

Public Works (1896) Department.

Y.V.V. 610

G.O., No. 858 R

DATED 12 October 1896

[Despatch Abstract.]

Reports: Letter to the Govt of India forwarding copies
of - by the Heads of Departments, Madras
for the half year ending 30 June 1896.

Relates

18/10

[illegible]

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

$\frac{88.5}{100} \times 100 = 88.5$
 88.5%

MADRAS RAILWAY.

REPORTS BY HEADS OF DEPARTMENTS FOR THE
HALF-YEAR ENDING 30TH JUNE 1896.

Re.	
	17,06,093
5	16,73,400
645	20,25,66,
73,354	19,94

MADRAS RAILWAY COMPANY,
MADRAS, 1st October 1896.

No. 2277.

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 1896. The detailed reports by the undermentioned Heads of Departments were sent to you on the undermentioned dates:—

The Chief Engineer	... 24th Sept. 1896.	The Loco. Superintendent	... 1st Oct. 1896.
" Ag. Traffic Manager	... " " "	" Telegraph Engineer	... " " "
" Chief Auditor	... " " "	" 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.			
1894, December ...	51,47,080	26,91,555	24,55,525	52.20	235.80	2.04
1895, June ...	57,07,036	26,82,135	30,24,901	47.00	261.62	2.51
" December ...	55,01,371	26,47,541	28,53,830	48.13	252.93	2.38
1896, June ...	51,68,400	27,44,045	27,24,355	50.18	250.18	2.26

The decrease in gross earnings as compared with the earnings for the corresponding half-year of 1895 amounts to Rs. 2,38,636 and the increase in working expenses to Rs. 61,910. The net revenue shows a decrease of Rs. 3,00,546, equivalent to 9.94 per cent.

3. During the half-year 1,237,502 train miles were run as against 1,258,565 during the corresponding period. 4,905,147 passengers and 541,587 tons of goods were carried against 4,555,746 passengers and 575,593 tons of goods.

4. The result of the half-year's working is a dividend at the rate of £4-10-4 per annum. Loss by Exchange amounts for the half-year to Rs. 1,62,025 or Rs. 63,506 less 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.
June 1893 ...	8,775	80,402	28,527	89,333	4,098,677	15,37,298	8,035,979	17,06,033
Do. 1894 ...	8,186	78,266	31,637	85,827	4,964,352	15,09,596	4,994,145	16,73,409
Do. 1895 ...	10,078	95,371	39,057	1,01,003	4,471,310	18,29,510	4,620,445	20,26,86
Do. 1896 ...	10,903	97,384	49,101	1,09,790	4,814,360	17,86,541	4,873,354	19,94

Department.

There is an increase in the number of first class passengers carried as compared with the corresponding half-year of 825 or 8.19 per cent., and in the money earned of Rs. 2,013 or 2.11 per cent.

There is also an increase in the number of second class passengers carried of 9,044 or 23.15 per cent., and in the money earned of Rs. 8,787 or 8.70 per cent.

There is a marked increase in the number of third class passengers carried as compared with the corresponding half-year, of 343,040 or 7.67 per cent., but in the money earned there is a decrease of Rs. 42,669 or 2.33 per cent. This large increase in the numbers of passengers carried is very satisfactory. The decrease in the receipts is attributed to the reduction in the fare by day train for short distances, which was made in the month of February last. The foregoing figures show that the recovery in number, temporarily affected by the experimental introduction of the 2 pies rates in 1895, is being secured by rapid strides, and it would appear from the sacrifice of revenue which the special reduction in short distance fares has involved, that the retention of this departure from the original scheme is of doubtful advantage.

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 1893...	30,76,487	39,890	448,933	30,36,597	6.82
Do. 1894...	29,16,051	49,428	407,288	28,68,626	7.12
Do. 1895...	31,18,135	38,099	430,754	30,80,036	7.22
Do. 1896...	29,34,790	37,600	423,809	28,97,190	6.84

The total tonnage carried over the Railway during the past half-year, exclusive of Railway materials for construction and Revenue Stores, was 425,201 against 431,915 in the corresponding half-year or a decrease of 1.55 per cent., while the receipts were Rs. 29,34,790 against Rs. 31,18,135, or a decrease of 5.88 per cent.

The principal commodities in which there are decreases are coal, raw cotton, dyes and tans, grain foods, hides and skins, kerosine oil, provisions, and timber. Increased receipts have been obtained from manufactured cotton, castor and other oil seeds, spices and unrefined sugar.

The falling off in the grain traffic accounts for nearly the whole of the decrease in the goods receipts and is due to reduced imports from the Mysore Provinces, to the despatch of smaller quantities from Madras to Coimbatore and the South Indian Railway and also from Madras to Bangalore. The Acting Traffic Manager, in para. 23 of his report, refers particularly to the grain traffic, and I beg to invite the attention of the Board to his remarks.

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

Half-year.	Ordinary.	Extra.	Total.
	Rs.	Rs.	Rs.
1894, December ...	555	17	572
1895, June ...	566	24	590
Do. December ...	540	35	575
1896, June ...	544	54	598

The ordinary maintenance expenditure for the past half-year is slightly in excess of preceding half-year, but is much below that of the corresponding period.

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.
1894, December ...	1,476,121	13,09,596	0	14	2.33
1895, June ...	1,498,614	13,24,147	0	14	1.64
Do. December ...	1,527,332	13,20,196	0	13	9.96
1896, June ...	1,502,267	13,60,700	0	14	5.90

Compared with the corresponding period of 1895, the expenses of the Locomotive Department may be stated as follows :—

Locomotive Running	increase	Rs. 75,495
" Repairs and renewals	decrease	" 21,563
Carriage and Wagon Running	increase	" 424
" Repairs and renewals	"	" 10,684

The increase in the Locomotive expenses is due chiefly to the larger consumption of fuel—both wood and coal—per train mile and to the increased cost of wood fuel. The Locomotive Superintendent in his report enters very fully into this subject. I agree with him in thinking that until the Bezwada-Madras line is opened and the Singareni Colliery is placed in direct rail-communication with this Railway, we cannot hope for much improvement in our coal supplies.

The increase in the cost of repairs and renewals of carriages and wagons is due to a larger number of vehicles having been repaired. The figures are 2,803 as against 2,230 in the corresponding half-year.

Satisfactory progress has been made in fitting the carriages for gas lighting, and at the close of the half-year, 347 carriages of all classes had been completed. The new system of lighting is a considerable improvement on the oil lamps and is much appreciated by the travelling public.

Sufficient stock for the North-West Line Mails having been fitted with the vacuum brake apparatus, the brake will be brought into use on these trains shortly.

9. The Electric Telegraph wires, block, needle and Morse instruments, Electric Starting Semaphores and Intercommunication in trains were maintained satisfactorily during the half-year. 15 engines and 60 vehicles were fitted with Electrical intercommunication appliances during the half-year.

10. The Medical Officer reports that there was a decrease of 106 in the number of employes to whom it was found necessary to grant sick certificates. There were in all during the half-year 5,706 cases of sickness dealt with against a total of 5,812 cases for the corresponding half-year. There was one case of Cholera and 21 of Small-pox. There were 20 deaths reported during the half-year.

11. Railway Schools are now maintained at eight of the important stations on the line, a school having been opened at Arkonam on the 1st January last. The total number of children on the Register at 30th June was 374, and the average attendance 314. The cost to the Company of maintaining these schools during the period under review was Rs. 5,760.

12. The amount of the Company's contribution to the Provident Institution amounted for the half-year to Rs. 20,694-6-7 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. 6,80,156-6-1.

13. The following movements in the Company's Staff in India are recorded :—

Mr. L. S. Moss, Agent and Manager, proceeded to England on 18 months' furlough on the 28th March 1896.

„ H. C. West, Chief Engineer, was appointed to act as Agent and Manager, during the absence of Mr. L. S. Moss on furlough.

„ E. W. Stoney, District Engineer, was appointed to act as Chief Engineer, during the absence of Mr. H. C. West on other duty.

„ G. A. F. French, District Engineer, returned from furlough and resumed charge of his duties on the 29th March 1896.

„ G. B. Winter, Temporary Engineer, resigned the Company's service on the 1st May 1896.

„ D. Ross-Johnson, Deputy Traffic Manager, returned from furlough and resumed charge of his duties on the 18th January 1896.

„ E. E. Lefebure, First Assistant Locomotive Superintendent, proceeded to England on 12 months' furlough on the 6th January 1896.

Covenanted Driver E. Bright resigned the Company's service and left for England on the 21st March 1896.

Locomotive Foreman E. Driver and W. Barefoot, and Erecting Shop Foreman R. B. Ward, proceeded to England, each on six months' leave, on the 23th April, 22nd May and 25th June 1896 respectively.

Boiler-Maker H. T. Walters resigned the Company's service on the 31st May 1896.

I have the honour to be,

Sir,

Your most obedient servant,

HENRY C. WEST,

Ag. Agent and Manager

MADRAS RAILWAY COMPANY,

CHIEF ENGINEER'S OFFICE,

MADRAS, 19th September 1896.

No.

To

THE ACTING AGENT AND MANAGER,

Madras Railway Company.

Sir,

I have the honor to submit my report on the Way and Works for the half-year ending the 30th of June last.

The inspection of the North-West Line was made on Tuesday the 4th of August and following days ending with Saturday the 8th of August 1896.

The Madras Terminal Stations and Ennur Branch were inspected on Monday, the 10th of August, while the inspection of the South-West Line occupied 8 days from the 14th to the 22nd of August 1896.

1. **Earth-work and Fencing.**—These are generally in good order and well maintained.

2. **Stations.**—All station yards, buildings and staff quarters are neatly kept and efficiently maintained.

At Perambur the Church is nearing completion and the Engineering Workshops at Arkonam are finished and in use.

The new goods sidings for marshalling trains at Bowringpet for the several Gold Mines are also completed.

Good progress has been made with the staff quarters and other works at Nandalur, as well as with the many new Schedule Works on the several Districts.

3. **Bridges.**—These are well maintained and stops were made at the Papaghni, Chittravathi, Ponner, Tungabhadra, Cauvery, Thootha and Kallai bridges, which were all in excellent order.

The strengthening of 50-foot span girders was proceeded with and 6 spans were completed as shown in the following table:—

Span in feet.	Number of spans remaining to be strengthened as per last report.	Number completed during the half-year June 1896.	Number still remaining to be completed.
50	15	6	5 in progress. 4 not yet commenced.

4. **Water-supply.**—There has been considerable anxiety caused by scarcity and threatened failure of water for locomotive purposes at Katpadi and Jalarpet; had rain not come, the well at the latter station would most probably have failed; heavy rain has, however, fortunately just fallen, which has very much improved the position; another well is urgently required at this station, and a plan and estimate for it with its steam pump and connections is being got ready.

5. **Permanent-way.**—The road throughout, both North-West and South-West Lines, well maintained and generally in very good running order.

The 84 lbs. and 65 lbs. rails originally laid have worn wonderfully well, but are failing fast, as they have been laid for from 35 to 40 years; and increasingly heavy renewals of these must be looked for in future as they near their life limit.

The inspection train was stopped at the following places:—

S. W. Line $\frac{11}{10}$, $\frac{45}{8}$, $\frac{141}{9}$ miles and $\frac{144}{8}$ miles B. Branch

N. W. Line $\frac{65}{11-12}$, $\frac{75}{24}$, $\frac{75}{6}$, $\frac{105}{7-10}$ and $\frac{230}{4-6}$ miles

to allow the Government Inspecting Officer to examine portions of line where the District Engineers stated the most worn rails on their Districts were situated.

During the half year 17.30 miles of defective rails were replaced by

3,021 Bull Headed 30 feet steel Rails ... = 8.58 miles.

2,154 2nd hand 20 feet Double Headed Steel Rails ... = 4.08 "

2,452 2nd hand 20 feet Double Headed Iron Rails ... = 4.64 "

17.30 miles.

as compared with 20.05 miles in the previous half-year.

6. **Pot sleepers.**—The number laid is estimated at 3,260,188; of these, 4,750 were renewed during the half-year, or 1.45 per cent. as against 3,956 in the previous half-year.

100 Stoney's Patent C. I. joint sleepers were laid on the up-line between $\frac{5}{10}$ and $\frac{5}{16-18}$ miles on the 14th March 1896.

The inspection engine was run back and forwards over these when the joints supported by them deflected much less than those carried by an ordinary pot-sleeper on each side of the joint; as these sleepers appear to possess several advantages it is proposed to give them a more extended trial.

7. **New Type fish plates.**—The following table shows the total mileage of these laid to date, as well as those inserted in the half-year under review and the preceding one:—

For the half-year ending	New type fish plates used with bull-headed steel rails.		New type fish-plates used to replace old patterns on double-headed steel and iron rails.		Total.	
	Miles.	Number.	Miles.	Number.	Miles.	Number.
31st Dec. 1895 ...	13½	9,340	18	9,502	31½	18,842
30th June 1896 ...	8½	5,984	19½	20,057	27½	26,041
Total done up to 30th June 1896. ...	69	48,576	221	233,293	290	281,869

87 miles of steel rails are still fished with old type fish-plates and bolts as shown below; and a special indent has been forwarded and sanctioned for new type fish-plates, bolts and Grover's washers for these:—

Total length of steel rails in the Main Line.	Length of steel rails already fished with new type fish plates.	Length still to be fished.
Miles. 377	Miles. 290	Miles. 87

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

Half-year ending 30th June 1895.

Cost of maintenance including sidings	Rs. A. P.
Extra expenditure	589 9 8
Ordinary expenditure	23 15 8
	565 10 0

Half-year ending 31st December 1895.

Cost of maintenance including sidings	Rs. A. P.
Extra expenditure	574 10 11
Ordinary expenditure	34 8 3
	540 2 8

Half-year ending 30th June 1896.

Cost of maintenance including sidings	Rs. A. P.
Extra expenditure	598 6 8
Ordinary expenditure	54 5 2
	544 1 6

Total cost of maintenance during the half-year ending 30th June 1896	Rs. A. P.
Less value of old rails and other items taken into stock	7,25,971 2 10
Less cost of working Kolar Gold Fields Railway	1,08,108 0 0
	9,223 12 6
	1,17,331 12 6
	6,08,639 6 4

The details of extraordinary expenditure for the half-year ended 30th June 1896 are as follows:—

S. W. Line.	Covering dusty portion of the line with broken stone	Rs. A. P.	Rs. A. P.
	Revenue portion of sanctioned Schedule Works	4,540 0 0	
	New Engineering Workshops	6,751 12 7	
	Arcot-Ranipet Survey	4,593 4 7	
		8,973 7 9	19,858 8 11
N. W. Line.	Covering dusty portion of the line with broken stone	Rs. A. P.	Rs. A. P.
	Strengthening weak girders	13,974 14 3	
	Revenue portion of sanctioned Schedule Works	12,392 11 2	
		9,861 2 3	
			36,228 11 8
			56,087 4 7

Cost of extra expenditure per mile ... Rs. $\frac{56,087-4-7}{1,032\frac{1}{2}}$ = 54 5 2

Cost of ordinary expenditure per mile including Kolar Gold Fields Railway, &c. ... Rs. 544 1 6

9. **Sale of old rails.**—

Half-year ending	Value of old iron rails sold.	Value of old iron rails used for works.	Total value.
	Rs.	Rs.	Rs.
31st December 1895 ...	16,930	40,768	57,698
30th June 1896 ...	35,421	8,845	44,266

10 **Covering Ballast with broken stone.**—The entire line from Madras to Mettupalaiya 327½ miles has been finished, and the absence of dust and consequent comfort to travel is most marked; 34½ miles on the Bangalore Branch and 50½ miles on the North-West have been done and the work is being steadily proceeded with.

11. **Signals and interlocking.**—The orders of Government to alter all signals, so that they shall show a danger signal in the event of any connection breaking, are being attended to, and up to the end of June last the following progress had been made:—

Division.	Distant Signals.		
	To be done.	Done.	Remaining to be done.
South-West Line	194	65	129
North-West Line	80	31	49

The interlocking apparatus put down at Tiruttani and Pudi Stations are working very well; the installations at two other stations—Puttur and Mamandura—were opened on the 13th June and 27th April 1896 respectively, and are also working very well.

The materials for Nagari have arrived, and the work will be proceeded with.

12. **Madras Ennur Section.**—This was opened for traffic on the 22nd February 1896, and since that a good deal of work has been done to complete and improve the way and works. It has also been found necessary to provide extra sidings at Washermanpet and Tondiarpet to allow trains to cross at them in order to work the passenger traffic during feasts.

13. **West Coast Surveys.**—The plans and estimate of these are being carefully revised, using a ruling gradient of $\frac{1}{100}$ and reducing expenditure by curtailing station and other accommodation as far as possible.

These revised estimates for the Calicut-Cannanore Branch are nearly ready and those of the Shoranur-Cochin line will be finished shortly.

14. **Arcot Ranipett Branch.**—The surveys, plans and estimates were completed in May 1896; but as the cost was considered by the Consulting Engineer to Government to be excessive, a revised estimate is under preparation, cutting down gradients to $\frac{1}{100}$ and curtailing the accommodation provided at stations, &c., to a minimum, and also omitting fencing.

The survey of an alternative line running direct from Arcot Station to Ranipett and leaving out Walajapett, thus reducing the distance by $1\frac{1}{2}$ miles from 6.02 miles to 4.16 miles is under preparation, the field work being done. These revised proposals will, it is hoped, be ready by the end of October 1896.

15. **Districts.**—Several changes in details, especially with reference to the keeping of accounts, have been made during the half-year to simplify office work.

I have already pointed out to you in mine, No. 795 of 24th June 1896, how necessary it is that District Engineers should have suitable inspection carriages as on most of the large Indian Railways, and I hope that these may be provided before long.

The District system is working well, but the want of District Workshops is much felt by the Engineers in the execution of works and repairs, as in their absence they are wholly dependent on the Arkonam Workshops for all their requirements. Each District has got the stores and means at their disposal for making cheaply almost all they want if allowed to do so, at a nominal cost for supervision, and with a considerable saving in carriage and other extraneous charges, such as batta, &c., for workmen.

Engineering Staff.—Mr. E. W. Stoney was appointed Acting Chief Engineer on the 29th of March vice Mr. H. C. West appointed to act as Agent and Manager, Mr. G. A. F. French returned from furlough on the 29th of March and took charge of District III.

I have the honor to be,
Sir,

Your most obedient servant,

E. W. STONEY, M. INST. C.E.,
Ag. Chief Engineer.

MADRAS RAILWAY COMPANY,

CHIEF AUDITOR'S OFFICE,

MADRAS, September 5th, 1896.

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 1896.

Capital.

1. **Statement No. V.**—The Capital expenditure for the half-year, amounted to Rupees 2,33,469-9-9, and was incurred chiefly on alterations and additions to stations, and station yards, Gas-making plant and Rolling Stock including fitting with automatic brake gear.

2. **Statement No. VI.**—The total Capital outlay including suspense from the commencement of operations to end of the half-year under review, was Rupees 12,06,52,495 and the expenditure excluding suspense Rupees 11,83,59,342, which gives an average of Rupees 1,41,035 per mile open.

REVENUE.

General Results.

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

	Half-year ending June 1895.	Half-year ending June 1896.	Difference.	
	Miles.	Miles.	Miles.	Per cent.
Mean Mileage worked	839.22	839.22	—	—
Train-Mileage	1,258,565	1,237,502	— 21,063	— 1.67
Average number of trains over the whole line daily in both directions ...	No. 8.29	No. 8.10	— .19	
	Rs.	Rs.	Rs.	Rs.
Gross Earnings	57,07,036	54,68,400	— 2,38,636	— 4.19
Working Expenses	20,82,135	27,44,045	+ 61,910	+ 2.31
Net Earnings	30,24,901	27,24,355	— 3,00,546	— 9.94
Percentage of Working expenses to Gross Earnings	47.00	50.18	+ 3.18	
Percentage of Net Earnings to Capital outlay, including suspense	2.51	2.26	— .25	

4. The Gross Earnings per mean mile worked per week averaged Rupees 251 against Rupees 262 and were realized at a cost of 50.18 per cent. against 47.00 per cent. in the corresponding half of the previous year.

5. The Net Earnings for the half-year, after paying the contribution to the Provident Institution, fell short of the guaranteed interest by Rs. 1,81,493-6-4. During the half-year, the percentage of net Earnings on capital outlay including suspense, was 2.26 as compared with 2.51 in 1895.

6. The Madras-Ennur Section of the Bezvada-Madras Railway was opened for traffic on 22nd February 1896. The Madras Railway Company have agreed to work this branch line on the terms that the actual cost of Engineering maintenance shall be separately recorded by us and paid for by Government, other expenses being charged for at the same percentage as the total working expenses (excluding maintenance) bear to the total earnings of the combined undertakings.

7. This arrangement is embodied in a letter, No. 159, dated 28th February 1896, addressed by you to the Consulting Engineer for Railways, Madras: the question of our claim for General Superintendence in Abstract A is at present in abeyance, being under reference to the Government of India.

Gross Earnings.

