sex. | | Telegraph Department. Children. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. | Male. | Female. |
| 227 | 33 | ... | 22 | 20 | 17 | ... | 14 | 22 | 13 | ... | ... | ... | 5 | ... | 7 | 8 | 5 | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | 2 |

R. Form No. 12.

No. 659R

Government of Madras.

**PUBLIC WORKS DEPARTMENT,**

RAILWAY BRANCH.

To

The Secy. to the Govt. of India,

P. W. Department.

8 October 1895.

Sir,

I am directed to forward herewith six copies of the Reports by the Heads of Departments of the Madras Railway, for the half-year ended the 30 June, 1895.

9/110

No 3238 dy 15.10.95
Copy forwarded to A.M. for information with 25 Copies of the report

for E.R.