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

	Half-year ending June, 1895.	Half-year ending June, 1896.	DIFFERENCE.	
			Amount.	Per Cent.
	Rs.	Rs.	Rs.	Rs.
Coaching	23,74,06	23,44,715	29,315	1.23
Goods	32,34,163	30,22,150	2,16,013	6.67
Electric Telegraph	10,643	9,816	827	7.77
Steam-boat	84,170	91,639	7,469	8.93
Sundries	57,07,038	56,64,400	42,638	0.75
Total	1,24,00,084	1,20,43,610	3,56,474	2.87

9. 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.		SECOND CLASS.		THIRD CLASS.		TOTAL.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
First half of 1895	10,545	99,077	43,551	1,18,678	4,501,850	18,70,283	4,555,946	20,88,038
First half of 1896	11,326	1,01,426	62,249	1,21,461	4,941,832	18,19,077	4,945,117	20,14,064
Increase	781	2,749	8,738	5,783	339,982	61,603	319,401	65,071
Decrease	...	...	...	...	...	...	...	...

10. The increases and decreases in the various descriptions of Passenger Traffic are shown in the detail statement of Abstract H, vide para. 109.

11. The First class traffic shows an increase in numbers of 781 and Rs. 2,749.

12. The Second class traffic shows an increase in numbers of 8,738 and Rs. 5,785. The increase occurs in ordinary traffic.

13. The Third class traffic shows an increase in numbers of 339,882 and a decrease of Rs. 51,603 in the receipts. The decrease is attributable to the fact that in the month of February 1896, the fare by day train for short distances was lowered. A detail report showing the result of working of the third class traffic by Mail and Day trains will be submitted shortly.

14. Passengers' luggage shows an increase of Rs. 6,076.

15. The Receipts from ordinary Horse, Carriage and Dog traffic show a decrease of Rs. 8,697 while the Military traffic under the same head shows an improvement to the extent of Rs. 1,914.

16. Military Baggage shows an increase of Rs. 4,173.

17. Parcels for the Public—An improvement of Rs. 8,790 or 6.59 per cent. occurs under this head.

18. 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 1895.

	HALF-YEAR ENDING JUNE, 1895.		HALF-YEAR ENDING JUNE, 1896.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Merchandise, General	385,558	29,18,370	393,126	27,40,171
Military Stores	900	36,260	903	34,444
Railway materials for construction	10,489	6,513	843	1,448
Coal (including Locomotive Revenue)	68,425	1,80,710	51,864	1,72,184
Revenue stores (excluding Locomotive Coal)	121,823	54,211	105,111	42,143
Other Goods Traffic	...	44,084	...	30,862
Less—Outstandings irrecoverable or not recovered	675,593	32,38,163	641,537	30,22,150
TOTAL	675,593	32,38,163	641,537	30,22,150

19. Under the head of Merchandise General a decrease of tons 2,430 and Rs. 1,66,199 occurs. A large portion of the decrease is attributable to a falling off in grain traffic.

20. Railway materials for construction—Decrease tons 9,906 and Rs. 4,667. The decrease is chiefly owing to more ballast trains having been run during the corresponding period in consequence of the construction of the Ennur line.

21. Coal (including Locomotive Revenue).—Decrease tons 4,961 and Rs. 18,232. The decrease is owing to an abnormal quantity of coal having been conveyed to stations on the Kolar Gold Fields Railway for consumption at the mines during the corresponding period of last year.

22. Other Goods Traffic.—Decrease Rs. 13,422. The decrease in this case is chiefly due to the exceptional traffic in the corresponding period on account of the Chitral Expedition.

23. The following table shows 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, 1895.		HALF-YEAR ENDING JUNE, 1896.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
COTTON—				
Raw	10,029	1,55,236	8,953	1,31,632
COTTON, MANUFACTURED—				
Piece-goods, Indian	3,450	62,335	2,261	61,466
DYES AND TANS—				
Others	9,802	94,956	7,310	76,637
GRAIN AND POLAR—				
Rice in the husk	16,615	1,31,930	8,562	68,463
Rice not in the husk	22,478	1,47,324	24,965	1,63,923
Gram and Pulse	18,345	1,17,062	14,400	95,619
Others	21,389	1,71,261	21,748	1,40,967
HIDES AND SKINS—				
Skins of Sheep, &c.	5,022	73,261	3,615	67,740
(a) Dressed or Tanned	8,930	1,13,623	7,278	94,690
(b) Raw	...	...	...	...
METALS—				
Iron	6,757	75,040	7,816	73,784
OILS—				
Kerosine	4,063	68,353	3,113	42,537
OIL SEEDS—				
Castor	5,277	30,372	8,499	60,227
Others	7,515	46,950	8,038	55,325

	HALF-YEAR ENDING JUNE, 1905.		HALF-YEAR ENDING JUNE, 1906.	
	Quantity.	Earnings.	Quantity.	Earnings.
PROVISIONS—				
Others	84,971	2,67,698	31,530	2,41,115
SALT	25,812	1,45,044	25,160	1,42,106
SUGAR—				
Unrefined, viz., Molasses and Jaggery or Gur and other Saccharine produce	11,900	71,720	25,919	1,72,633
TIMBER	54,290	2,02,600	56,523	1,60,427
TOBACCO—				
Unmanufactured	5,647	52,228	5,734	55,229
ALL OTHER ARTICLES OF MERCHANDISE	30,057	3,21,429	33,067	3,21,395

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

24. **Cotton, Raw.**—Decrease tons 1,076 and Rs. 23,604. The whole of this decrease is in local traffic, Tadpatri, Gooty, Adoni, Raichur, Tirupattur and Erode being responsible for the bulk.

25. **Cotton, manufactured—Piece Goods, Indian.**—Decrease tons 188 and Rs. 870.

26. **Dyes and Tans—Others.**—Decrease tons 2,492 and Rs. 18,319. The foreign traffic shows an increase of Rs. 4,000, but the local traffic shows a falling off of Rs. 22,000. The greater portion of the decrease occurred in the last three months of the half-year a considerable falling off being noticed during that period in traffic forwarded from Gooty, Bangalore Cantonment and Salem to Salt Cotaurs. Decreases also occurred at Vaniyambadi, Kuppal, Raichur, Katpadi and Lakkiti.

27. **Grain and Pulse—Rice in the husk.**—Decrease tons 8,053 and Rs. 73,473. There is an increase of nearly Rs. 3,000 in the foreign traffic, but the local traffic shows a decrease of Rs. 76,000 of which amount Rayapuram alone is responsible for Rs. 41,000. A considerable falling off is also exhibited in the traffic forwarded from Bangalore City, the decrease in each case occurring in traffic to stations on the South-West line. Nandalur, Cuddapah, Tadpatri, Katpadi, Bowringpet and Bangalore Cantonment also exhibit decreases under this head.

28. **Grain and Pulse—Rice not in the husk.**—Increase tons 2,489 and Rs. 6,599. Increases of Rs. 2,152 and Rs. 4,447 occurred in local and foreign traffic respectively. The increase in the former is attributable to more traffic under this head having been forwarded from Salt Cotaurs and Calicut, while the increase in the foreign traffic is caused through considerably more traffic having been handed to us by the South Indian Railway at Arkonam. A slight increase is also exhibited in the traffic handed to us at Raichur. During the first four months of this half-year the traffic under this head showed a falling off, but a considerable improvement was manifested during the months of May and June.

29. **Grain and Pulse—Gram and Pulse.**—Decrease tons 3,945 and Rs. 21,543. In this case the local traffic shows a falling off to the extent of Rs. 8,725, while the foreign traffic shows an even greater reduction. The local traffic for the first five months of the half-year shows a general falling off, but a satisfactory improvement is noticed during the month of June. Nearly the whole of the falling off in the foreign traffic is due to less traffic having been handed to this Company at Bangalore City.

30. **Grain and Pulse—Others.**—Decrease tons 2,643 and Rs. 30,294. In this case the local traffic shows a decrease of Rs. 33,000, but the foreign traffic shows a satisfactory improvement. The greater portion of the decrease in the local traffic occurred during the

last four months of the half-year considerably less traffic under this head having been invoiced from Rayapuram, Bowringpet, Bangalore City and Calicut during these four months as compared with the corresponding period of the last half-year. The whole of the increase in the foreign traffic is due to the traffic handed to this Company at Bangalore City.

31. **Hides and Skins—Skins of Sheep, &c., Dressed or Tanned.**—Decrease tons 1,407 and Rs. 15,512. Nearly the whole of the decrease is confined to local traffic from Cuddapah, Bangalore Cantonment and Coimbatore, the foreign traffic being responsible for Rs. 3,000 only.

32. **Hides and Skins—Skins of Sheep, &c., Raw.**—Decrease tons 1,652 and Rs. 18,924. The decrease in local traffic under this head amounts to Rs. 12,466 and the foreign traffic shows a falling off to the extent of Rs. 6,458. The local traffic from Bangalore Cantonment shows a considerable falling off and decreases also occur at Salt Cotaurs, Cuddapah and Vaniyambadi. The falling off in the foreign traffic is principally due to the traffic handed to this Company at Raichur.

33. **Metals—Iron.**—Increase tons 558 and decrease Rs. 1,255.

34. **Oil—Kerosine.**—Decrease tons 1,550 and Rs. 15,821. The local traffic exhibits a decrease of Rs. 11,904 and the foreign traffic Rs. 3,917. Rayapuram is practically responsible for the whole of the decrease, considerably less kerosine oil having been invoiced this half-year than during the corresponding period of last half-year.

35. **Oil Seeds—Castor.**—Increase tons 3,222 and Rs. 20,855. The bulk of the increase in this case is in local traffic from Gooty, Raichur, Tirupattur and Morappur and satisfactory increases are also noticed at Adoni, Salem and McDonald's Choultry. The increase in the foreign traffic, viz., Rs. 4,000 is entirely due to the traffic handed to this Company at Bangalore City.

36. **Oil Seeds—Others.**—Increase tons 523 and Rs. 3,375.

37. **Provisions—Others.**—Decrease tons 2,041 and Rs. 26,583. The local traffic under this head shows a decrease of Rs. 36,610 and the foreign traffic an increase of Rs. 10,027. The local traffic shows a general decrease but satisfactory increases in the foreign traffic occur in traffic handed to the South Indian Railway Company at Renigunta and Katpadi and traffic handed to this Company at Guntakal, Bangalore City and Erode.

38. **Salt.**—Decrease tons 652 and Rs. 2,938. A large decrease, amounting to nearly Rs. 30,000, occurs in local traffic, under this head, invoiced at Salt Cotaurs, but a very substantial increase occurs at Calicut.

39. **Sugar—Unrefined, viz., Molasses and Jaggery or Gur and other Saccharine produce.**—Increase tons 14,019 and Rs. 1,00,904. A large increase, viz., Rs. 64,936, occurs in local traffic and the foreign traffic also shows a substantial increase. Considerably more local traffic was invoiced at Katpadi, Bangalore City, Tirupattur, McDonald's Choultry, Sankaridrug, Erode, Perundurai, Viziamangalam, Uttukuli and Palghat during the half-year under review than during the corresponding period. The increase in the foreign receipts is principally due to the traffic handed to this Company at Guntakal. An increase is also noticed in the traffic received at Bangalore City from the Southern Mahratta Railway Company.

40. **Timber.**—Increase tons 2,224 and decrease Rs. 16,179.

41. **Tobacco—Unmanufactured.**—Increase tons 87 and Rs. 2,992.

42. **All other articles of Merchandise.**—Increase tons 3,930 and decrease Rs. 24.

91. The following particulars show in detail the Capital outlay of the half-year :—
ALTERATIONS AND ADDITIONS TO STATIONS AND STATION YARDS.

	Rs.	A.	P.	Rs.	A.	P.
Bangalore City	20,608	13	10			
Jalarpet	16,771	6	10			
Perambur	12,602	8	4			
Nandalar	8,768	11	2			
Washermanpet	7,825	13	5			
Podanur	5,053	2	0			
Rayapuram	4,954	15	4			
Mettapalayam	4,515	13	5			
Mannur	2,955	2	10			
Arkonam	2,304	5	4			
Gudupalli	1,813	6	9			
Central Station	1,809	12	9			
Bowringpet	1,596	2	2			
Vinamangalam	1,559	12	9			
Geoty	1,516	11	10			
Pottur	1,351	0	3			
Mangalam	1,350	13	9			
Other Stations	5,504	6	6			
Through siding at crossing station at 186½ mile				1,02,353	0	4
6 houses for Native Assistant Station Masters				6,763	8	8
25 houses for Traffic Subordinates, S. W. Line				1,547	7	10
Alteration of distant signals				1,513	0	11
Strengthening bridge at 107 10-11 mile				1,044	11	17
Electric Telegraph				5,133	12	9
				2,800	14	10
Plant—				1,20,608	9	2
Locomotive Shop Plant				39,126	14	0
Rolling Stock—						
Fitting automatic brake gear to engines and carriages				45,453	4	6
2 Trucks for carrying gas-holders				1,069	14	3
2 Composite carriages				7,658	12	7
2 Tank wagons 15 tons, for conveying oil				1,607	15	5
1 Support wagon for 15-ton crane				660	12	4
25 Timber trucks				7,356	9	5
Fitting steam sending gear				807	8	4
4 Composites, 20 third-class carriages, 2 third class carriages with brakes, and 2 ordinary brake-vans				3,285	5	1
3,230 Screw Couplings				5,544	0	0
Rupees	2,23,449	9	8			

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

	Rs.	A.	P.	Rs.	A.	P.
Stores balances at 31st December 1895				29,10,069	5	1
Add Receipts—						
From England	Rs. 1,69,968	2	4			
„ Local purchases	7,92,532	7	10			
				9,62,570	10	2
Deduct Issues—				37,72,659	15	2
Capital Account	Rs. 1,42,707	2	4			
Revenue „	10,55,196	2	5			
By Sales	2,37,808	4	1			
				14,85,803	9	10
Stores balances at 30th June 1896				Rupees...	23,36,856	5 5

93. The following particulars show the balances of the several Store accounts at 31st December 1895 and 30th June 1896 :—

	31st December 1895.	30th June 1896.
General Store Account	Rs. 3,75,074	Rs. 3,57,370
Locomotive Store and Workshop Account	10,39,146	12,67,391
Engineering do. do.	6,76,374	5,53,994
All other, including stores in Transitu	1,19,495	1,58,102
Total Rs. 28,10,089		Rs. 23,36,857

94. These figures show a decrease for the six months of Rs. 4,73,232 in the amount of Capital locked up in Stores.

95. The total of Rs. 23,36,857 includes Rs. 3,44,000, the value of returned stores, of which Rs. 2,54,000 represents returned stores of the Engineering Department as against Rs. 3,07,619 on 31st December 1895.

96. The general question of Stores has been fully dealt with so recently in my memorandum, dated 29th June 1896, forwarded with my letter, No. 11136 a, of 4th July, that it is unnecessary to analyse the above figures any further.

REVENUE.

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

June 1895	47 00 per cent.
December 1895	48 13 „
June 1896	50 18 „

98. The net Revenue amounts to Rs. 27,24,355-5-4 as compared with Rs. 30,24,901-5-8 in the corresponding half of 1895. It gives at 1s. 10d. per rupee, £249,732-11-5, equal to £2-5-2 per cent. for the half-year on the Capital bearing interest at the 30th June 1896, viz., £11,057,630.

99. The net earnings fall short of the guaranteed interest by £16,635-19-7, and after providing for interest on Debentures, the balance is equivalent to a dividend at the rate of £4-12-6 per cent. per annum on the subscribed capital of the Company, as will be seen from the following figures :—

Total amount of net earnings	£ 249,732 11 5
Interest as follows :—	
£ 60,000 at 2½ per cent. per annum	£ 825 0 0
£ 337,800 „ 3 „ „ „	£ 5,067 0 0
£ 402,200 „ 3½ „ „ „ „	£ 6,535 15 0
	12,427 15 0

Balance .. £ 237,304 16 5

Equivalent to £4-12-6 per cent. per annum on £10,257,630.

100. 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.
Average for 5 years, 1871-75	845	10,280,682	235,549	1 0 2 6 0
„ 1876-80	858	10,526,072	224,439	17 6 2 2 9
„ 1881-85	860	10,638,358	245,446	10 6 2 6 1
„ 1886-90	843	10,697,630	327,998	6 9 3 1 3
„ 1891-95	840	11,017,630	444,194	19 8 4 1 4
First half of 1896	840	11,057,630	£ 249,732	11 5 4 10 4

* Must be doubled to give percentage per annum.

101. With reference to para. 103 of my half-year's report to 31st December 1895, I beg to state that, of the Rs. 895-11-6 outstanding at that date, the sum of Rs. 66-1-6 has been received in cash and there still remains the sum of Rs. 149-10-0 outstanding at the end of June 1896: we have not as yet claimed the Company's proportion of the amount realized (Rs. 66-1-6) as the Government officials desired us to wait until the whole of the June 1895 outstandings were cleared. We are in constant correspondence with the Traffic Manager on the subject of these outstandings.

102. The Revenue account for the half-year under review shows a decrease in gross earnings of Rs. 2,38,636 while the working expenses have increased Rs. 61,910, net earnings therefore show a decrease of Rs. 3,00,546, or 9.93 per cent.

103. The decrease in the earnings is chiefly in goods and is due to a great extent to a falling off in the grain traffic.

104. The decrease in coaching traffic is less than Rs. 30,000: the earnings from nearly all items excepting 3rd class were greater and the decrease in the latter was apparently due to the reduction of the fares, in February, for short distance traffics nearly 340,000 more third-class passengers were carried than in the corresponding period of 1895.

105. The amount charged to Revenue for "loss by exchange" on the cost of Revenue stores and Home expenditure was Rs. 1,62,025, being Rs. 63,506 less than in the corresponding period of 1895, the rate of exchange being 14-119d. per rupee, which is 1.038d. above the rate for June 1895 half year.

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

Receipts—

From Coaching traffic	...	...	...	Rs. 21,895	9	1
" Goods	...	...	...	" 48,064	6	5
" Electric Telegraph	...	...	...	" 121	13	0
" Sundries	...	...	...	" 131	4	10

Total Rs. 70,213 1 4

Expense:—

Madras Railway for cost of working	...	Rs. 37,316	5	5
" " for use of rolling stock.	...	" 3,510	10	6

40,856 15 11

Net Revenue... Rs. 29,356 1 5

equal to a return of nearly 8 per cent. per annum on Capital outlay, including suspense, of the Mysore Durbar, which is stated at Rs. 7,42,652.

107. The Madras-Ennore section of the Bezwada-Madras Railway was opened for traffic on 22nd February 1896, and the following particulars are taken from the separate accounts compiled for that line:—

Receipts—

From Coaching traffic	...	...	...	Rs. 19,936	9	0
" Goods	...	...	...	" 4,626	2	2
" Electric Telegraph	...	...	...	" 16	8	0
" Sundries	...	...	...	" 91	1	0

Total Rs. ... 24,670 4 2

Expenses—

Actual cost of Engineering Maintenance...	Rs. 10,061	14	5
Madras Railway percentage proportion for other expenses	...	9,655	15 0
Hire of rolling stock, &c.	...	1,461	8 3

21,179 5 8

Net Revenue... Rs. 3,490 14 6

This is equal to a return at the rate of 1.22 per cent. per annum on the Capital outlay (exclusive of charge for capitalization of abatement of land revenue) Rs. 5,74,443.

The total expenditure, exclusive of engineering maintenance, on the combined undertakings, the Madras, Kolar Gold Fields and Madras-Ennore lines works out to Rs. 1-11-5 per train-mile run, while the sum of Rs. 9,655-15-0 recovered by the Company from the Madras-Ennore line represents only Rs. 0-9-6 per train-mile on the 16,223 train miles run for that Branch.

Earnings.

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

Abstract II. June 1895	...	...	...	...	Rs.	A.	P.
Do. " 1896	...	...	...	...	23,74,060	2	2
					23,44,745	1	0
					Decrease	29,315	1 2

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

TRAFFIC.	Half year ending June, 1895.	Half year ending June, 1896.	Increase.	Decrease.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Ordinary Passengers, 1st Class	93,811 3 7	96,859 5 8	3,048 3 1	...
Periodical	1,260 0 0	524 6 5	...	1,035 9 7
2nd Class	98,462 8 4	1,06,258 10 2	7,296 1 10	...
Periodical	2,029 14 0	3,531 0 7	1,491 2 7	...
3rd Class	18,27,070 7 1	17,81,260 5 9	...	45,870 1 4
Periodical	2,404 7 0	2,634 14 11	200 7 11	...
Troops and Police, 1st Class	3,705 11 0	4,441 15 0	736 4 6	...
2nd Class	17,673 3 8	14,071 13 0	...	3,601 6 3
3rd Class	40,771 9 0	31,535 10 7	...	8,935 14 6
Passengers' Luggage	61,367 2 0	67,442 13 7	6,075 11 7	...
Carriages	10,724 5 6	10,215 12 8	...	508 9 0
Horses	38,525 15 9	30,904 11 11	...	7,621 3 10
Dogs	3,109 11 9	3,142 5 7	32 9 10	...
Parcels	1,33,435 13 3	1,42,225 5 4	8,789 8 1	...
Do. for Revenue	1,897 1 6	2,377 6 10	480 5 4	...
Special Trains	2,793 0 0	2,540 0 0	...	253 0 0
Miscellaneous	614 10 2	812 3 7	207 9 5	...
Haulage and hire of Post Office Vans	25,169 0 9	25,545 4 3	375 10 6	...
MILITARY.				
Military baggage	6,564 4 7	10,737 4 7	4,173 0 0	...
Carriages	106 2 0	...	...	106 2 0
Horses	1,708 9 4	3,810 10 10	2,042 1 6	...
Dogs, &c.	48 14 4	26 15 5	...	21 14 11
	23,74,060 2 2	23,44,745 1 0	35,038 13 3	61,353 13 4
			Deduct Increase	35,038 12 2
			Net Decrease	29,315 1 2

110. 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 1890	11,47,898	1	5
June 1891	12,54,404	1	5
December 1891	12,18,181	7	10
June 1893	12,78,147	11	0
December 1892	13,02,002	4	1
June 1893	12,97,015	15	6

PERIOD.	3rd-Class Single Journey, excess, Return Journey, and Season Tickets.	4th or Cooly Class.	Total 3rd and 4th Classes.
Half-year ending June 1873	Rs. 8,54,760 A. 15 P. 9	Rs. 93,610 A. 13 P. 0	Rs. 9,48,370 A. 28 P. 9
December 1873	8,41,853 1 4	1,08,073 9 0	9,49,926 10 4
June 1874	7,89,369 1 11	1,13,216 15 0	9,02,585 6 11
December 1874	8,31,655 4 7	1,18,789 11 0	9,50,444 15 7
June 1875	7,82,250 13 8	1,08,854 13 0	8,91,104 16 8
December 1875	6,72,465 4 6	9,01,109 13 0	9,01,109 13 0
June 1876	7,18,531 11 6	1,73,876 13 0	8,92,407 14 6
December 1876	7,41,657 1 7	2,13,373 9 0	9,55,030 10 6
June 1877	6,98,418 12 8	2,19,170 13 0	9,17,588 15 8
December 1877	8,79,833 13 10	2,42,452 3 6	11,22,285 16 6
June 1878	9,01,376 1 3	67,612 11 0	9,68,988 12 3
December 1878	8,04,743 8 3	1,18,829 13 0	9,23,572 11 3
June 1879	8,35,114 10 2	1,18,829 13 0	9,53,943 13 2
December 1879	9,29,071 10 9	2,65,729 13 0	11,94,800 13 9
June 1880	9,04,920 9 10	...	9,04,920 9 10
December 1880	8,96,443 1 1	...	8,96,443 1 1
June 1881	9,52,308 12 1	...	9,52,308 12 1
December 1881	9,43,711 12 9	...	9,43,711 12 9
June 1882	9,72,544 4 7	...	9,72,544 4 7
December 1882	10,05,113 6 2	...	10,05,113 6 2
June 1883	10,10,780 4 7	...	10,10,780 4 7
December 1883	9,61,845 0 1	...	9,61,845 0 1
June 1884	10,54,099 12 8	...	10,54,099 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	11,05,264 9 5	...	11,05,264 9 5
June 1886	11,51,844 9 10	...	11,51,844 9 10
December 1886	11,81,455 6 3	...	11,81,455 6 3
June 1887	12,28,217 9 0	...	12,28,217 9 0
December 1887	12,61,859 8 10	...	12,61,859 8 10
June 1888	12,18,832 15 11	...	12,18,832 15 11
December 1888	13,31,289 7 9	...	13,31,289 7 9

111. Statement showing 3rd and 4th Class Receipts minus Troops and Police from 1873 to June, 1896.

PERIOD.	3rd-Class Single Journey, excess, Return Journey, and Season Tickets.	4th or Cooly Class.	Total 3rd and 4th Classes.
Half-year ending June 1873	Rs. 8,54,760 A. 15 P. 9	Rs. 93,610 A. 13 P. 0	Rs. 9,48,370 A. 28 P. 9
December 1873	8,41,853 1 4	1,08,073 9 0	9,49,926 10 4
June 1874	7,89,369 1 11	1,13,216 15 0	9,02,585 6 11
December 1874	8,31,655 4 7	1,18,789 11 0	9,50,444 15 7
June 1875	7,82,250 13 8	1,08,854 13 0	8,91,104 16 8
December 1875	6,72,465 4 6	9,01,109 13 0	9,01,109 13 0
June 1876	7,18,531 11 6	1,73,876 13 0	8,92,407 14 6
December 1876	7,41,657 1 7	2,13,373 9 0	9,55,030 10 6
June 1877	6,98,418 12 8	2,19,170 13 0	9,17,588 15 8
December 1877	8,79,833 13 10	2,42,452 3 6	11,22,285 16 6
June 1878	9,01,376 1 3	67,612 11 0	9,68,988 12 3
December 1878	8,04,743 8 3	1,18,829 13 0	9,23,572 11 3
June 1879	8,35,114 10 2	1,18,829 13 0	9,53,943 13 2
December 1879	9,29,071 10 9	2,65,729 13 0	11,94,800 13 9
June 1880	9,04,920 9 10	...	9,04,920 9 10
December 1880	8,96,443 1 1	...	8,96,443 1 1
June 1881	9,52,308 12 1	...	9,52,308 12 1
December 1881	9,43,711 12 9	...	9,43,711 12 9
June 1882	9,72,544 4 7	...	9,72,544 4 7
December 1882	10,05,113 6 2	...	10,05,113 6 2
June 1883	10,10,780 4 7	...	10,10,780 4 7
December 1883	9,61,845 0 1	...	9,61,845 0 1
June 1884	10,54,099 12 8	...	10,54,099 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	11,05,264 9 5	...	11,05,264 9 5
June 1886	11,51,844 9 10	...	11,51,844 9 10
December 1886	11,81,455 6 3	...	11,81,455 6 3
June 1887	12,28,217 9 0	...	12,28,217 9 0
December 1887	12,61,859 8 10	...	12,61,859 8 10
June 1888	12,18,832 15 11	...	12,18,832 15 11
December 1888	13,31,289 7 9	...	13,31,289 7 9

PERIOD.	3rd-Class Single Journey, excess, Return Journey, and Season Tickets.	4th or Cooly Class.	Total 3rd and 4th Classes.
Half-year ending June 1889	Rs. 13,57,253 A. 6 P. 7	Rs. 13,57,253 A. 6 P. 7	Rs. 13,57,253 A. 6 P. 7
December 1889	13,52,223 13 3	...	13,52,223 13 3
June 1890	13,68,321 5 1	...	13,68,321 5 1
December 1890	11,48,927 4 1	...	11,48,927 4 1
June 1891	11,00,151 9 11	...	11,00,151 9 11
December 1891	12,73,641 14 9	...	12,73,641 14 9
June 1892	13,53,454 16 6	...	13,53,454 16 6
December 1892	14,11,625 15 6	...	14,11,625 15 6
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	15,04,505 15 2	...	15,04,505 15 2
December 1894	15,78,599 10 11	...	15,78,599 10 11
June 1895	18,29,510 14 1	...	18,29,510 14 1
December 1895	17,30,777 1 3	...	17,30,777 1 3
June 1896	17,66,541 4 8	...	17,66,541 4 8

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

PERIOD.	Number.	Mileage.	Earnings.
Half-year ending December 1879	1,774,890	76,639,880	Rs. 9,29,071 A. 10 P. 9
June 1880	1,884,346	79,706,102	(b) 9,04,820 9 4
December 1880	1,943,145	88,444,275	8,96,463 1 1
June 1881	2,111,075	91,914,076	9,52,308 12 1
December 1881	2,067,218	10,818,781	9,43,711 12 9
June 1882	2,189,100	93,761,162	9,72,544 4 7
December 1882	2,040,457	96,845,425	10,05,113 6 2
June 1883	2,105,214	97,623,795	10,10,780 4 7
December 1883	2,150,308	97,541,842	(c) 9,61,845 0 1
June 1884	2,504,513	108,370,675	10,54,099 12 8
December 1884	2,488,817	108,124,839	10,47,457 10 4
June 1885	2,630,174	112,460,077	10,95,135 7 6
December 1885	2,798,576	121,244,909	11,05,264 9 5
June 1886	2,798,490	110,542,343	11,51,844 9 10
December 1886	2,884,513	135,980,113	(d) 11,81,455 6 3
June 1887	3,541,044	140,170,209	12,28,217 9 0
December 1887	3,872,136	133,818,618	11,61,859 8 10
June 1888	3,724,290	142,695,239	(e) 12,48,832 15 11
December 1888	3,851,554	151,680,544	13,31,289 7 9
June 1889	4,198,943	155,411,315	13,57,253 6 7
December 1889	4,214,179	159,361,635	13,92,223 13 3
June 1890	4,181,288	154,911,111	(f) 13,68,321 5 1
December 1890	4,133,751	162,833,327	(g) 14,48,927 4 1
June 1891	4,298,024	156,001,790	14,00,151 9 11
December 1891	3,919,473	148,740,806	(h) 12,73,641 14 9
June 1892	4,259,054	159,963,622	13,53,454 15 6
December 1892	4,187,133	165,641,392	14,11,625 15 6
June 1893	4,494,677	180,292,334	15,37,298 5 4
December 1893	4,675,721	170,719,562	14,57,772 11 4
June 1894	4,951,351	177,046,939	15,78,599 10 11
December 1894	5,018,718	185,844,555	(i) 15,78,599 10 11
June 1895	4,311,612	166,001,011	(j) 14,29,510 14 1
December 1895	4,327,774	157,966,610	(k) 17,30,777 1 3
June 1896	4,814,354	162,321,803	17,66,541 4 8

- Note.—(a). Half year ending 1879, 2 pice for Ordinary trains from 1st July, 1879, and 4 pice for Mail trains.
 (b). Half year ending June, 1880, 2 pice are charged for Ordinary trains and 4 pice for Mail trains for first four months, and 2 pice 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 pice for single journey passengers for Ordinary trains and 2 pice for Mail trains, but to and from stations between Podanur and Mettupalai, and Podanur and Beyyore, 1½ pice rate charged by Mail trains.
 (e). Half year ending June, 1888, on and after 5th March, 1888, 2 pice are charged for passengers board 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 pice per mile.
 (f). From 1st March, 1890, the fares by Mail trains throughout the line are 2 pice per mile.
 (g). From 1st October, 1890, the fares by Mail train throughout the line are 3 pice per mile.
 (h). From 1st August, 1891, the fares by Mail trains are 2½ pice per mile except that for stations between Podanur and Calicut and Palghat branches the fares by Mail trains are 1½ pice 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 pice per mile and between Olavakkot and Tirur from 1½ to 2 pice per mile.
 The fares by ordinary trains all over the line are increased from 1½ to 2 pice.
 (j). From July 1895, the above figures include periodical stock traffic as number of trips, instead of number of tickets issued.

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

Half year ending	December 1896	...	...	Rs.	A.	P.
"	June 1897	...	...	1,09,921	9	3
"	December 1897	...	...	1,09,137	10	6
"	June 1898	...	...	1,10,302	0	8
"	December 1898	...	...	1,13,351	13	6
"	June 1899	...	...	1,22,872	15	4
"	December 1899	...	...	1,14,325	6	2
"	June 1900	...	...	1,22,051	4	4
"	December 1900	...	...	1,06,372	12	1
"	June 1901	...	...	1,23,187	0	8
"	December 1901	...	...	1,01,565	8	4
"	June 1902	...	...	1,18,612	12	2
"	December 1902	...	...	1,01,956	0	11
"	June 1903	...	...	1,21,005	6	1
"	December 1903	...	...	1,18,188	2	4
"	June 1904	...	...	1,19,422	7	5
"	December 1904	...	...	1,30,321	15	4
"	June 1905	...	...	1,67,055	9	8
"	December 1905	...	...	1,33,435	13	3
"	June 1906	...	...	1,47,925	7	4
"	December 1906	...	...	1,42,225	6	4

114. 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 decrease of Rs. 2,16,013-3-11.

TRAFFIC.	Half year ending June, 1895.			Half year ending June, 1906.			Increase.			Decrease.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
1. Merchandise, General ...	20,06,360	14	1	27,40,170	11	2	...	...	...	1,06,109	2	11
2. Military Stores ...	36,240	7	0	14,841	5	0	...	...	...	14 6	2	0
3. Railway Materials ...	6,612	8	0	1,843	13	7	...	...	...	4,066	10	0
4. Coal ...	1,90,718	10	0	1,7,444	8	0	...	...	...	18,281	2	0
5. Revenue Stores ...	64,211	4	0	4,142	11	0	...	...	...	12,069	6	0
6. Live Stock ...	9,779	1	2	14,841	7	0	5,064	6	10	...	...	...
7. Military Live Stock ...	25,450	6	0	4,831	4	8	...	...	...	...	...	...
8. Rents and Demurrage ...	6,138	13	0	7,045	2	2	1,507	5	2	20,619	1	4
9. Interest on Outstanding Bills ...	...	...	...	...	...	...	...	...	...	...	...	...
10. Miscellaneous ...	2,716	3	6	3,340	13	2	624	9	9	...	...	...
TOTAL...	32,38,163	2	8	30,22,140	14	9	7,198	4	9	2,23,269	8	8
Deduct Increase ...							7,106	4	9			
Net Decrease ...										2,16,013	3	11

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

TRAFFIC.	June 1894	Dec. 1894	June 1895	Dec. 1895	June 1896	Dec. 1896	June 1897	Dec. 1897	June 1898	Dec. 1898	June 1899	Dec. 1899	June 1900	Dec. 1900	June 1901	Dec. 1901	June 1902	Dec. 1902	June 1903	Dec. 1903	June 1904	Dec. 1904	June 1905	Dec. 1905	June 1906	Dec. 1906
Total earnings per train mile ...	3,419	3,280	3,183	3,359	3,553	3,159	3,587	3,418	3,544	3,532	3,778	3,903	3,977	3,757	3,802	3,612	3,811	3,829	4,064	4,064	4,031	4,171	4,53	4,31	4,38	4,28
Working expenses per train mile ...	1,053	1,010	2,001	1,926	2,036	2,159	2,267	2,289	2,093	2,097	2,128	2,405	2,109	1,918	2,220	2,024	2,147	2,040	1,880	1,880	2,089	2,181	2,13	2,08	2,21	2,17
Total net earnings per train mile ...	1,466	1,267	1,479	1,433	1,517	1,340	1,320	1,129	1,451	1,435	1,650	1,603	1,868	1,839	1,582	1,618	1,664	1,742	2,184	2,184	1,942	2,090	2,40	2,23	2,17	2,11
COACHING TRAFFIC.																										
Average sum received for carrying a ton one mile ...	14,30	13,65	14,90	13,09	13,95	11,81	15,29	10,50	13,54	10,95	14,07	9,37	10,16	9,73	10,32	10,32	10,32	10,32	10,32	10,32	10,32	10,32	10,32	10,32	10,32	10,32
First class ...	5,03	6,08	5,93	5,93	5,93	5,93	5,93	5,93	5,93	5,93	5,93	5,93	5,93	5,93	5,93	5,93	5,93	5,93	5,93	5,93	5,93	5,93	5,93	5,93	5,93	5,93
Second class ...	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88	1,88
Lowest class ...	2,13	2,09	2,11	2,05	2,06	1,84	1,80	1,86	1,92	1,87	1,87	1,61	1,84	1,81	1,78	1,79	1,78	1,79	1,79	1,79	1,79	1,79	1,79	1,79	1,79	1,79
Average for all classes ...	89	95	84	93	96	98	110	121	103	101	99	107	90	91	109	103	104	108	108	108	108	108	108	108	108	108
Average cost of hauling a Coaching unit one mile ...	1,24	1,14	1,13	1,18	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10	1,10
Per passenger unit ...	32,65	38,89	36,95	31,46	35,35	35,01	30,33	30,27	36,50	37,30	30,56	33,31	38,60	37,00	30,77	27,31	37,92	36,83	30,07	30,07	37,06	31,32	30,78	35,69	30,80	30,80
Average sum received for other coaching traffic per ton per mile ...	13,47	13,06	15,21	14,10	15,55	15,64	15,57	10,80	13,49	13,40	14,08	16,39	12,17	11,51	14,00	12,52	13,20	11,81	11,10	11,10	11,50	9,12	11,11	9,02	11,62	11,62
Average cost of hauling other coaching traffic per ton per mile ...	19,08	18,82	21,74	20,30	20,10	19,32	20,96	19,47	22,10	23,64	25,19	30,94	26,13	15,70	26,77	21,82	21,63	25,07	27,91	27,91	26,70	22,20	25,87	25,77	25,28	25,28
GOODS TRAFFIC.																										
Average sum received for carrying a ton one mile ...	7,75	7,69	7,93	7,65	7,76	7,50	7,73	7,75	7,83	7,79	7,10	7,60	7,83	7,40	7,42	7,16	8,33	8,27	8,12	8,12	8,67	8,32	8,46	8,34	8,49	8,49
Average cost of hauling a goods unit, viz., one ton one mile ...	6,39	6,37	6,16	6,00	6,00	6,25	6,23	5,34	6,01	6,03	4,73	4,86	4,13	4,05	4,40	4,26	4,63	4,41	3,70	3,70	4,58	4,67	4,38	4,48	4,72	4,72
Average profit on working a goods unit (viz., one ton), one mile ...	2,40	2,12	2,77	2,05	2,70	2,31	2,50	2,37	2,82	2,77	3,17	2,72	3,70	3,14	2,94	2,91	3,70	3,80	4,40	4,40	3,90	3,65	4,08	3,86	3,77	3,77

* Including Kolar Gold Fields State Railway and Madras-Nasir Railway.

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

DESCRIPTION.	Half-year ending June 1895.		Half-year ending June 1900.	
	Maunder.	Rupees.	Maunder.	Rupees.
COUNTRY TRADE.				
Food Grains	2,416,549	6,15,478	2,009,795	4,73,819
Miscellaneous articles for Domestic consumption	2,322,257	6,44,810	2,326,008	6,65,230
Salt and Saltpetre	706,069	1,45,749	600,034	1,43,654
Materials used in Building, Construction and Manufacture	2,183,442	2,27,840	2,191,370	2,12,466
Cloths, Piece Goods and Twist (Indian)	157,412	77,525	159,198	79,001
Sundries	951,231	3,81,578	1,071,167	3,77,803
Total...	8,765,950	22,32,969	8,249,472	20,62,913
FOREIGN TRADE.				
Exports of Colonial Produce... ..	1,350,000	6,17,823	1,600,255	6,73,589
Imports, Cloths, Piece Goods and Twist (European)	81,609	44,901	80,059	45,665
European Stores for consumption in India	115,959	45,598	122,002	49,492
Coal and Coke for the Public	1,237,407	1,78,436	1,130,804	1,69,775
Do. for the Company	309,435	15,219	291,043	12,709
Railway Materials, &c.	292,626	8,343	29,194	4,602
Total...	2,590,706	9,06,879	2,333,357	8,96,532
Grand Total...	12,352,656	31,39,867	11,581,829	29,49,345

117. 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.	COUNTRY TRADE.				FOREIGN TRADE, EXPORTS OR IMPORTS.		RAILWAY STORES.		TOTAL.	
	FOOD GRAINS.		OTHER COMMODITIES.		Weight.	Amount.	Weight.	Amount.	Weight.	Amount.
	Maunder.	Rupees.	Maunder.	Rupees.						
December 1876	6,418,845	15,00,576	8,276,612	17,24,504	1,901,616	10,20,852	31,821	4,701	16,718,613	42,00,720
Do. 1877	20,037,072	47,11,730	5,528,314	17,61,255	1,323,601	6,55,916	8,819	6,169	26,923,845	70,36,190
Do. 1878	6,084,324	12,38,167	6,897,239	15,43,796	1,504,633	6,72,157	26,056	4,648	14,512,261	35,19,778
Do. 1879	6,724,630	12,24,775	10,054,871	16,64,744	1,701,712	7,69,009	27,769	2,755	17,012,483	36,79,443
Do. 1880	3,553,664	6,84,853	11,107,046	17,94,168	1,676,212	7,90,904	61,481	4,053	16,548,414	32,51,373
Do. 1881	3,377,162	6,34,154	8,070,500	18,42,019	2,112,659	8,52,443	58,806	16,013	12,646,134	29,40,063
Do. 1882	3,390,140	6,41,323	7,131,350	20,64,220	2,678,042	10,35,624	2,723	628	12,646,134	29,40,063
Do. 1883	2,184,686	4,90,471	6,168,934	21,47,030	2,079,301	9,82,184	6,067	1,387	13,190,846	27,34,806
Do. 1884	4,757,712	7,03,707	8,628,133	22,07,239	3,044,339	9,82,184	2,242,319	2,133	14,011,447	30,51,403
Do. 1885	6,392,037	7,60,600	9,30,405	23,04,174	2,36,643	9,06,763	7,16,831	2,168	18,072,433	38,30,812
Do. 1886	4,919,210	7,42,800	8,46,486	22,85,441	3,070,405	10,77,417	612,019	2,168	17,759,836	41,18,461
Do. 1887	4,761,534	7,00,186	11,043,623	24,04,703	3,024,418	10,77,268	977,818	2,414	18,107,149	42,91,830
Do. 1888	6,397,244	8,53,062	11,414,388	24,04,703	2,798,380	10,41,747	864,794	1,954	19,810,643	44,16,307
Do. 1889	6,923,784	11,04,772	12,968,764	25,13,396	3,348,242	12,12,106	1,336,201	1,954	20,164,846	44,59,286
Do. 1890	6,231,007	10,96,068	11,428,971	25,45,610	3,632,246	12,40,890	859,899	1,954	22,106,163	50,31,232
Do. 1891	7,910,784	14,15,899	11,291,235	25,85,640	3,938,242	11,73,211	1,004,857	1,954	23,592,066	51,59,771
Do. 1892	6,250,716	13,30,407	11,291,235	27,89,019	4,708,429	13,66,830	69,357	1,954	24,149,654	53,63,687
Do. 1893	7,195,917	16,31,930	11,291,235	29,37,109	5,661,531	15,67,186	1,406,171	35,209	25,149,654	55,34,623
Do. 1894	8,070,000	11,65,600	11,291,235	30,26,752	6,090,168	16,85,151	871,835	35,209	26,149,654	56,58,351
Do. 1895	2,418,549	6,15,478	6,349,401	16,17,511	3,264,060	8,94,635	817,167	30,838	29,044,126	61,41,674
Do. 1896	2,519,471	6,12,928	6,316,821	16,30,916	3,264,231	8,23,563	40,004	4,162	12,352,956	31,39,867
Do. 1897	2,006,796	4,73,819	6,638,677	15,76,034	3,304,163	6,91,930	29,194	4,602	11,661,829	29,49,345

The total in the foregoing for the past half-year, viz., Rupees 29,49,345 is made up from items in Abstract I of the Revenue Account, thus :—

1. Merchandise Rs. 27,40,171
2. Military Stores " 34,844
3. Railway Materials " 1,846
4. Coal for the Public, &c. " 1,72,481

Rs. 29,49,345

113. 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 1895:—This statement shews an increase in weight of 14,389 tons and in amount of Rs. 69,576 during the past half-year.

DESCRIPTION OF COMMODITY.	TO AND FROM FOREIGN RAILWAYS.			
	Half-year ending June, 1895.		Half-year ending June, 1896.	
	Tons.	Rs.	Tons.	Rs.
I. COAL AND COKE CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS	42,022	1,58,850	39,724	1,53,191
II. COTTON RAW	2,230	28,342	2,164	27,331
III. COTTON MANUFACTURED—				
1. Twist and Yarn, European	343	4,319	304	6,335
2. Do. Indian	1,024	10,074	1,131	10,845
3. Piece Goods, European	395	7,831	396	7,582
4. Do. Indian	1,948	27,371	1,861	27,454
IV. DRUGS AND CHEMICALS—				
1. Intoxicating, other than Opium	...	...	...	...
2. Non-intoxicating—				
(a). Cinchona bark	...	...	...	...
(b). Others	638	6,091	479	6,172
V. DYES AND TANS—				
1. Indigo	336	7,251	171	3,090
2. Myrabolams	180	1,865	322	2,424
3. Cutch	...	...	...	...
4. Turmeric	640	6,616	700	6,221
5. Aniline dyes	...	...	...	...
6. Others	3,906	42,248	2,737	46,714
VI. GRAIN AND PULSE—				
1. Wheat	2,170	16,244	1,033	7,105
2. Rice in the husk	1,444	13,524	2,019	16,354
3. Rice not in the husk	8,019	27,712	8,576	32,150
4. Jawar and Bajra	2,147	14,808	1,441	9,347
5. Gram and Pulse	9,212	54,470	6,456	45,662
6. Others	7,865	60,907	9,681	69,334
VII. HIDES AND SKINS—				
1. Hides of Cattle—				
(a). Dressed or tanned	...	...	...	...
(b). Raw	1,543	24,732	330	6,043
2. Skins of Sheep, &c.—				
(a). Dressed or tanned	2,120	37,344	1,704	34,023
(b). Raw	6,808	87,771	6,342	81,313
VIII. HORNS	...	...	...	...
IX. JUTE—				
1. Raw	...	...	...	...
2. Gunny bags and Cloth	1,325	13,104	1,430	18,081
X. LAC—				
1. Stick	...	...	...	...
2. Shell	...	...	...	...
XI. LEATHERS MANUFACTURED	27	803	61	1,577
XII. LIQUORS—				
1. Beer	970	18,344	955	17,718
2. Spirits	632	4,311	619	6,172
3. Wines	40	764	36	608
XIII. METALS—				
1. Copper, unwrought	...	...	...	...
2. Brass, unwrought	...	...	...	...
3. Copper, wrought	...	...	...	...
4. Brass, wrought	123	1,830	143	2,043
5. Iron	1,993	21,408	2,079	32,378
6. Others	67	1,018	150	2,279
XIV. OILS—				
1. Kerosine	1,221	18,735	690	11,418
2. Castor	734	1,507	1,140	1,930
3. Coconut	194	1,508	117	1,104
4. Others	778	6,218	630	4,300
Carried forward	100,153	7,25,353	96,080	7,11,036

DESCRIPTION OF COMMODITY.	TO AND FROM FOREIGN RAILWAYS.			
	Half-year ending June, 1895.		Half-year ending June, 1896.	
	Tons.	Rs.	Tons.	Rs.
Brought forward	100,153	7,25,353	96,080	7,11,036
XV. OIL SEEDS—				
1. Linseed	350	899	761	2,406
2. Rape and Mustard	128	1,043	125	MM
3. Til or Jinjili	2,010	18,372	2,996	20,941
4. Poppy	...	...	...	...
5. Earthnuts	508	1,165	1,048	2,254
6. Castor	2,042	14,979	2,839	19,130
7. Others	3,073	18,099	3,461	27,234
XVI. OPIUM	...	...	...	...
XVII. PAPER AND PAPER BOARD	43	668	60	1,085
XVIII. PROVISIONS—				
1. Ghee	624	6,478	400	7,225
2. Dried fruits and nuts	819	4,581	168	1,674
3. Others	10,122	84,678	11,337	94,706
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	...	...	...	...
(b). Sleepers and keys of steel and cast iron	...	...	...	...
(c). Other sorts	...	...	412	2,419
XX. SALT	2,265	9,461	2,685	12,744
XXI. SALTPETRE, &c.—				
1. Saltpetre	...	...	143	901
2. Other Saline substances	...	...	...	...
XXII. SILK, RAW—				
1. Foreign	...	...	...	...
2. Indian	...	...	...	...
XXIII. SILK, PIECE GOODS—				
1. Foreign	...	...	...	...
2. Indian	...	...	...	...
XXIV. SPICES—				
1. Betel nuts	2,411	33,677	2,624	29,803
2. Pepper	273	3,325	341	4,801
3. Ginger	87	938	65	710
4. Chillies	824	8,544	707	6,269
5. Cardamoms	...	...	...	...
6. Others	356	9,310	406	5,414
XXV. STONE AND LIME	1,758	8,876	2,114	7,044
XXVI. SUGAR—				
1. Refined or crystallised including Sugarcandy	1,526	10,767	1,087	7,713
2. Unrefined, viz., Molasses and Jaggery or gur and other Saccharine produce	6,268	36,023	11,234	72,901
XXVII. TEA—				
1. Foreign	...	...	...	...
2. Indian	48	2,008	38	1,942
XXVIII. TIMBER	13,070	48,018	21,631	63,111
XXIX. TOBACCO—				
1. Unmanufactured	808	7,133	1,043	10,006
2. Manufactured—				
(a). Cigars	265	4,234	400	6,244
(b). Other sorts	356	4,416	176	2,244
XXX. WOOL, RAW	43	674	76	647
XXXI. WOOL, MANUFACTURED—				
1. Piece Goods, European	...	...	...	...
2. Piece Goods, Indian	154	1,383	172	2,160
3. Shawls	...	...	...	...
XXXII. ALL OTHER ARTICLES OF MERCHANDISE	9,873	1,47,202	10,473	1,47,056
TOTAL	160,708	12,03,163	176,096	12,71,730

119. The interchange of Passenger Traffic with the Railways that are connected with Madras Railway is given in the following table, and shows an increase in number by 84,037 and in amount of Rupees 26,566-4-3 as compared with the corresponding half-year:—

PASSENGERS' TRAFFIC.		TO AND FROM FOREIGN RAILWAYS.					
		Half year ending June, 1895.			Half year ending June, 1896.		
		No.	Amount.		No.	Amount.	
			Rs. A. P.			Rs. A. P.	
Passengers	1st Class	2,794	35,208 4 7	3,275	33,267 9 10		
"	2nd Class	6,892	30,043 8 10	8,946	39,843 3 11		
"	3rd Class	323,002	2,38,361 4 3	3,03,874	3,65,457 2 1		
Soldiers	1st Class	407	1,462 11 0	843	3,418 15 0		
"	2nd Class	2,972	12,540 15 0	2,924	11,070 15 3		
"	3rd Class	10,974	26,377 8 5	13,276	23,852 0 7		
Return Fares	1st Class	112	1,328 0 0	84	1,630 2 0		
"	2nd Class	128	1,075 8 0	123	661 0 0		
"	3rd Class	1,378	119 1 0	12,012	3 5 1 3		
Excess	1st Class		1,032 2 0		754 14 0		
"	2nd Class		248 12 3		308 0 0		
"	3rd Class		254 15 0		466 11 8		
TOTAL		354,632	4,54,309 7 4	438,650	4,80,935 11 7		

Expenditure.

120. 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, 1895.				HALF-YEAR ENDING JUNE, 1896.			
	Work of Departments.	Cost.	Per cent.		Work of Departments.	Cost.	Per cent.	
ABSTRACT A. Maintenance of Way, Works and Stations	1,030 31 4	6,07,305 4 1	10.64		1,039 65 20	6,24,925 1 3	11.31	
ABSTRACT B. Locomotive Expenses	Gross Mileage of Engines, 1,408,614 Number of Engines under repair at any one time, 30.	10,35,640 13 2	18.15		Gross Mileage of Engines, 1,602,207 Number of Engines under repair at any one time, 37.	10,89,011 3 2	19.21	
ABSTRACT C. Carriage and Wagon Expenses	Number of Vehicles under repair at any one time, 179. Number constructed and renewed, 65.	3,03,833 13 8	5.36		Number of Vehicles under repair at any one time, 239. Number constructed and renewed, 60.	3,15,971 11 9	5.69	
ABSTRACT D. Traffic Expenses	Profitable Train Mileage, 1,274,836 Number of Stations, 160.	4,27,638 11 6	7.40		Profitable Train Mileage, 1,260,561 Number of Stations, 159.	4,53,111 0 10	8.15	
ABSTRACT E. General Charges	Miles 850.	2,91,922 4 1	5.11		Miles 855.	2,94,063 7 4	5.28	
ABSTRACT G. Special and Miscellaneous Expenditure		48,805 9 2	86			44,008 12 5	81	
TOTAL		27,17,247 7 8			TOTAL		28,00,001 4 9	

Railway Schools.

121. 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	134	104.11	2,878	6	2	1,473	11	0	1,404	11	2
Jalarpet	51	42.05	1,258	13	1	376	2	6	878	10	7
Salem	26	34.54	848	8	5	345	6	3	503	2	2
Podanur	50	48.50	1,640	3	0	293	11	0	1,286	8	0
Resigutta	13	13.00	821	6	3	154	9	5	368	12	10
Gooty	60	36.68	906	0	4	458	11	7	447	4	9
Kanchur	17	17.68	1,132	3	2	555	9	9	576	9	5
Arkonam	23	16.68	242	0	11	39	4	5	202	12	6
Railway School Library			60	0	0				60	0	0
Ry. Grant to Katpadi School (private)			36	0	0				36	0	0
TOTAL		374	314.06	9,457	9	4	3,697	1	5,760	7	5

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

Madras Railway Provident Institution.

122. The following details are given in continuation of those contained in my report for the half-year ending 31st December 1895:—

Number of Subscribers.

	On 31st December 1895.	On 30th June 1896.
Obligatory	3,120	3,190
Voluntary	86	81
TOTAL	3,206	3,271

Amount at credit at 30th June 1896:—

	Rs.	A.	P.
Obligatory	5,89,323	0	1
Voluntary	55,541	7	5
Donna	20,894	6	7
Profit and Loss Account	6,323	11	0
Reserve Fund	6,783	7	0
Subscribers, Old Provident Fund	1,480	6	0
TOTAL	6,80,156	6	1

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

The following Securities were purchased during the half-year:—

Madras Municipal Debentures	Rs. 63,500
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Staff.

123. There were no changes in the staff during the half-year.

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

Yours faithfully,

F. DUNSTERVILLE,

Chief Auditor.

MADRAS RAILWAY COMPANY.
CHIEF AUDITOR'S OFFICE,
MADRAS, 4th September 1896.

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 Field Railway for the half-year ending 30th June 1896.

Capital.

Statements Nos. V, VI and XVIII.—The capital expenditure for the half-year amounted to Rs. 79,506-4-7 the principal items being Rs. 34,369-12-6 on "Fencing," Rs. 27,616-2-6 on "Ballast and Permanent Way," and Rs. 12,317-1-10 on "Stations and Buildings." The total capital outlay, including suspense, from the commencement of operations to the end of the half-year under review, is Rs. 7,42,652-1-4 and the expenditure excluding suspense Rs. 7,38,050-11-7, which gives an average of Rs. 73,805 per mile open.

REVENUE.

General Results.

The following table shews the general results of working:—

	Half-year ending June 1895.	Half-year ending June 1896.	Difference.	
	Miles.	Miles.	Miles.	Per cent.
Mean mileage worked	10	10	...	...
Train mileage	16,270	15,856	- 414	- 2.54
	No.	No.	No.	
Average number of trains over the whole line daily in both directions	8.99	8.71	- .28	...
	Rs.	Rs.	Rs.	Rs.
Gross earnings	69,641	70,213	+ 572	+ .82
Working expenses	38,595	40,857	+ 2,262	+ 5.86
Net earnings	31,046	29,356	- 1,690	- 5.41
Percentage of working expenses to gross earnings	55.42	58.19	+ 2.77	...
Percentage of net earnings to capital outlay including suspense	4.73	3.95	- 0.78	...

The gross earnings per mean mile worked per week averaged Rs. 270 against Rs. 269 and were realized at a cost of 58.19 per cent. against 55.42 per cent. in the corresponding half of the previous year.

The net earnings amounted to Rs. 29,356-1-5, which gives a return at the rate of 7.01 per cent. per annum on the total capital outlay, including suspense.

Gross Earnings.

The following table shews the gross earnings for the two half-years:—

	Half-year ending June 1895.	Half-year ending June 1896.	Difference.	
			Amount.	Per cent.
	Rs.	Rs.	Rs.	Rs.
Coaching	16,868	21,896	+ 5,028	+ 29.81
Goods	52,501	48,064	- 4,437	- 8.45
Electric Telegraph	93	122	+ 29	+ 31.18
Steam-boat	...	...	...	...
Sundries	179	131	- 48	- 26.82
Total	69,641	70,213	+ 572	+ .82

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.
First half of 1895	2,842	Rs. 565	11,062	Rs. 1,100	247,735	Rs. 14,149	261,639	Rs. 15,814
First half of 1896	1,213	539	6,214	1,213	256,092	16,921	263,519	20,673

The Receipts from passengers' luggage amount to Rs. 855.
The Earnings under Horse, Carriage and Dog traffic are Rs. 49.
Parcels for the public show a receipt of Rs. 180.

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 1895:—

	Half-year ending June 1895.		Half-year ending June 1896.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Merchandise, General	15,034	13,813	15,424	14,319
Military Stores	...	...	...	...
Railway materials for construction	865	198	4	8
Coal (including Locomotive Revenue)	42,884	38,297	39,434	33,561
Revenue Stores (excluding Locomotive Coal)	37	7	132	44
Other Goods traffic	...	186	...	137
	58,820	52,501	54,994	49,064
Less outstanding irrecoverable or not recovered	...	...	...	...
Total	58,820	52,501	54,994	49,064

The following table shows some of the principal commodities carried during the two half-years:—

	Half-year ending June 1895.		Half-year ending June 1896.	
	Quantity.	Earnings.	Quantity.	Earnings.
	Tons.	Rs.	Tons.	Rs.
Coal	42,884	38,297	39,434	33,561
Stone and Lime	1,088	982	1,008	1,366
Timber	9,547	8,412	7,651	6,782

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,

F. DUNSTERVILLE,

Chief Auditor.

MADRAS RAILWAY COMPANY,
CHIEF AUDITOR'S OFFICE,
MADRAS, 4th September 1896.

To
THE AGENT AND MANAGER,
Madras Railway Company.

DEAR SIR,

The Madras-Ennore section of the Bezwada-Madras Railway was opened for traffic on the 22nd February 1896 and I beg to submit my report on the working to 30th June 1896.

Capital.

The line, at present, extends from Washermanpet Junction with the Madras Railway to Ennore and is 8.45 miles long. It was constructed by the Madras Railway at the cost of the Government of India the first expenditure being recorded in December 1894.

Statements Nos. V, VI and XVIII.—The capital outlay (excluding capitalization of abatement of Land revenue) from the commencement of operations to 30th June 1896 is Rs. 5,74,412-12-4, which gives an average of Rs. 67,991 per mile open.

REVENUE.

General Results.

The following table shows the general results of working:—

	Half year ending June 1896.
Mean mileage worked	6.04
Train mileage	16,223
Average number of trains over the whole line daily in both directions	No. 14.77
Gross earnings	Rs. 24,670
Working expenses	21,179
Net earnings	3,491
Percentage of working expenses to gross earnings	85.85
Percentage of net earnings to capital outlay including suspense	85

The gross earnings per mean mile worked per week averaged Rs. 157 and were realized at a cost of 85.85 per cent.

The net earnings amounted to Rs. 3,491 which gives a return of 1.71 per cent. per annum on the total capital outlay including suspense (exclusive of capitalization of abatement of land revenue).

Gross Earnings.

The following table shows the Gross Earnings for the half-year under review:—

	Half-year ending June 1896.
	Rs.
Coaching	19,937
Goods	4,626
Electric Telegraph	16
Steam Boat	91
Sundries	...
Total	24,670

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 1896 ...	902	353	8,574	757	827,339	18,541	331,815	12,633

The receipts from Passengers' Luggage amount to Rs. 186.

The Earnings under Horse, Carriage and Dog traffic are Rs. 20

Parcels for the Public shew a receipt of Rs. 8.

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 1896.

	Half-year ending June 1896.	
	Quantity.	Earnings.
	Tons.	Rs.
Merchandise, General ...	7,912	4,421
Military Stores ...	...	...
Railway materials for construction ...	16	2
Coal (including Locomotive Revenue)	...	...
Revenue Stores (including Locomotive Coal) ...	3,032	199
Other Goods traffic ...	...	4
Less outstanding irrecoverable or not recovered ...	10,960	4,626
	10,960	4,626

The following table shews some of the principal commodities carried during the half-year ending June 1896 :—

	Half-year ending June 1896.	
	Quantity.	Earnings.
	Tons.	Rs.
Metals—		
Iron ...	1,295	1,096
Timber ...	6,253	2,977

Working Expenses.

The working arrangement is embodied in letter, No. 159, dated 28th February 1896, addressed by you to the Consulting Engineer for Railways, Madras, the chief provisions being that the actual expenditure incurred upon the maintenance and renewal of way, works and stations shall be charged, other expenses to be calculated at the same percentage of the gross earnings of the State line as shall in each half-year be found to represent the percentage of working expenses (exclusive of maintenance and renewal of way, works and stations) on gross earnings of the amalgamated undertaking. Five per cent. of gross earnings of the State line to be paid to Madras Railway for use of rolling stock.

The following figures are taken from the printed accounts:—

Actual outlay on Maintenance of Way, Works and Stations...	Rs. 10,061 14 5
Per-centage expenses under other Abstract heads	9,655 15 0
Hire of rolling stock, &c... ..	1,461 8 3

The actual outlay on Engineering maintenance Rs. 10,062 is equal to 40.79 per cent. of the gross receipts as compared with 11.15 per cent. on the Madras Railway.

The sum of Rs. 9,656 paid to Madras Railway Company for charges under other Abstract heads of expenditure is equal to a payment of Rs. 0-9-6 on each of the 16,223 train miles run over the Madras-Ennore line, while the actual expenditure incurred by the Madras Railway under those heads of expenditure on the whole undertaking amounted to Rs. 1-11-5 per train-mile.

Yours faithfully,

F. DUNSTERVILLE,

Chief Auditor.

MADRAS RAILWAY COMPANY,
LOCOMOTIVE SUPERINTENDENT'S OFFICE,
PERAMBUR WORKS, 11th September 1896.

H. C. WEST, Esq.,
Ag. 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 1896.

2. A tabular statement is attached, showing the expenditure in detail under each of the several sub-heads of account, as compared with similar figures for the previous and corresponding half-years, the figures in red showing the normal expenditure of the Department, after deducting the charges for the two new locomotive engines placed on the line at the cost of Revenue, in each of the three half-years under reference.

3. The general totals, as shewn in this statement, are as follows:—

Half-year ending					Mileage.	Total cost of Department, including all charges.			Total cost per mile.		
						Rs.	A.	P.	Rs.	A.	P.
June 1895	...	...	...	...	1,498,614	13,24,146	12	7	0	14	1 64
December 1895	...	...	...	...	1,627,332	13,20,195	8	7	0	13	9 06
June 1896	...	...	...	...	1,502,267	13,60,099	8	6	0	14	5 30

and, on comparing these figures, the final results will be found to be:—

	Half-year ending 30th June 1896 as compared with	
	Preceding half-year.	Corresponding half-year.
Miles run...	Decrease 1 64	Increase 0 24
Total cost of Department, including working and repairs of engines and vehicles, loss by exchange, carriage of Revenue stores, &c.	Increase 3 07	Increase 2 76
Total cost as above per mile...	Increase 4 73	Increase 2 61

4. The mileage worked may be taken to be practically the same as in the corresponding term, there being a difference of 3,653 miles only in the totals, while, after deducting the abnormal charges on account of the new engines in each case, an increase in the total cost per mile of pias 4.89 will be observed.

Locomotive Engines: Running.

5. In the cost of Wages and Salaries, in spite of the slightly larger mileage worked, a reduction of Rs. 5,312 in the total and of pias 74 per mile is noted, but in the cost of fuel used per mile there is an increase amounting to pias 9.44.

6. The increase in this respect is apparent both in quantity burnt and in cost per mile, and the matter has engaged my most careful consideration for several months past.

7. In the consumption of wood per mile, there is, it will be seen, an increase in the quantity burnt of lbs. 10.26, or 8.99%, but the increase in the cost amounts to annas 1.103, or 29.76%.

8. From careful scrutiny of the consumption lists, I find that practically the whole of the increase in quantity is due to the enhanced consumption of the engines working on the Jalarpet and Bangalore Divisions, and this more especially with the engines of the K. A. class.

9. The cause of this may, I think, be attributed without doubt to the very heavy traffic in coal for the Kolar Gold Fields, which has been for many months, and is still being, carried over this District.

10. There is one other reason which may in some way account for the excess consumption, and that is the exceeding difficulty that has been experienced in obtaining a sufficient supply of water.

11. The supply at Jalarpet itself has, as you are aware, been exceedingly scanty, and, to make it out, the waste water blown off from the boilers, and the water used in washing out in the shed, has all been diverted from the Running shed drains, and, after being passed through a rough filter of sand and broken bricks, has been pumped back again into the supply tanks. It has for several years no doubt been the practice to use this filter during the hot months, but we have generally been able to mix with the filtered water a fair proportion of fresh water. This year, sometimes for several days, the engines have been mainly dependent upon the filter, and the result has been very much trouble from priming when working heavy loads up the Kuppanam Ghât.

12. On the Branch, too, things have not been much better, for the water at some of the temporary wells that we have been obliged to bring into use, has been of very inferior quality.

13. All this has tended to cause an increase in fuel consumption but, although, as I have stated, this may be taken as a contributory cause, there is no doubt the main cause is the heavy loads of fully loaded coal wagons which have been going up day after day.

14. As reported below, the bulk of the coal is now being carried in full 12-ton loads, and, when it is remembered that no allowance in reckoning the loads of trains is now made, and that a fully loaded 12-ton wagon is now counted in and accepted, wagon for wagon, equally with one, which under the old reckoning would have carried probably not more than 6½ to 7 tons of coal, it is only natural to look for a heavier consumption of fuel in the engines hauling such loads.

15. So far as this Department is concerned, the result of the increase in the loading is, and must be, an increase in both quantity of fuel burnt, and in cost of working, but that the policy of loading the engines up to their full capacity is a sound one, and in the general interests of the Company, the following approximate figures will, I think, prove.

		Half year ending 30th June 1899.	Half year ending 30th June 1900.
Average quantity of wood burnt per mile by K. A. class engines at Bangalore and Jalarpet	... lbs.	104	137
Excess quantity now used per mile	... lbs.	...	31
Load of K. A. class engines on Kuppanam Ghât	{ No. of wagons ... lbs. Load per wagon ... Tons Total nett ... Tons	{ 20 8 160	{ 31 22 204
Do. do. between Mullanur and Bangalore	{ No. of wagons ... lbs. Load per wagon ... Tons Total nett ... Tons	{ 30 M 240	{ 204 33 300
Difference in terms of 8-ton wagons	{ Kuppanam Ghât ... No. of wagons Mullanur and Bangalore ...	{	{ 300 120

16. These figures shew therefore that, practically for every two trains now working on the Bangalore Branch, were the old system of reckoning still in force, three trains would have to be run, or half as many again as are now required to deal with the Traffic, or, in other words, that the train mileage would be increased by 50%. Taking the total cost of working per train

mile as Rs. 2-3-4, therefore, it may be said that there is a general saving of $\frac{2-3-4}{2} = \text{Rs. } 1-1-8$ on each mile worked, the extra expenditure on account of the extra 33 lbs. of wood burnt being 1 anna 2 pies only.

17. The issue rate of wood fuel has, during the half-year, been Rs. 5-0-8 per ton as against Rs. 4-12-2 for the previous and Rs. 4-7-8 for the corresponding period, and this has of necessity enhanced still further the cost of working wood-burning engines.

18. That an advance in the cost of wood fuel was inevitable and has been foreseen for several years, a reference to the half-yearly reports, noted in the margin, will shew, and, although I have fortunately been able within the last few days to make fresh contracts with the Forest Department and the contractors on the Salem and Jalarpet Districts at more favourable rates than have been lately in force, I have, on the other hand, received notice from the contractors on the West Coast that they are not able to continue the contracts they now hold at the existing rates.

19. I have no information as to the cause of the reduction in the rates on the Salem and Jalarpet Divisions, but presume it is due to the acceptance by the Forest Department of a lesser amount on account of seigniorage.

20. The threatened increase at Podanur is due, I am told, to competition set up by the several Tile and Sugar Works and Cotton Mills recently established at Podanur, Palghat and other centres on the West Coast.

21. I am arranging to make new contracts on this District, and; although it is, I think, practically certain that we shall have to pay more for our wood on the West Coast, the fact that the Mills and other works have been established will doubtless bring traffic to the line and be in some measure a set-off against a larger Departmental expenditure.

22. With regard to the increase under coal, coke and patent fuel, the same arguments to a great extent hold good, and I find that, although the general average consumption of coal on all coal-burning engines is higher, this is the more noticeable with the engines working the heavy Mixed trains between Madras and Jalarpet.

23. The mileage worked by these engines forms a large portion of the total coal miles, and their consumption therefore considerably affects the general average, but, though it may be taken as one of the causes for the heavier expenditure under this head, this is still further affected, as was remarked in my report for the last half-year, by the bad condition in which the Singareni coal reaches our coal depôts.

24. The fact that, owing to the closing of the East Coast Canal during the hot months in the year, the contractor is obliged to bring down and discharge and store at Pedda Ganjam the supply of coal which, under his contract, he is obliged to deliver during the remainder of the year, means a very considerable deterioration in its quality when finally brought to Madras.

25. In the earlier days, when a very small quantity of coal was being put upon the Madras market from the Singareni Mines, via the Canal, the damage done by transshipment and handling was not so great, but now not only do the Madras, and the South Indian Railways, draw all their Madras coal supply from these Mines, but the coal is being very largely used in the Mills and other manufactories in Madras and its District.

26. The consequence of this is that very large supplies are now worked through from Bezvada to Pedda Ganjam during the months of September to March, the coal is there, I understand, stacked on the Canal bank, exposed to sun and rain for weeks and even months, and then reloaded into boats and brought to Madras, as wanted.

27. In many cases further, the boats become neaped after leaving Pedda Ganjam and have to be partially or wholly unloaded to get them afloat again, and this occurs sometimes, I am told, more than once on the journey.

28. It will be readily understood from this that the coal when finally delivered to us is very largely composed of dust, and, what is worse, it is very frequently extensively mixed with sand and dirt.

29. Some few months ago the quality was so bad that I was compelled to reject 20 or 30 wagons after delivery, but, although other coal was brought in, in its place, the sample was not very much better, and the contractor is, as a matter of fact, not in a position to very much improve matters.

30. I fear, until through communication with the Mines is established, we can scarcely hope for very much change, and we must therefore make up our minds to a heavier consumption than would be the case were the coal handled less and delivered fresh and in good order.

31. As you are aware, owing also to the supply of Singareni coal having in the last few months fallen short, arrangements were made to purchase from Calcutta a cargo of Jherriah coal. This has just been delivered, and, from preliminary trials that have been made, it seems to promise fairly well.

32. The cost of this coal is higher than that of Singareni, but I am not yet in a position to say whether it will pay for itself by a lower rate of consumption. It has been found necessary to make certain alterations in the engine fire bars before we can use the coal, and, so soon as these are completed, I propose to further test it, and I will then report to you specially upon the matter.

Locomotive Engines: Repairs.

33. It is satisfactory to note that there is again a decline in the cost both of labour and material under this head, both in the total charges and in the cost per mile.

34. Thirty-eight engines passed through the shops for repairs, and two of the new K. C. class engines were charged off to Revenue during the period in replacement of two of the S. C. class, which have been condemned.

35. The work in the shops has been somewhat hampered owing to want of room, but I hope that the extension of the Erecting shop, which is now in progress, will afford considerable relief in this direction.

36. Owing to want of room we have been obliged to work a good deal of overtime in the Erecting shop in order to keep the line supplied with necessary engines, which when the extra pits are constructed, will, I trust, be unnecessary.

Carriages and Wagons: Running.

37. The charges under this head of account show such little change that comment does not appear to be called for.

Carriages and Wagons: Repairs.

38. An increase is observed under the head of Repairs of carriages and wagons, and this is entirely due to the larger amount of work which it has been necessary to execute.

39. 2,803 vehicles of all sorts passed through the shops for repairs as compared with 2,210 in the first half of 1895, while the following

Revenue.				
Covered goods	...	...	...	40
Brake van	...	...	...	1
				41

or a total of 41 vehicles in all were renewed as against 65, the number rebuilt in the latter period. One truck for carriage of gas holders was also constructed against Capital during the term.

40. In addition to these, 20 covered Goods wagons were also completed and turned out of the shops, but, owing to the stock of buffer springs having run out, as I have advised you in other correspondence, they could not be issued to the Traffic Department, nor included as finished in our half-year's work.

41. As you will remember further, a representation was recently made by the Traffic Manager to the effect that, owing to the sides of the H. S. O. G. wagons not being sufficiently high, it was not possible to load them with coal up to their full carrying capacity of 12 tons, and it was therefore agreed at an Officers' meeting that the height of the sides should be raised.

42. Ninety-nine of the English open wagons were accordingly so altered in the half-year under review, the cost of doing this work amounting to Rs. 7,270, and, deducting this abnormal charge, the increase in the total expenditure upon repairs has been, in spite of the extra work done, Rs. 3,414 only.

General.

43. Considerable progress has been made in fitting the carriage stock for gas-lighting, a total of 347 carriages of all classes having been completed up to the end of the half-year.

44. All trains running out of Madras are now lighted by gas to the very great comfort of the travelling public. Arrangements have also been made for stationing a portable gas holder at Bangalore City, so that the Mails and Passenger trains working between that station and Jalarpet are also gas-lighted.

45. It has not yet been possible to light the North-West Line locals, nor the local trains working between Podanur and Salem, as we have not portable gas holders available, as is necessary, before this can be done, for use at Cuddapah and Podanur.

46. An indent for the reservoirs for these, and also for other material required, has been submitted to Government, and, so soon as this is sanctioned and the material received, steps will be taken to light these trains also with gas.

47. The material for the Vacuum brakes was received at the close of 1895, and work was at once commenced upon fitting up sufficient stock for the North-West Line Mails. This has now been practically completed, and it is proposed in the course of the next few weeks to use the brake regularly upon these trains.

Staff.

48. Mr. E. E. Lefébure, 1st Assistant Locomotive Superintendent, proceeded to England on 12 months' furlough on the 6th January 1896.

49. Covenanted Driver E. Bright resigned the service of the Company and left for England on the 21st March 1896.

50. Messrs. E. Driver and W. Barefoot, Loco. Foremen, and R. B. Ward, Erecting Shop Foreman, proceeded to England, each on six months' leave, on the 25th April, 22nd May and 25th June 1896, respectively.

I have the honour to be,

Sir,

Your most obedient Servant,

C. E. PHIPPS,

Locomotive Superintendent.

MADRAS RAILWAY.

Abstract of Expenditure for working and maintaining Locomotive Engines, Carriages and Wagons for the Half-year ending 30th June 1896.
LOCOMOTIVE DEPARTMENT.

LOCOMOTIVE ENGINES—Running.

YEAR ENDING			Total Engine Miles worked.	LOCOMOTIVE ENGINES—Running.																														Average Cost per Mile of Coal, Patent Fuel and Fire- wood.			OIL, TALLOW, WASTE, &c.						Total Cost.			Cost per Mile.				
				WAGES AND SALARIES.												COAL AND PATENT FUEL.								FIREWOOD.													Actual Cost.			Cost per Mile.										
				Drivers and Firemen.				Cleaners, Water and Fuel Coolies.				Total.				Cost per Mile.				Total Consumption.				Per Mile.				Total Consumption.				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.	RS.	A.	P.					
1895.	1,499,814	1,52,862	15	7	33,811	10	8	1,90,674	10	3	0	1	11-02	273,942	1,99,663	7	0	42-32	0	4	4-87	88,204,300	1,76,108	9	7	114-02	0	3	7-79	0	4	0-18	20,783	0	11	0	0	2-06	5,83,511	11	9	0	0	2-76						
December 1895.	1,527,332	1,84,150	12	3	31,146	5	3	1,95,277	1	8	0	1	11-07	294,001	2,16,919	6	5	43-06	0	4	7-49	93,302,270	1,93,267	5	2	120-13	0	4	1-01	0	4	4-19	24,153	10	5	0	0	3-04	6,27,637	7	10	0	0	6-90						
June 1896	1,502,267	1,48,433	6	9	34,928	13	3	1,51,302	4	0	0	1	11-18	317,207	2,29,496	5	10	47-05	0	4	10-23	92,620,500	2,21,323	0	7	124-28	0	4	8-81	0	4	9-62	26,834	15	10	0	0	3-43	6,50,006	13	3	0	0	7-02						
LOCOMOTIVE ENGINES—Gross Cost of Running																																																		

LOCOMOTIVE ENGINES—Gross Cost of Running and Repairs.

Figures in red show actual expenses during half-years ending June 1895, December 1895 and June 1896, after deducting sums of Rs. 80,363-3-1, Rs. 80,823-13-3 and Rs. 76,438-8-0 respectively, being abnormal charges due to replacement, at the cost of Revenue, of 2 Locomotives engines.	HALF-YEAR ENDING	Total Engine Miles worked.	LOCOMOTIVE ENGINES—Repairs.												LOCOMOTIVE ENGINES—Running and Repairs.												Deduct for K. G. F. Ry. and Ennur Line and Fire Insurance Fund.										Nett Total.			Cost per Mile.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
			Cost of						Total Cost.						Running, Total Cost.			Repairs, Total Cost.			Proportion of Supervision and Office Expenses.			Total Cost.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
			Material.		Wages of Workmen.		Total Cost.		Cost per Mile.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
			Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.

CARRIAGE AND WAGON DEPARTMENT.

CARRIAGES AND WAGONS—Gross Cost of Running and Repairs.

Half-Year Ending	Total Engine Miles worked.	CARRIAGES AND WAGONS—Running.										CARRIAGES AND WAGONS—Repairs.										CARRIAGES AND WAGONS—Gross Cost of Running.																				Nett Total.	Cost per Mile.			
		Cost of						Total Cost.	Cost per Mile.	Cost of						Total Cost.	Cost per Mile.	Running. Total Cost.	Repairs. Total Cost.	Proportion of Supervision and Office Expenses.	Total.	Deduct for K. G. F. Ry. and Ennur Line and Fire Insurance Fund.																								
		Material.		Wages of Workmen.		Material.				Wages of Workmen.																																				
		Rs.	A. P.	Rs.	A. P.	Rs.	A. P.			Rs.	A. P.	Rs.	A. P.	Rs.	A. P.								Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.					A. P.
June 1935...	1,499,614	12,115	12	1	18,325	10	9	30,641	6	10	0	0	3-03	1,53,559	8	7	97,361	8	10	2,22,950	10	5	0	2	4-26	30,641	6	10	2,22,950	10	5	22,151	4	6	2,75,743	5	9	3,067	15	0	2,71,775	6	9	0	2	10-82
Decr. 1935...	1,527,332	11,556	10	11	18,823	2	8	30,379	13	7	0	0	3-93	1,25,069	2	11	89,139	0	11	2,13,208	3	10	0	2	2-30	30,379	13	7	2,13,208	3	10	22,211	13	10	2,05,829	15	3	4,809	9	7	2,51,020	5	8	0	2	8-81
June 1936...	1,502,267	12,196	1	10	18,669	7	8	31,065	9	6	0	0	3-07	1,45,427	14	2	89,206	3	10	2,33,634	4	0	0	2	3-06	31,065	9	6	2,33,634	4	0	19,241	0	5	2,33,910	13	11	5,541	7	8	2,78,209	6	3	0	2	11-53

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

SUMMARY—Total Gross Cost of Working the Locomotive and Carriage and Wagon Depo																											
HALF-YEAR ENDING			Locomotives, Total Cost.			Carriages & Wagons, Total Cost.			Total Cost.			Cost per Mile.			Loss by Exchange and Carriage of Revenue Blanks.			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.	RS.	A.	P.	
June	...	1895	9,19,333	14	4	2,71,775	6	9	11,91,108	5	1	0	12	8 00	1,33,039	7	0	13,24,140	12	7	0	14	1 00				
			5,09,954	12	10				11,41,621	4	3	0	12	2 27	1,02,123	4	10	12,43,743	9	2	0	13	3 27				
December	...	1895	9,43,722	13	8	2,61,020	5	8	12,04,742	5	4	0	13	7 45	1,15,452	3	3	13,20,193	8	7	0	13	0 90				
			8,60,951	6	3				11,60,455	14	10	0	12	0 69	89,475	15	5	12,55,371	11	4	0	14	1 14				
June	...	1896	9,00,900	4	9	2,78,309	6	3	12,48,389	11	0	0	13	3 55	1,12,309	13	6	13,00,699	5	6	0	14	5 00				
			9,21,152	2	4				11,50,551	12	2	0	12	0 55	89,475	7	11	12,54,271	11	4	0	14	1 14				

PERAMBUR WORKS,
14th September 1896.

C. E. PHIPPS,
Locomotive Superintendent.

Private.

MADRAS RAILWAY COMPANY,
TRAFFIC MANAGER'S OFFICE,
MADRAS, 19th September 1896.

To
THE ACTING 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 1896.

2. OPEN MILEAGE—The open mileage of the Company's own line was the same as in the corresponding half-year of 1895 viz., 840 in addition to which the K. G. F. Railway 10 miles was worked by the Company. The opening of the Madras Ennur Railway on 22nd February added 9 working miles to the Madras Railway.

3. TRAIN SERVICE.—The train service during the half year under review remained the same as during the half year ending December 1895.

4. RATES AND FARES.—There was no alteration in the passenger fares for the half year ending 30th June 1896. They are shown below:—

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

but the Third class fares for distances of less than 25 miles were in some cases adjusted to meet the conditions of the short distance traffic.

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

JANUARY.

Commodities.	Conditions.	Rates.	Alterations.	Rates.	
Grain and Seeds, common.	In full wagon loads at O.R.	5.92 pies per 27 mds. per mile.	If booked from Bangalore to Madras.	5.30 pies per 27 mds. per mile.	Competitive traffic.
Do.	Do.	4.89 pies per 27 mds. per mile.	If booked between Bellary and Madras via Guntakal.	5.62 pies per 27 mds. per mile.	
Stones, common...	Do.	6.80 pies per 27 mds. per mile.	If booked from Sholinghur to Ennore.	4 pies per 27 mds. per mile.	
Well Curb, Iron...	As girders, 2nd class.	13.61 pies per 27 mds. per mile.	If booked from Bombay to Tirupati.	5.72 pies per 27 mds. per mile.	Competitive traffic.
"	"	"	Do. Do. to Madras.	5.64 pies per 27 mds. per mile.	
Quarts	1st class	10 pies per 27 mds. per mile.	If booked from Arackheri and Tiptur to Balaghat.	6 pies per 27 mds. per mile.	
Grain and Seeds, common.	In full wagon loads at O.R.	5.24 pies per 27 mds. per mile.	If booked between Gooty and Madras.	4.39 pies per 27 mds. per mile.	Competitive traffic.
Salt	Do.	5.86 pies per 27 mds. per mile.	Do. do.	Do.	
Iron	Do.	8 pies per 27 mds. per mile.	Do. do.	Do.	
Jaggree	Do.	4.60 pies per 27 mds. per mile.	Do. do.	Do.	Competitive traffic.
Turmeric	Do.	7 pies per 27 mds. per mile.	Do. do.	Do.	
Bark for tanning.	Do.	10 pies per 27 mds. per mile.	Do. do.	8.79 pies per 27 mds. per mile.	
Cloth in bundles at O.R.	2nd class	13.61 pies per 27 mds. per mile.	Do. do.	13.60 pies per 27 mds. per mile.	
Skins Dressed, at O.R.	Do.	Do.	Do. do.	Do.	

8. PASSENGER TRAFFIC.—The receipts from passengers (exclusive of troops and police) were Rs. 19,94,014 against Rs. 20,25,884, or a decrease of Rs. 31,870 equivalent to 1.57 per cent. The lowest class contributed in money 59.61 per cent. against 90.31 per cent. and in number 98.79 per cent. against 98.91 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.
31st June. 1896	97,383	1,09,790	17,86,841	19,94,014
Do. 1895	95,371	1,01,003	18,29,510	20,25,884
Increase in 1896	2,012	8,787	12,669	31,870
Decrease in 1896	...	...	...	...
Increase per cent.	2.11	8.70	2.33	1.57
Decrease do.	...	...	...	...

10. The numbers carried in each class were:—

Half-years ending	First class.	Second class.	Third class.	Total.
	No.	No.	No.	No.
30th June 1896	10,903	48,101	4,814,350	4,873,354
Do. 1895	10,078	39,057	4,471,310	4,520,445
Increase in 1896	825	9,044	343,040	352,909
Decrease in 1896	...	...	...	...
Increase per cent.	8.19	23.15	7.67	7.80
Decrease do.	...	...	...	...

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 1896.	0.22	0.99	98.79	149	100	34
Do. do. 1895.	0.23	0.86	98.91	173	101	37

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 1896	8 14 11	2 4 6	0 5 11
Do. do. 1895	9 7 5	2 9 5	0 6 7

13. In the first class Passenger traffic there was an increase of 8.19 per cent. in number and of 2.11 per cent. in money. In the 2nd class there was an increase of 23.15 per cent. in number and of 8.70 per cent. in money due principally to development of season ticket traffic. In the 3rd class there was an increase of 7.67 per cent. in number and a decrease of 2.33 per cent. in money. The average sum paid by a third class passenger by all trains was annas 5-11 against annas 6-7. The average sum by Mail trains was annas 12-3 against annas 12-8 and the average sum by other trains annas 5-0 against annas 5-5. The percentage of numbers carried by Mail and other trains remained the same as in the corresponding half year of 1895 viz., 16 and 84 respectively.

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

Period.	First class.		Second class.		Third class.		Total.	
	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.
Half-year ending June 1896	1,276	2,047	14,902	4,165	219,774	9,193	235,952	15,405
Do. 1895	1,627	3,293	8,901	3,015	200,524	13,142	211,055	19,750
Increase	...	...	5,998	1,150	19,250	...	21,897	...
Decrease	351	1,246	...	...	...	1,249	...	4,345

15. The number of third class passengers booked by all trains on different sections of the line excluding Troops and Police, Return, Excess and Season ticket traffic, in the first half-years of 1895 and 1896, is shown in the following table:—

Between	Half-year ending June.		Increase per cent.	Decrease per cent.
	1895.	1896.		
Madras to Jalarpet	1,520,155	1,650,706	8.59	...
Tirupattur to Podanur	569,361	587,862	3.25	...
Bangalore Branch	433,208	483,496	11.62	...
Nilgiri Branch	221,967	272,604	22.81	...
Madukurai to Calicut	618,120	631,315	2.14	...
Tiruttani to Cuddupah	437,698	457,000	11.26	...
Krishnapuram to Raichur	470,275	481,561	2.40	...
Total	*4,270,786	*4,501,576	7.58	...

* These are audited figures and will be found to differ slightly from those in the report for the corresponding period which were approximate only. The sectional divisions have also been revised.

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 1896, inclusive are given below:—

Period.	Number.	Receipts.	
		Rs.	A. P.
Half-year ending June 1889	4,108,943	13,57,252	6 7
" " 1890	4,184,208	13,69,221	5 1
" " 1891	4,206,090	14,00,154	9 11
" " 1892	4,259,953	13,53,452	15 6
" " 1893	4,998,677	15,37,298	5 4
" " 1894	4,954,351	15,69,595	18 2
" " 1895	4,314,512	18,29,510	14 1
" " 1896	4,814,350	17,86,841	4 8

It will be seen that the numbers are again the highest on record with the exception of the two half-years in 1893 and 1894, but this has to some extent been attained at a sacrifice of revenue. As explained in para. 4 of this report, the fares for short distances were reduced and as it is the short distance bookings that have increased, the average fare paid and average length of journey have of course fallen. The Chief Auditor in his analysis of the III class traffic for the half-year under review shows that the passengers booked between contiguous stations have increased from 689,625 to 842,197 or 22 per. cent. and the receipts have fallen from Rs. 46,625, to Rs. 45,241 or nearly 3 per. cent.

During the latter part of the half-year, the passenger traffic was very seriously affected by the outbreaks of cholera on the Gold Mines and at some of the North-West Line stations.

7. **PARCELS.**—Compared with the corresponding period of 1895 there is an increase of 16.14 per cent. in number and 6.58 per cent. in money. The increased revenue from parcels traffic has been principally due to Betel Leaves, Betel Nuts, Mangoes on the South-West Line and Indigo and Cloth traffic on the North-West Line.

18. 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.
1892	55,070	57,347	55,837	46,118	112,117	1,01,955
1893	59,572	66,166	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	82,686	66,183	67,254	165,393	1,33,437
1896	85,494	106,586	66,228	75,997	192,080	1,42,225

19. **GOODS TRAFFIC.**—Compared with the corresponding half of 1895, the receipts from Goods Traffic (exclusive of Railway Material and Revenue Stores) were Rs. 29,34,790 against Rs. 31,18,135, equivalent to a decrease of 5.88 per cent. The tonnage carried was 425,201 against 431,915 in the corresponding half-year or a decrease of 1.55 per cent. The average sum earned per ton carried was Rs. 6.90 against Rs. 7.22, and the average sum per ton per mile was pice 8.52 against pice 8.48. The fluctuations in the commodities which contributed to this result are shown in para. 22.

20. The following table represents the weight of and revenue from the Goods traffic carried for the public, for the ten years ending June 1896:—

Years.	Goods traffic exclusive of Madras Railway material and Revenue stores.	For the Public.		
		Government stores and Foreign Railway material.	Weight.	Receipts.
	Rs.	Rs.	Tons.	Rs.
1886—1887	43,71,751	2,54,211	673,328	41,19,509
1887—1888	43,13,070	1,64,189	699,206	41,48,881
1888—1889	46,91,781	1,06,599	727,583	45,85,182
1889—1890	50,16,899	2,63,139	791,394	47,53,760
1890—1891	52,85,836	2,81,908	811,163	50,03,928
1891—1892	53,91,534	1,35,179	814,826	52,59,355
1892—1893	58,57,767	90,001	866,670	57,67,766
1893—1894	59,58,173	88,375	836,549	58,70,103
1894—1895	60,12,175	74,743	830,389	59,37,432
1895—1896	58,98,534	76,610	854,122	58,21,924

21. Statement showing earnings from and tonnage of Goods traffic for the half-years ending 30th June 1895 and 1896:—

Details.	Half-year ending June. 1895.	Half-year ending June. 1896.
Receipts from goods	Rs. 31,18,135	29,34,790
Tonnage of goods	Tons 431,915	425,201
Average receipt, per ton carried	Rs. 7.22	6.90
Do. per ton per mile	Pice 8.48	8.52

22. The increase and decrease in each commodity composing the Goods traffic for the half-year ending 30th June 1896, appears in the following statement:—

Description.	Increase.		Description.	Decrease.	
	Tons.	Rs.		Tons.	Rs.
Cotton Manufactured	27	3,430	Coal and Coke	4,287	15,721
Jute	222	2,900	Cotton Unmanufactured	1,076	28,604
Liquors	397	3,896	Drugs and Chemicals	325	4,319
Metals	5,275	35,425	Dyes and Tans	1,329	36,784
Oil seeds	1,243	3,145	Grain and Pulse	11,943	1,41,659
Stone and Lime	13,380	95,235	Hides and Skins	2,878	29,185
Sugar	2,224	...	Jute	24	...
Timber	34	1,022	Metals	...	2,370
Wool manufactured	...	...	Oils	1,775	21,630
All other Articles of Merchandise.	3,930	...	Paper and Paste Board	232	1,553
Commodities which yielded a total revenue of less than Rs. 1,000 each during the half-year	388	2,745	Provisions	3,009	30,094
			Salt	652	2,938
			Spices	291	3,616
			Timber	...	16,179
			All other Articles of Merchandise.	...	91
			Commodities which yielded a total revenue of Rs. 1,000 each during the half-year.	113	1,427
By decrease...	6,714	1,83,345			
Total	33,934	3,31,143	Total	33,934	3,31,143

23. **Grain.**—The total quantity of Grain carried was 73,829 tons, yielding a revenue of Rs. 4,73,819 against 88,772 tons and a revenue of Rs. 6,15,478, or a decrease of 16.83 per cent. in weight and 23.02 per cent. in money. The average amount earned per ton carried was Rs. 6.42 against Rs. 6.93.

The serious falling off in the movement of Grain accounts for nearly the whole of the reduction in the revenue from Goods traffic and it has been due principally to reduced imports from the Mysore Provinces where the grain was held owing to fears of famine, now happily averted, and to much reduced despatches from Madras to Coimbatore and the South Indian Railway, also from Madras to Bangalore the produce formerly brought by coasting steamers being now rail-borne from the East Coast Railway via Bozwada and the Southern Mahratta Railway. The scarcity in the North-West Provinces has drawn grain which in normal seasons comes to the South and it is also becoming apparent that the completion of the Periyar Project has changed the conditions of the grain trade in the South of India and that the imports into Madras and the adjacent districts will not be so heavy in the future as they have been in the past. The reduced tonnage carried has been entirely in "rice in the husk" or paddy, "rice not in the husk" showing a small increase. I am told that in most of the districts of Southern India the people are learning the advantage of husking their paddy on the spot, and as a ton of paddy produces little more than half a ton of cleaned rice, the result to the railways is a reduced tonnage.

Cotton.—The reduction in the Cotton traffic has been due partly to stocks having been held owing to low prices and to the low shipping freights from Bombay as compared with the Eastern Coast having still further drawn Cotton to the West from Raichur and neighbouring stations.

Coal.—The decrease was in the last few weeks of the half-year and was due to Cholera on the Gold Mines having caused work to be almost suspended temporarily.

Oils.—The decrease is mostly in Kerosine Oil and is due to the high price caused by the recent combinations in the Home markets having checked the rapid replacement in the villages of vegetable oils by Kerosine which had been going on for some time. To this cause in a measure has been due also the increased traffic in Oil seeds.

Salt.—There is a further reduction in this staple and the figures in para. 34 show how Madras salt is being further displaced by the Western Coast product in the markets of this Presidency.

Hides and Skins.—The falling off under this head has been due to competition in the Calcutta market which has drawn the trade from Madras.

Sugar.—The very satisfactory increase in this commodity has been entirely in un-refined sugar or jagrery and has been fairly general all over the line due to good crops and markets.

Timber.—The large increase in tonnage has been due to sleepers for the Bezwaia Madras Railway which on the short lead gives a very small receipt.

24. The following table is designed to show the tonnage of Grain sent from and received at each district during the half-years ending 30th June 1895 and 1896:—

Districts.	1895.				1896.			
	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	12,967	14.6	11,561	13.0	6,826	9.2	12,551	17.0
North Arcot	16,129	18.2	4,559	5.1	17,232	23.3	5,214	7.1
Salem	8,829	9.8	8,328	9.4	7,370	10.0	5,413	7.3
Coimbatore	809	0.9	25,071	28.2	1,396	1.9	18,079	24.5
Malabar	3,571	4.0	14,936	16.9	2,473	3.3	13,362	18.1
Cuddapah	2,022	2.2	1,587	1.8	1,037	1.4	1,509	2.0
Bellary	10,479	11.8	2,937	3.3	12,983	17.6	2,181	2.9
South Indian Railway.	3,631	4.1	6,173	7.0	5,212	7.1	3,478	4.7
Great Indian Peninsula Railway.	2,981	3.3	140	0.2	3,748	5.1	120	0.2
Mysore Dominions	21,932	24.7	7,458	8.4	13,891	18.8	9,718	13.2
Intra	5,372	6.0	5,963	6.7	1,661	2.3	2,204	3.0
Total...	88,772	100.0	88,772	100.0	73,829	100.0	73,829	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.	1895.	1896.
Sea	Tons.	Tons.
Buckingham Canal	7,957	12,867
Madras Railway	23,994	13,795
	11,094	11,667
Total	43,045	38,329

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

Stations.	Half-year ending 30th June 1895.			Half-year ending 30th June 1896.		
	Pressed.	Loose.	Total.	Pressed.	Loose.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Southern Mahratta Railway	1,716	17	1,733	1,671	89	1,760
Adoni	2,253	112	2,400	2,062	219	2,281
Raichur	899	213	1,142	422	83	505
Tadpatri	1,447	332	1,779	1,031	211	1,242
Timmaicherla	219	10	259	143	42	185
Nancherla	...	...	...	...	14	14
Yerraguntla	82	273	355	466	76	542
Muddanuru	...	...	...	...	165	165
Krishnapuram	...	...	...	45	...	45
Great Indian Peninsula Railway	...	...	...	112	...	112
Tiruppur	1,057	197	1,254	696	212	908
Coimbatore	92	22	114	35	24	59
Somanur	169	27	196	161	...	161
Singanallur	74	...	74	21	7	28
Erode	273	203	476	207	46	253
Sankaridrug	...	85	85	...	16	16
Malabar Dist.	...	...	...	74	156	230
Minor Stations	17	145	162	14	133	147
Total	8,333	1,696	10,029	7,460	1,493	8,953

27. And was distributed as under:—

Stations.	Half-year ending 30th June 1895.			Half-year ending 30th June 1896.		
	Pressed.	Loose.	Total.	Pressed.	Loose.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Madras	7,332	747	8,079	6,933	314	7,247
Southern Mahratta Railway	351	22	373	72	28	100
Adoni	...	521	521	...	20	20
Malabar	321	109	430	247	205	452
Guntakal	...	166	166	10	270	280
Cuddapah	...	...	...	...	56	56
Bellary District	...	4	4	...	257	257
Great Indian Peninsula Railway	39	...	39	132	24	156
South Indian Railway	75	7	82	6	20	26
Tiruppur	...	8	8	...	43	43
Coimbatore	3	68	71	51	151	202
Mysore Dominions	143	19	162	2	45	47
Minor Stations	69	25	94	7	60	67
Total	8,333	1,696	10,029	7,460	1,493	8,953

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

Condition.	June 1895.		June 1896.	
	Tons.	Rs.	Tons.	Rs.
Loose	1,696	26,144	1,493	18,519
Full pressed	8,333	1,29,092	7,460	1,13,113
Total	10,029	1,55,236	8,953	1,31,632

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

Districts.	1895.		1896.	
	Tons.		Tons.	
North-West Line ...	...	...	...	...
Southern Mahratta Railway...	...	...	...	...
Great Indian Peninsula Railway	...	...	...	...
Coimbatore and Salem	...	...	...	...
Bangalore Branch ...	...	...	...	...
Total ...	8,079	7,247		

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 1895...	...	...	...	...
Do. do. 1896...	8,079	3,534	7,247	3,678

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 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	1,35,459
Do. 1895	8,333	1,696	10,029	1,55,236
Do. 1896	7,460	1,493	8,953	1,31,682

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

Period.	Total Weight.		Total Receipts.	
	Tons.		Rs.	
Half-year ending 30th June 1893	...	...	...	...
Do. 31st December 1893	10,218	29,674		
Do. 30th June 1894	5,799	18,983		
Do. 31st December 1894	7,476	26,997		
Do. 30th June 1895	3,378	15,101		
Do. 31st December 1895	5,769	17,772		
Do. 30th June 1896	2,326	7,576		
	5,765	19,055		

33. The total quantity of Salt carried over the whole system was 25,160 tons yielding a revenue of Rs. 1,42,106 against 25,812 tons with a revenue of Rs. 1,45,044 or a decrease of 652 tons in weight, and of Rs. 2,938 in money. The sum earned per ton carried was Rs. 5.5 against Rs. 5.6. The export from Madras amounted to 10,854 tons, or 43 per cent of the salt carried against 15,204 Tons and 59 per cent. in the corresponding half year.

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 1895.		Half-year ending 30th June 1896.	
	Sent from	Received in	Sent from	Received in
	Tons.	Tons.	Tons.	Tons.
Tirur ...	1,863	...	1,542	...
Feroke ...	354	...	596	...
Calicut ...	6,525	...	9,363	...
Salem ...	15	...	11	...
Erode ...	139	...	74	...
Kallayi ...	74	...	67	...
North Arcot District ...	...	...	...	37
Salem ...	...	2,506	...	3,498
Coimbatore ...	...	2,903	...	1,722
Malabar ...	...	2,559	...	2,991
Mysore Dominions ...	...	502	...	405
Total ...	8,470	8,470	11,653	11,653

35. Tonnage of Salt carried out of Madras to the various districts during the half-years ending 30th June 1895 and 1896:—

Districts.	1895.		1896.	
	Tons.	Tons.	Tons.	Tons.
Between Madras, Arkonam and Conjeeveram.	...	801	...	712
Cuddapah ...	405	...	220	...
Other Stations on North-West Line ...	2,714	...	2,228	...
Arcot and Katpadi ...	...	3,119	...	2,148
Between Gudiyattam and Vaniyambadi ...	...	2,658	...	2,306
Bangalore ...	596	...	120	...
Other Stations on Bangalore Branch ...	864	...	770	...
		1,460		890
Salem ...	99	...	10	...
Other Stations in Salem District ...	2,215	...	1,286	...
		2,314		1,296
Erode, Tiruppur and Coimbatore ...	...	2,619	...	1,493
Southern Mahratta Railway ...	...	279	...	72
South Indian Railway ...	...	414	...	379
Total ...	...	15,204	...	10,854

		From	To		
Sugar—Increase—(contd.)	{ Larger despatches of Unrefined (Molasses or Jaggery &c.)	Bangalore City	Madras.		
		Do.	Calicut.		
		Do.	S. I. Railway.		
		Tirupattur	North Arcot District		
		Do.	Madras.		
		Do.	Calicut.		
		Sankariling	Madras.		
		Do.	S. I. Railway.		
		Palghat	Madras.		
		Do.	S. I. Railway.		
Timber—Increase	{ Larger despatches of Timber.	S. M. Railway.	Madras.		
		McDonald's Choultry	Do.		
		Perundurai	Do.		
		Uttukuli	Do.		
		Rayapuram	Madras Ennur Ry.		
		Do.	S. M. Railway.		
		Pattur	Madras.		
		Renigunta	Do.		
		Kuppam	Bisanattam		
		Do.	K. G. F. S. Railway.		
Wool Manufactured.—Increase...	{ Larger despatches of Wool Piece Goods (Indian.)	Kanyikod	Coimbatore.		
		Palghat	Bangalore Branch.		
		Kallayi	Coimbatore.		
		Do.	Bowringpot.		
		Do.	K. G. F. S. Railway.		
		Bangalore City	S. I. Railway.		
		Adoni	G. I. P. Railway.		
		G. I. P. Railway	Madras.		
		S. M. Railway	Do.		
		All other Articles of Merchandise.—Increase	{ Larger despatches of Other Articles of Merchandise.	Madras	K. G. F. S. Railway.
Do.	Bangalore Branch.				
Rayapuram	North Arcot District.				
Do.	K. G. F. S. Railway.				
Katpadi	Krishnapuram.				
Ambur	Madras.				
Bangalore Cant.	Bangalore Branch.				
Palghat	Madras.				
Calicut	S. I. Railway.				
Do.	Coimbatore District.				
Coal and Coke—Decrease	{ Smaller despatches of Coal and Coke.	Do.	Malabar District.		
		Madras	Salem District.		
Drugs and Chemicals—Decrease...	{ Smaller despatches of Chinchona Bark.	Coimbatore District	Coimbatore District.		
		Palghat	Bangalore.		
		Madras	S. M. Railway.		
		Do.	Salem District.		
		Do.	Madras.		
		Bowringpot	Madras.		
		S. M. Railway	Madras.		
		Dyes and Tans—Decrease	{ Smaller despatches of Indigo.	Cuddapah District...	Madras.
				Do.	S. M. Railway.
				S. M. Railway	Madras.
S. I. Railway	Do.				
Erode	Madras.				
Do.	Malabar District.				
Vontimitta	Madras.				
Cuddapah	Do.				
Salem	Do.				
Koduru	Do.				
Dyes and Tans—Decrease	{ Smaller despatches of Turmeric.	Vaniyambadi	Madras.		
		Do.	Coimbatore District.		
		Salem	Do.		
		Gooty	Madras.		
		Bangalore	Do.		
		Do.	North Arcot District.		
		Katpadi	Madras.		

		From	To
Grain and Pulse— Decrease...	Smaller despatches of Wheat.	G. I. P. Railway	Madras.
		Do.	North Arcot District
		S. M. Railway	Madras.
		Do.	Cuddapah District.
	Smaller despatches of Rice in the Husk (Paddy.)	Do.	Coimbatore District.
		Madras	Coimbatore District.
		Bowringpet	Do.
		Bangalore City	Do.
	Smaller despatches of Jowar and Bajra (Cholum and Cumboo).	Do.	Malabar District
		Cuddapah	Salem
		Do.	Coimbatore District.
		Ruddireddipatti	Salem.
	Smaller despatches of Gram and Pulse.	Do.	S. I. Railway.
		Salem District	Do.
		Tinnamcherla	Salem
		Do.	Coimbatore.
	Smaller despatches of Other Grain and Pulse	Do.	S. I. Railway.
		Kondapuram	Coimbatore District.
		Madras	North Arcot District.
		Bowringpet	Madras.
Hides and Skins— Decrease...	Smaller despatches of Cattle Hides, Raw.	Do.	Coimbatore.
		Do.	Bangalore City.
		Malur	Madras.
		Do.	Malabar District.
	Smaller despatches of Sheep Skins, (Dressed or Tanned.)	Tirupattur	Madras.
		Do.	Coimbatore District.
		Morappur	Madras.
		Do.	Salem District.
	Smaller despatches of Sheep Skins, Raw.	Do.	Coimbatore District.
		Vaniyambadi	S. I. Railway.
		Kallayi	Madras.
		Do.	Salem District.
Jute—Decrease	Smaller despatches of Jute Raw.	Calicut	Coimbatore District
		S. M. Railway	Madras.
		Do.	Malabar District.
		Do.	Cuddapah District
	Smaller despatches of Gunny Bags and Cloth.	Madras	Salem
		Do.	Bangalore Branch.
		Bowringpet	Salem District.
		Do.	Coimbatore District.
	Smaller despatches of Jute Raw.	Do.	S. I. Railway.
		Malur	Madras.
		Do.	Salem District.
		Bangalore City	Coimbatore District.
	Smaller despatches of Jute Raw.	Do.	Malabar District.
		Calicut	Coimbatore District.
		Do.	Malabar District.
	Smaller despatches of Jute Raw.	Vaniyambadi	Madras.
		G. I. P. Railway	Do.
		Ambur	Do.
		Cuddapah	Do.
	Smaller despatches of Jute Raw.	G. I. P. Railway	Do.
		Do.	Bangalore.
		Do.	Adoni.
		Madras	North Arcot District
	Smaller despatches of Jute Raw.	Tirupattur	Coimbatore District.
		Do.	S. I. Railway.
		Vaniyambadi	Madras.
		Bangalore Cant.	Do.
	Smaller despatches of Jute Raw.	G. I. P. Railway	Do.
		S. M. Railway	Do.
		Do.	North Arcot District
		Do.	Bangalore.
	Smaller despatches of Jute Raw.	Madras	M. S. Railway.
		Madras	North Arcot District.
		Bangalore City	Coimbatore District.
		Do.	Arcot.
	Smaller despatches of Jute Raw.	Coimbatore District.	North Arcot District.
		Malabar District	Coimbatore District.
		Do.	Bangalore City.
		Do.	Bangalore City.

		From	To
Oils—Decrease	Smaller despatches of Kerosine Oil.	Madras	Bangalore Branch.
		Do.	S. I. Railway.
	Smaller despatches of Castor Oil.	Rayapuram	Bangalore Branch.
		Raichur	Madras.
	Smaller despatches of Coconut Oil.	Bangalore City	Do.
Paper and Paste Board—Decrease.	Smaller despatches of Paper and Paste Board.	Calicut	Malabar District.
		Do.	Bangalore City.
	Smaller despatches of Paper and Paste Board.	Palghat	S. I. Railway.
		Madras	Bangalore
	Smaller despatches of Paper and Paste Board.	Tirupattur	Madras.
		Cuddapah District.	Madras.
	Smaller despatches of Ghee.	Coimbatore District	Do.
		Do.	Malabar District.
	Smaller despatches of Ghee.	Do.	S. I. Railway.
		Do.	S. M. Railway.
	Smaller despatches of Ghee.	Bellary District	Madras.
		Do.	Bangalore Branch.
	Smaller despatches of Ghee.	S. I. Railway	Coimbatore District.
		Tirur	Malabar District.
	Smaller despatches of Ghee.	S. I. Railway	Madras.
Provisions—Decrease	Smaller despatches of Dried Fruits and Nuts.	Do.	Palghat.
		Do.	Bangalore City.
	Smaller despatches of Dried Fruits and Nuts.	Madras	Bangalore Branch.
		Katpadi	Madras.
	Smaller despatches of Dried Fruits and Nuts.	Bangalore	Do.
		Do.	Coimbatore District.
	Smaller despatches of Dried Fruits and Nuts.	Coimbatore	Madras.
		Do.	Malabar District.
	Smaller despatches of Dried Fruits and Nuts.	Mottupalaiyam	Coimbatore District.
		Palghat	Do.
	Smaller despatches of Dried Fruits and Nuts.	Do.	S. I. Railway.
		Do.	Malabar District.
	Smaller despatches of Dried Fruits and Nuts.	Morappur	Madras.
		Razampeta	Do.
Spices—Decrease	Smaller despatches of Betel Nuts.	Palghat	Coimbatore District.
		Do.	S. I. Railway.
	Smaller despatches of Betel Nuts.	S. M. Railway	Madras.
		Do.	North Arcot District.
	Smaller despatches of Betel Nuts.	Do.	Bangalore Branch.
		Do.	Cuddapah District.
	Smaller despatches of Betel Nuts.	Tirur	Malabar District.
		Malabar District	S. I. Railway.
	Smaller despatches of Betel Nuts.	Erude	North Arcot District.
		Do.	Malabar District
	Smaller despatches of Chillies.	S. M. Railway	Madras.

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

Commodities.	1895.		1896.	
	Tons.	Rs.	Tons.	Rs.
Cotton, raw	2,230	28,542	2,164	27,341
Do. manufactured	3,719	49,602	3,690	51,216
Dyes and Tans	5,245	56,040	4,918	57,465
Grain and Pulse	28,337	1,01,220	27,426	1,79,095
Hides and Skins	9,791	1,50,104	8,361	1,39,382
Liquors	1,655	20,419	1,809	23,564
Metals	2,221	24,795	3,413	37,350
Oils	2,987	25,968	2,607	20,266
Oil Seeds	8,165	54,680	11,231	72,880
Provisions	11,565	95,738	11,865	1,03,609
Railway Plant and Rolling Stock	118	1,233	411	2,419
Salt	2,265	9,451	2,585	12,748
Spices	6,112	57,759	4,290	47,267
Sugar	7,791	47,690	12,230	80,614
Timber	13,077	48,018	21,620	63,111
Tobacco	1,471	16,377	1,619	17,540
All other Articles of Merchandise.	9,450	1,42,103	10,271	1,44,486

40. **ABSTRACT OF COMMODITIES.**—A detailed statement of the principal commodities carried during the half-years under review will be found printed on pages 19, 20 and 21 of the Capital and Revenue Account prepared by the Chief Auditor for the half-year ended June 1896.

41. **WORKING EXPENSES.**—The net increase in the cost of working the department, as compared with the corresponding half-year, is Rs. 23,258, and is shown in detail in statement No. 20 of the Appendix. The increase may be briefly stated to be chiefly due to—

More officers on full pay and increases to officers under agreement and to head clerks.

Additional station staff for the Ennur line and new stations in the Madras Railway.

Increased pay of Guards in the junior grades. As has been explained in correspondence with your office the cost of labor of this class in Madras has risen greatly of late years, and we have found it increasingly difficult to obtain men of good enough calibre for our work. The slight improvement in the position of the men on entering the service, which was effected in the early part of the year, has improved matters, but I fear we have not yet reached the limit of this cause of expense.

The large increase under General Stores is chiefly due to a debit to working expenses of Rs. 14,025, the revenue portion of the estimate for lighting trains with Pintsch's gas and also to the increased cost of both kerosine and coconut oils.

To a rather larger number of sheets manufactured.

And there is a saving owing to reduced consumption and cheaper cost of printed forms.

42. **MADRAS-ENNUR RAILWAY.**—The Madras-Ennur Railway was opened for traffic on the 22nd February, and the train service at date of opening consisted of six trains each way daily; 323,375 passengers have been carried, exclusive of 81 season ticket-holders, giving a receipt of Rs. 19,693. A heavy passenger traffic is hoped for on this line, and it is probable that a suburban residential traffic will be gradually developed. The goods traffic has consisted chiefly of construction stores for the Madras-Bewdars Railway, and it is improbable that any extensive development of Goods traffic will take place under the present condition of the line.

43. **GENERAL.**—The principal cause in the decrease in the net revenue has been the falling off in the Grain traffic as explained in para. 23 *supra*; the cholera on the line during a portion of the half-year has further contributed to the result both by the check it caused to the passenger traffic and by extensive stoppage of work on the Gold Mines. The difficulty which Madras labours under in respect of sea freights and the disadvantages imposed on Madras Salt in competition with the Bombay product have also handicapped us severely.

The lighting of trains by Pintsch's gas was introduced during the half-year, and in June all our principal trains were running with gas. The change has given great satisfaction to the public. It is premature to speak of the financial results, but it will probably prove little if at all more expensive than the former system of coconut oil and far more efficient.

The difficulties caused by the methods adopted to compete for traffic by the railways in Southern India which have been referred to in previous reports have been settled for the time by the result of a Meeting held at Poona on the 14th January, when it was agreed that, with one exception, all traffic should be sent by the shortest railway route, and that in cases where the through rate by a longer route is cheaper than the through rate by the shortest route, the cheaper rate shall be applied to the shortest route. The question was complicated for some time by the refusal of the South Indian Railway to join the other three railways in the agreement, but that Company has now signified its consent. The financial result of this agreement on the Madras Railway remains to be seen, but the results of the foreign traffic for the half-year under review appear to indicate that it will not be other than favourable. Its benefit to the public in securing to them certainty of charges and of treatment of their traffic cannot be doubted.

The exception referred to above is that of traffic between Bombay and stations Bombay to Poona, and stations on the Southern Mahratta Railway, as to which by an agreement between the two railways, rates are quoted for the short lead to Poona which the G. I. P. refuse to apply to the longer lead to Raichur. For many S. M. Railway stations the Raichur route is the shortest and the Madras Company, as an intermediate railway, is entitled to its share of the traffic, but the G. I. P. Company, by offering such traffic a premium to leave its line at the nearest junction deprives us as well as themselves of this traffic and obliges it to travel by a circuitous route. This question has been referred to in reports and correspondence for several years past, and the Madras Railway has repeatedly protested against this illegitimate action, but without effect.

APPENDICES

The undermentioned statements are enclosed:—

1. Coaching traffic Receipts in each month.
2. Goods do. do.
3. Comparison of Coaching Receipts for 1895 and 1896.
4. Do. Goods do. do.
5. Average Receipts per mile open and per mile run during 1895 and 1896.
6. Expenditure table for 1895 and 1896.
7. Percentage of Working Expenses for 1895 and 1896.
8. Do. Revenue do. do.
9. Passenger traffic exclusive of return fares and soldiers for 1896.
10. Average of Passenger traffic exclusive of return fares do. do.
11. Passenger traffic inclusive of return fares but exclusive of soldiers for 1896.
12. Average of Passenger traffic do. do. do.
13. Return fare traffic for 1896.
14. Comparison of Passenger traffic inclusive of return fares but exclusive of soldiers for 1895 and 1896.
15. Comparison of Passenger traffic exclusive of return fares and soldiers for 1895 and 1896.
16. Comparison of Return fare traffic for 1895 and 1896.
17. Parcels, Treasure and Passengers' luggage for 1895 and 1896.
18. Gross Earnings and Tonnage of Goods traffic.
19. Comparison of Goods traffic for 1895 and 1896.
20. Comparative statement of Traffic Expenses for 1895 and 1896.
21. Table of Coaching traffic in and out at stations for 1895 and 1896.
22. Table of Goods do. do. do. do.

I have the honor to be,

Sir,

Your obedient Servant,

(Signed) D. ROSS-JOHNSON,

Ag. Traffic Manager.

APPENDIX

TO

TRAFFIC MANAGER'S HALF-YEARLY REPORT FOR 30th JUNE 1896.

1. Coaching Traffic receipts in each month for the half-year ending 30th June 1896.

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.				
January	Rs. 8,39,072	Rs. 7,438	Rs. 10,845	Rs. 1,214	Rs. 5,812	Rs. 1,819	Rs. 22,958	Rs. 338	Rs. 800	Rs. 108	Rs. 4,270	Rs. 8,93,671
February	3,21,801	8,185	10,180	1,192	5,025	712	22,841	467	785	75	4,108	8,75,298
March	3,18,141	7,732	11,331	2,014	8,731	478	25,449	332	490	153	4,115	8,78,927
April	3,37,017	7,948	13,830	1,918	12,068	396	25,249	387	...	140	4,000	4,03,857
May	8,63,842	10,398	11,409	8,044	8,575	467	22,928	413	772	197	8,948	4,24,298
June	3,14,141	9,052	10,072	1,835	5,162	363	22,802	470	243	142	8,092	2,88,796
Total...	19,94,014	80,951	67,443	10,737	44,263	3,638	1,42,225	2,377	2,540	812	25,545	23,44,745

2. Goods Traffic receipts for each month for the half-year ending 30th June 1896.

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.			
January	Rs. 4,40,009	Rs. 221	Rs. 8,320	Rs. 2,479	Rs. 1,323	Rs. 1,121	Rs. 891	Rs. 4,54,073
February	4,07,958	270	9,705	2,404	1,818	1,223	650	4,85,709
March	5,00,052	73	10,004	4,048	180	1,038	717	5,17,042
April	4,89,463	166	9,513	2,601	...	1,030	815	5,01,317
May	5,29,309	101	9,559	1,363	1,392	1,147	389	5,42,550
June	5,07,709	1,018	9,031	1,918	120	1,187	449	5,21,459
Total...	29,24,790	1,840	54,658	14,843	4,831	7,646	9,341	30,22,150

3. Comparison of the Coaching traffic for the half-years ending June and December 1895 and June 1896.

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.				
June 1895...	Rs. 20,25,884	Rs. 62,150	Rs. 61,867	Rs. 6,564	Rs. 52,360	Rs. 1,024	Rs. 1,33,439	Rs. 1,897	Rs. 2,793	Rs. 815	Rs. 25,170	Rs. 23,74,064
December 1895...	10,80,235	1,01,734	53,585	21,914	60,674	768	1,47,925	2,563	11,673	602	27,023	23,70,761
June 1896...	19,94,014	80,951	67,443	10,737	44,263	3,638	1,42,225	2,377	2,540	812	25,545	23,44,745

4. Comparison of the Goods traffic for the half-years ending June and December 1905 and June 1896.

Half-years.	Merchandise and military stores and coal for the public.	Railway material for construction.	Revenue stores.	Live Stock.				Horse and demerage.	Miscellaneous.	Total.
				Ordinary.		Military.				
				Horses.	Other live stock.	Horses.	Other live stock.			
June 1895	Rs. 31,18,135	Rs. 6,513	Rs. 69,431	Rs. 2,776	Rs. 7,003	Rs. 25,390	Rs. 60	Rs. 6,130	Rs. 2,716	Rs. 32,38,163
December 1895	Rs. 29,63,744	Rs. 4,089	Rs. 69,918	Rs. 2,563	Rs. 6,122	Rs. 518	Rs. -3,739	Rs. 7,140	Rs. 3,078	Rs. 30,43,461
June 1896	Rs. 29,34,790	Rs. 1,846	Rs. 64,658	Rs. 7,268	Rs. 7,677	Rs. 4,831	Rs. ...	Rs. 7,846	Rs. 8,341	Rs. 30,22,150

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 1895	...	...	...	...	...	...	...	...	...	6,701.05	4.33
Do. do. December 1895	...	...	...	...	...	...	...	...	...	6,549.25	4.30
Do. do. June 1896	...	...	...	...	...	...	...	...	...	6,510.60	4.42

6. Tables of expenditure for the half-years ending June and December 1905 and June 1896.

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 1895	5,99,468	10,22,264	8,01,883	4,22,116	3,88,164	43,201	26,82,135
Do. do. December 1895	5,83,399	10,29,076	8,91,120	4,09,700	3,48,229	42,257	26,47,841
Do. do. June 1896	6,09,840	10,50,269	8,10,430	4,45,373	3,88,769	32,584	27,44,045

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 1905	22.35	34.11	11.26	15.74	10.76	1.60	100.00
Do. do. December 1905	22.08	38.87	11.00	15.49	10.77	1.98	100.00
Do. do. June 1896	22.22	34.28	11.31	16.23	10.62	1.44	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 1895	10.50	17.91	5.29	7.40	5.08	0.86	53.00	100.00
Do. do. Dec. 1895	10.60	18.71	5.29	7.45	5.18	0.90	51.87	100.00
Do. do. June 1896	11.16	19.21	5.68	8.14	5.28	0.73	49.82	100.00

Passenger traffic, exclusive of return fares and soldiers in each month for the half-year ending June 1896.

Months.	First class.		Second class.		Third class.		Total.	
	No.	Ra.	No.	Ra.	No.	Ra.	No.	Ra.
January	1,508	15,942	5,915	19,783	692,863	3,00,797	700,378	3,86,542
February	1,344	12,496	5,033	14,900	712,732	2,89,974	719,110	3,16,870
March	1,768	16,292	5,912	15,177	774,031	2,85,137	781,012	3,16,808
April	1,831	18,321	5,825	18,528	802,148	2,97,640	809,803	3,34,469
May	1,682	16,340	5,993	19,812	863,090	3,25,991	870,686	3,62,133
June	1,502	15,908	5,219	17,423	749,713	2,78,839	766,434	3,12,168
Total	9,627	93,837	33,199	1,06,623	4,894,876	17,77,648	4,937,402	19,78,808

10. Average of passenger traffic, exclusive of return fares and soldiers for the half-year ending June 1896.

	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	940	112	7 11	125	11 10	2,116	4 0	2,355 7 9
Average percentage of numbers	...	...	0.20	...	0.72	...	99.08	100.00
Average mileage of passengers	...	158	...	102	...	85	...	...
Average percentage of receipts	...	4.82	...	5.24	...	89.94	...	100.00

11. Passenger traffic in each month, inclusive of return fares, but exclusive of soldiers, for the half-year ending June 1896.

Months.	First class.		Second class.		Third class.		Total.	
	No.	Ra.	No.	Ra.	No.	Ra.	No.	Ra.
January	1,900	18,445	7,656	20,333	745,960	3,02,296	765,545	3,39,078
February	1,406	12,942	7,895	15,811	762,968	2,93,048	772,268	3,21,801
March	1,863	16,361	6,045	15,782	778,556	2,84,908	797,354	3,18,141
April	2,401	18,710	8,236	19,209	858,927	3,99,026	869,614	3,37,017
May	1,751	16,523	7,603	20,373	888,049	3,26,946	897,404	3,63,842
June	1,561	16,402	9,716	18,282	769,691	2,79,456	781,162	3,14,140
Total	10,883	97,883	48,101	1,09,790	4,814,350	17,86,841	4,878,354	19,94,014

13. *Return fare traffic for the half-year ending 30th June 1896.*

14. Comparison of the passenger traffic, inclusive of return fares, but exclusive of soldiers, for the half-years ending June and December 1895 and June 1896.

15. Comparison of the passenger traffic, exclusive of return fares and soldiers, for the half-years ending June and December 1895 and June 1896.

17. *Parcels, treasure and passenger luggage for the half-years ending June and December 1895 and June 1896.*

18. *Gross earnings and tonnage of goods, exclusive of Railway materials and Revenue stores, for the half-year ending 30th June 1896.*

19. Comparison of the goods traffic, exclusive of Railway materials and Revenue stores, for the half-years ending June and December 1895 and June 1896.

20. *Comparative statement of the traffic expenses for the half-years ending June and December 1895 and June 1896.*

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 1895 and 1896.

STATIONS.	Number of Passengers.				Coaching Receipts.			
	1895.		1896.		1895.		1896.	
	Inwards.	Outwards.	Total.	No.	Inwards.	Outwards.	Total.	Rs.
Madras	501,148	297,530	598,678	305,009	3,47,360	3,78,475	7,25,835	3,74,932
Salt Cotara	47,837	55,552	103,389	77,705	5,427	20,245	25,672	6,162
Rayapuram	58,728	75,594	134,322	82,826	7,114	21,823	28,937	8,945
Washermanpet Junction	82,848	105,634	188,482	126,678	6,928	21,365	27,593	9,389
Perambur	35,862	38,311	74,173	40,771	2,931	3,741	2,927	3,600
Connur	14,296	13,652	27,948	19,168	1,670	1,782	3,452	1,832
Ambattur	58,307	58,168	116,475	66,149	11,452	12,492	23,944	12,048
Aradi	32,359	33,291	65,650	41,122	5,673	6,288	11,961	6,764
Tinnalur	16,068	16,426	32,494	18,075	3,082	3,344	6,426	3,242
Sevaypott Road	138,228	100,369	238,597	126,140	39,660	29,140	68,800	27,626
Trivellore	19,922	21,672	41,594	24,886	4,328	5,018	9,346	5,344
Kadambattur	9,947	10,766	20,713	12,574	1,765	2,186	3,951	2,232
Manur	12,243	11,504	23,747	13,637	8,036	2,928	5,964	3,506
Chinnampet	4,105	4,452	8,557	5,315	701	955	1,656	1,036
Mour	116,291	112,483	228,774	147,043	74,737	66,508	1,41,245	67,259
Arkonam Junction	65,179	54,900	120,079	68,274	17,625	14,661	32,286	12,909
Tiruttani	5,317	5,960	11,277	7,967	642	927	1,569	819
Ponpadi	34,973	35,819	70,792	41,001	8,595	9,067	17,662	9,354
Nagari	4,086	5,458	10,544	5,547	856	1,074	1,930	800
Vepagunta	35,742	37,110	72,852	40,578	8,620	9,268	17,908	8,396
Puttur	18,527	21,089	39,616	21,332	4,032	5,042	9,074	4,093
Pudi	77,338	81,116	158,454	81,255	53,953	58,303	1,12,256	53,033
Reingunta Junction	2,750	2,885	5,635	2,375	480	521	991	427
Mannaduru	5,693	5,692	11,385	6,369	1,281	1,153	2,434	1,496
Peddapadu	17,300	16,968	34,268	18,773	5,703	5,685	11,388	5,212
Koduru	9,921	10,195	20,116	11,640	2,104	2,593	4,697	3,140
Urapadu	12,543	13,062	25,605	13,750	3,395	3,929	7,324	3,105
Kodupuli	28,908	29,118	58,026	29,706	9,980	9,904	19,884	9,228
Kazampeta	20,936	20,518	41,454	22,453	5,582	5,594	11,176	5,453
Nandalur	21,683	21,552	43,235	21,492	5,867	7,290	13,157	5,994
Vontimitta	2,095	2,536	4,631	2,003	309	420	729	407
Siddhavattam								

Cuddapah	61,467	60,128	121,595	59,125	117,831	35,817	39,309	75,126	31,366	34,374	65,740
Krishnapuram	12,150	11,576	23,726	13,293	24,999	2,059	2,522	4,581	2,146	2,348	4,494
Gangayapalli	10,094	10,760	20,854	10,824	20,947	1,597	1,975	3,570	1,380	1,498	2,878
Kanalepuram	19,737	20,226	39,963	20,738	42,174	6,015	5,963	11,978	5,942	5,863	11,805
Yerragudipadu	4,603	5,230	9,833	4,906	10,429	782	1,122	1,904	730	1,037	1,767
Yerraguntla	25,637	24,603	50,240	24,386	47,835	13,306	16,221	29,527	11,831	12,055	23,886
Kalamala	5,719	5,422	11,141	5,423	10,626	1,252	1,359	2,611	1,093	1,239	2,332
Maddanuru	16,306	17,122	33,428	15,390	31,332	7,298	7,057	14,355	6,374	6,376	12,750
Mangapatnam	3,721	3,846	7,567	3,665	7,261	763	906	1,669	737	868	1,605
Kondapuram	14,149	14,038	28,187	13,186	26,302	5,062	5,481	10,546	4,407	4,778	9,185
Vanganur	7,325	7,402	14,727	6,977	13,972	2,077	2,217	4,294	1,865	2,027	3,892
Tadpatri	34,187	34,225	68,412	31,746	64,328	12,404	14,635	27,039	13,163	12,730	25,893
Pennuru	10,684	10,682	21,366	11,144	21,604	2,491	2,691	5,182	2,465	2,496	4,961
Royalcheruvu	15,672	15,967	31,639	15,615	31,637	1,013	4,313	8,326	3,772	4,089	7,861
Jakkulacheruvu	5,126	5,044	10,170	4,636	9,791	1,053	1,146	2,199	878	1,067	1,940
Goory	36,390	35,480	71,870	33,509	66,479	13,666	11,683	25,349	11,835	13,706	25,541
Patakottacheru	4,650	5,003	9,653	4,962	10,377	774	996	1,770	641	830	1,471
Tiamancherla	11,426	12,598	24,024	11,481	23,813	3,601	4,322	7,923	3,431	3,822	7,253
Guntakal Junction	43,113	32,009	75,122	42,122	74,233	44,473	31,586	76,061	40,377	30,509	70,886
Nancherla	3,725	3,775	7,499	3,591	7,354	1,022	1,043	2,065	939	995	1,934
Molagavalli	3,702	3,565	7,267	3,887	7,734	739	826	1,565	692	845	1,537
Aspari	7,073	6,993	14,066	6,924	13,914	1,672	1,892	3,564	1,561	1,593	3,154
Nagarur	3,732	3,607	7,339	3,653	8,455	616	626	1,242	502	692	1,194
Adoni	50,582	50,659	101,241	50,665	101,014	21,722	19,059	40,781	20,628	17,423	38,051
Kuppal	9,572	8,886	18,458	9,854	19,032	1,543	1,419	2,962	1,383	1,353	2,736
Kosgi	16,671	17,073	33,744	16,330	33,054	3,538	3,861	7,699	3,510	3,624	7,134
Tungabhadra	10,050	10,406	20,456	10,134	20,414	3,615	2,981	6,596	4,349	2,944	7,293
Matmari	11,766	11,357	23,123	10,281	20,564	2,137	2,275	4,412	1,684	1,896	3,582
Raichur Junction	29,693	29,287	58,980	27,479	54,481	37,587	31,900	69,487	33,731	29,431	63,162
Munnal	13,332	13,998	27,330	14,641	30,049	2,388	3,115	5,503	2,121	2,831	4,952
Sholingur	25,804	26,803	52,607	28,996	57,857	8,943	10,174	19,117	9,361	9,608	18,969
Thalanga	2,457	3,285	5,742	3,001	6,801	318	574	892	390	573	963
Arcoot	80,525	78,296	158,821	81,817	160,761	37,150	36,933	74,083	37,273	37,195	74,468
Ponnai Road	2,434	3,816	6,250	4,044	9,809	277	729	1,006	427	962	1,389
Tiruvalem	16,340	16,415	32,755	18,175	37,375	5,850	5,683	11,533	6,393	7,009	13,402
Kalpadi Junction	12,343	12,577	24,920	13,435	25,718	74,801	72,454	1,47,255	75,348	68,479	1,43,827
Vellore O. A.											
Latteri	4,600	6,081	11,481	5,398	12,682	575	1,050	1,625	582	58	78
Virinchipuram	16,891	17,121	34,015	17,665	34,713	3,937	5,433	9,390	4,322	5,190	9,512
Gadiyattam	58,081	58,132	117,213	56,422	111,549	19,218	20,202	39,420	17,391	18,624	36,015
Ulli	12,100	11,276	23,376	12,305	23,825	2,226	2,609	4,835	2,161	2,661	4,822
Mailpetti	23,950	26,809	50,759	23,849	50,337	7,084	8,201	15,285	7,105	7,893	14,998
Ambur	54,665	56,128	110,813	49,429	101,260	15,410	16,954	32,364	13,538	18,420	31,958
Vinayamangalam	8,888	5,298	14,186	4,189	9,899	543	943	1,486	505	1,022	1,527
Vaniyambadi	65,312	65,292	130,604	65,707	131,178	20,781	21,460	42,241	20,250	20,541	40,791

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 1895 and 1896—continued.

STATIONS.	Number of Passengers.				Coaching Receipts.			
	1895.		1896.		1895.		1896.	
	Inwards.	Outwards.	Total.	Inwards.	Outwards.	Total.	Inwards.	Outwards.
Kettendapatti	No. 4,181	No. 5,132	No. 9,313	No. 6,005	No. 7,298	No. 13,303	Ra. 520	Ra. 614
Jairput Junction	70,293	69,810	140,103	71,170	69,578	140,748	81,751	80,232
Pachur	11,172	12,904	24,076	12,093	13,912	26,005	2,708	4,468
Mulaur	5,264	5,480	10,744	6,101	5,842	11,943	673	920
Kuppam	30,324	29,397	59,721	28,180	28,338	56,518	10,281	9,852
Gudupalli	7,141	8,425	15,566	8,158	10,467	18,625	1,352	1,880
Bisanattam	5,048	5,374	10,422	5,334	5,997	11,331	1,319	1,860
Kannanur	16,614	15,498	32,112	17,302	16,669	33,971	4,491	3,823
Boweringpet Junction	72,018	63,101	135,119	71,989	62,090	134,079	11,929	31,033
Tykal	16,553	16,318	32,871	17,833	17,596	35,429	3,135	3,084
Malur	83,035	81,450	164,485	84,232	83,548	167,780	12,775	12,703
Davankundi	14,546	14,607	29,153	14,976	15,177	30,153	2,747	2,902
Whitefield	30,184	27,178	57,362	31,066	27,740	58,806	6,144	5,575
Krishnarajapuram	15,017	17,140	32,157	16,586	18,628	35,214	2,362	3,343
Bangalore Cantonment	101,438	82,674	184,112	122,748	85,064	207,812	16,851	13,871
Do. City Junction	57,918	73,418	131,336	43,119	66,548	109,667	27,116	64,110
Do. Pettah	67,165	62,706	129,871	67,877	63,065	130,942	27,019	25,345
Tirupattur	10,449	10,923	21,372	9,871	10,402	20,273	1,888	2,334
Kanakkur	12,873	12,335	25,208	13,875	13,498	27,373	4,618	4,622
Samalpetti	7,354	8,195	15,549	7,698	8,511	16,209	1,690	2,134
Kallavi	20,659	20,068	40,727	20,454	19,791	40,245	8,919	8,538
Morappur	6,586	6,457	13,043	6,696	6,514	13,210	1,914	2,051
Buddiredipatti	13,258	13,427	26,685	12,954	13,527	26,481	1,277	1,741
Mallapuram	8,511	9,789	18,300	9,505	10,773	20,278	1,903	2,130
Kadampatti	10,134	9,275	19,409	13,537	12,389	25,926	1,877	1,992
Thinnappatti	81,909	80,947	162,856	87,402	85,401	172,803	56,614	59,787
Salew	5,160	6,169	11,329	5,621	7,066	12,687	909	1,215
Ariyanur	12,107	13,733	25,840	15,034	16,245	31,279	2,780	3,675
McDonald's Choultry	24,232	26,471	50,703	29,513	27,366	56,879	7,745	7,715
Sankaridrug	2,649	2,832	5,481	4,231	4,063	8,294	268	326
Anangur	4,128	4,808	8,936	4,653	4,702	9,355	858	1,084
Cavery	86,866	88,500	175,366	91,627	92,014	183,641	38,868	35,765
Erode Junction	1,669	2,266	3,935	2,172	3,184	5,356	192	263
Totopalayam	...	...	...	...	...	...	...	...

Opened 24th December 1895

Opened 1st October 1896

Perundurai	21,299	18,860	40,159	23,354	20,591	44,245	6,226	4,739	9,965	5,128	4,670	9,798
Vizianagalam	6,143	6,160	12,303	6,931	7,559	14,490	1,671	1,938	3,594	1,780	2,066	3,846
Uttankuli	12,824	12,265	25,089	13,202	13,631	26,833	8,984	4,015	7,999	3,961	4,061	8,022
Kulipalayam	1,414	1,991	3,405	1,734	2,218	3,952	254	450	704	278	457	735
Tiruppur	39,053	37,477	76,530	42,045	38,821	80,866	17,974	16,511	34,485	18,486	16,035	34,521
Mangalam	19,827	18,215	38,042	21,245	19,462	40,707	6,152	6,162	12,314	6,037	5,636	11,673
Sonapur	10,483	10,557	21,040	11,288	11,483	22,766	2,670	3,098	5,768	2,627	2,937	5,564
Sulur	10,756	11,283	22,039	12,974	13,320	26,294	2,837	3,014	5,851	3,124	3,210	6,334
Singanallur	10,149	10,121	20,270	11,255	11,643	22,898	2,226	2,719	4,945	2,212	2,703	4,920
Podanur Junction	58,167	58,015	116,182	60,088	61,268	121,356	18,755	21,220	40,075	17,161	17,937	35,098
Coimbatore	125,331	119,065	244,396	135,839	131,117	266,956	38,091	34,328	72,419	58,612	50,350	108,962
Tudiyalur	12,008	12,727	24,735	13,734	14,351	28,085	2,000	2,156	4,156	2,107	2,125	4,232
Periyavayalkuppalayam	7,270	8,700	15,970	9,087	10,615	19,702	1,020	1,320	2,340	1,163	1,429	2,592
Karamaduni	26,802	23,961	50,763	28,649	25,657	54,306	4,850	4,360	9,210	4,764	4,410	9,171
Metupalayam	61,470	62,959	124,429	67,629	69,739	137,368	15,462	16,164	31,626	15,536	16,122	31,658
Madukarai	7,112	8,355	15,467	6,353	7,864	14,217	1,736	2,011	3,747	1,529	1,784	3,313
Walayar	5,384	6,404	11,788	5,757	6,767	12,524	1,070	1,305	2,375	1,059	1,550	2,609
Kanjikod	12,210	12,933	25,143	11,872	12,062	23,934	3,866	4,340	8,206	3,456	3,927	7,383
Oravakkot Junction	17,503	14,919	32,422	15,046	14,195	29,241	18,675	21,892	40,567	17,937	22,377	40,314
Palghat	49,929	41,544	91,473	49,741	39,586	89,327	29,414	22,219	51,633	30,121	21,401	51,522
Parli	13,273	13,955	27,228	13,193	14,370	27,563	3,330	3,618	6,952	2,879	3,174	6,053
Mankarai	12,771	14,821	27,592	13,174	14,615	27,789	3,834	4,618	8,452	4,737	4,774	9,511
Lakkiti	21,300	23,252	44,552	21,126	22,521	43,647	5,968	6,371	12,339	5,498	5,791	11,289
Ottappalam	29,573	28,146	57,719	27,715	26,357	54,072	8,244	7,591	15,835	7,461	6,999	14,460
Shoranur	37,065	35,382	72,447	36,348	34,505	70,853	22,877	20,598	43,475	22,988	20,482	43,470
Pattambi	27,831	27,073	54,904	27,538	26,982	54,520	11,810	10,963	22,773	12,902	11,752	24,654
Kuttippuram	11,242	12,270	23,512	10,216	11,029	21,245	2,667	2,856	5,523	2,312	2,749	5,061
Edakkulam	15,056	17,756	32,812	16,067	17,866	33,933	4,344	5,074	9,418	4,486	5,092	9,578
Tirur	48,048	47,256	95,304	47,835	46,919	94,754	16,010	15,826	31,836	15,828	14,677	30,505
Tanore	21,381	21,179	42,560	22,584	23,205	45,789	4,016	4,902	8,918	3,729	5,204	8,933
Parpanangudi	47,299	47,038	94,337	40,085	48,433	88,518	8,518	9,154	17,672	7,855	8,127	15,982
Kadavundi	13,203	13,157	26,360	14,718	15,066	29,784	1,745	2,039	3,784	1,579	1,757	3,336
Feroke	48,995	52,760	101,755	58,865	59,976	118,841	6,555	7,552	14,107	6,714	7,100	13,814
Kallayi	21,512	32,805	54,317	25,594	38,197	63,791	4,594	8,443	13,037	4,706	8,397	13,103
Calicut	114,491	99,578	214,069	116,491	102,526	219,017	74,463	64,845	139,308	66,605	56,105	122,710
Madras Ennur Railway	...	...	...	39,350	26,162	65,512	...	...	...	1,173	910	2,083
Southern Mahratta Railway	40,389	50,808	91,197	41,161	49,008	90,169	81,690	74,537	156,227	87,993	82,972	170,965
Great Indian Peninsula Railway	17,294	18,126	35,420	17,677	19,549	37,226	12,977	11,452	24,429	12,204	10,657	22,862
South Indian Railway	73,400	79,776	153,176	69,068	89,783	158,851	81,897	85,753	167,650	79,407	92,862	171,769
Kolar Gold Fields State Railway	31,842	40,018	71,860	38,680	48,256	86,936	25,553	40,033	65,586	30,695	51,942	82,637

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.

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 1895 and 1896, together with the gross traffic receipts.

STATIONS.	TONNAGE OF GOODS AND RAILWAY MATERIALS.										GROSS RECEIPTS.									
	1895.					1896.					1895.					1896.				
	Inwards.		Outwards.		Total.	Inwards.		Outwards.		Total.	Inwards.		Outwards.		Total.	Inwards.		Outwards.		Total.
	Tons.	Tons.	Tons.	Tons.		Tons.	Tons.	Tons.	Tons.		Tons.	Tons.	Tons.	Tons.		Tons.	Tons.	Tons.	Tons.	
Madras	90,132	18,761	145,193	108,271	41,038	149,309	8,156	2,268	4,136	4,980	6,404	2,268	4,136	4,980	8,725	7,322	7,322	8,725	7,322	7,322
Salt Cotnam	1,056	65,510	66,566	84	60,679	60,763	3,120	3,560	3,120	3,560	3,560	3,560	3,560	3,560	3,560	3,560	3,560	3,560	3,560	3,560
Rayapuram	3	45	48	24	24	24	1,912	758	1,912	2,425	2,425	2,425	2,425	2,425	2,425	2,425	2,425	2,425	2,425	2,425
Washermanpet Junc.	454	162	616	538	122	660	11	14	11	14	25	25	25	25	25	25	25	25	25	25
Perambur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Connur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ambattur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Avadi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tinnanur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Servapet Road	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Trivellore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kadambattur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Manur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chinnamapet	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mosur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Arkonam Junction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tiruttani	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ponpadi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nagari	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vepagunta	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Puttur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Padi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Renigunta Junction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mamanduru	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Peddipadu	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Koduru	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Urapadu	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Reddipalle	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Razampeta	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nandalur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vontimitta	153	650	803	110	379	489	735	4,961	5,696	984	3,251	4,235	18,853	14,883	18,853	14,883	14,883	14,883	14,883	14,883
Siddhavattam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cuddapah	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Krishnapuram	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gangayapally	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kamalapuram	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Yerragudi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Yerragudi Junc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kalamala	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Maddanuru	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mangapatnam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kondapuram	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vanganur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tadpatri	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pennuru	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rajalohoru	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jakkalacheru	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gooty	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Patakottacheru	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Timmancherla	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Guntakal Junction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nancherla	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Molagavalli	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aspari	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nagarur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Adoni	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kuppal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Koogi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tungabhadra	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Matmari	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Raichur Junction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Munnal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sholingur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Thalangal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Arcoot	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ponnai Road	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tiruvalam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Katpadi Junction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vellore O. A.*	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Latteri	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vinchipuram	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gudiyattam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Uli	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mailpatti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ambur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vinnamangalam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vaniyambadi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ketandapatti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

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 1895-1896.—cont.

STATIONS.	TONNAGE OF GOODS AND RAILWAY MATERIALS.						GROSS RECEIPTS.						GRAND RECEIPTS, COACHING & GOODS, INWARDS AND OUTWARDS.
	1895.			1896.			1895.			1896.			
	Inwards.	Outwards.	Total.	Inwards.	Outwards.	Total.	Inwards.	Outwards.	Total.	Inwards.	Outwards.	Total.	
Jalarpet Junction...	Tons. 424	Tons. 893	Tons. 1,319	Tons. 485	Tons. 1,094	Tons. 1,579	Rs. 2,202	Rs. 3,940	Rs. 6,142	Rs. 2,105	Rs. 4,379	Rs. 6,484	Rs. 68,145
Patchur ...	171	469	640	267	608	875	577	1,278	1,855	920	1,625	2,545	9,032
Mulanur ...	31	1,655	1,686	68	1,329	1,397	75	1,510	1,585	95	1,418	1,508	3,178
Kuppam ...	912	3,565	4,477	1,195	3,356	4,551	4,572	7,827	12,399	5,323	7,614	12,937	30,553
Gudupalli ...	3	373	376	157	33	192	14	214	228	137	56	193	32,512
Bisanattam ...	2,041	11	2,052	1,572	14	1,586	3,258	151	3,410	3,398	123	3,522	3,240
Kannamudram ...	1,469	249	1,718	1,531	317	1,848	1,538	992	2,530	1,585	818	2,408	8,965
Boringpet ...	13,220	6,032	19,252	8,026	3,721	11,747	83,392	37,247	120,639	49,118	21,152	70,270	1,41,223
Tykal ...	123	938	1,061	59	527	586	758	2,698	3,456	458	1,479	1,937	7,792
Melur ...	621	4,686	5,307	610	2,971	3,581	4,375	22,203	26,578	4,140	13,358	17,498	44,584
Devaikundi ...	114	1,489	1,603	116	1,000	1,116	660	4,557	5,247	424	2,190	2,614	7,854
Whitefield ...	291	4,324	4,615	547	3,181	3,728	2,402	17,447	19,449	4,278	14,433	18,711	30,062
Krishnarajapuram ...	211	1,600	2,071	207	1,418	1,625	1,901	3,491	5,392	1,923	5,060	6,983	12,375
Bangalore Cant. ...	15,511	6,925	22,436	12,774	6,101	18,875	1,41,093	78,210	2,19,365	1,1,465	67,844	1,19,251	5,05,263
Do. City Jun. ...	10,227	14,800	25,027	7,797	14,331	22,128	88,049	1,22,684	2,10,683	68,010	1,14,446	1,82,936	2,56,965
Do. Pettah ...	5,339	10,458	15,797	4,598	9,392	13,990	28,802	52,887	81,689	29,610	44,077	73,687	1,23,971
Tirupattur...	11	117	128	10	64	74	59	736	795	31	433	504	4,172
Kagankarai ...	144	731	875	123	415	538	1,182	4,643	5,825	952	2,642	3,594	15,065
Samalpatti ...	27	678	705	41	442	483	159	4,320	4,479	272	3,430	3,702	6,846
Kallavi ...	1,124	2,658	3,782	1,384	2,733	4,117	9,282	15,937	25,219	11,317	17,100	28,417	45,481
Morappur ...	60	950	1,010	29	706	735	271	3,600	3,871	171	3,735	3,904	7,689
Buddreddippatti...	352	524	876	96	783	879	967	2,593	3,560	556	4,381	4,937	13,340
Mallapuram ...	...	...	...	...	38	38	...	...	...	5	207	212	756
Lokur ...	263	409	672	599	486	1,085	1,763	3,155	4,918	3,616	3,797	7,413	11,515
Kadiampatti ...	49	409	457	28	31	59	232	237	469	84	302	386	4,335
Thunappatti ...	13,768	5,500	19,268	10,080	7,718	17,798	1,06,216	48,995	1,50,241	90,956	57,339	1,48,275	2,66,619
Sakow ...	16	6	22	1	6	7	57	65	122	4	53	57	2,288
Ariyanur ...	332	230	562	312	1,312	1,624	2,364	1,160	3,324	2,310	8,046	10,356	17,276
McDonald's Choultry ...	2,002	3,160	5,162	1,991	4,625	6,616	12,731	12,928	25,660	13,068	18,701	31,769	46,091
Senkaridrug ...	...	17	17	9	20	29	2	46	48	38	45	86	919
Anangur ...	207	216	423	66	480	546	1,654	1,151	2,808	587	2,507	3,094	4,806
Cauvery ...	7,342	4,795	12,137	6,174	3,819	9,993	56,966	57,529	1,14,795	43,786	46,111	93,897	1,99,897
Erode Junction ...	...	24	24	1	31	32	...	161	161	9	180	189	1,09,897
Totopalayam ...	522	260	782	283	811	1,097	1,113	2,293	6,436	1,906	6,236	8,202	662
Perundurai ...	...	...	...	...	...	...	...	...	...	...	...	...	18,000

* Opened 24th December 1895.

† Upward lat. October 1895.

Vizianagaram ...	3	34	37	4	504	508	13	189	202	30	3,576	3,606	Rs. 3,796
Uttukuli ...	476	856	1,332	326	1,365	1,691	3,549	3,571	7,120	1,407	8,789	10,196	Rs. 15,120
Kolipalayam ...	11	47	58	16	96	112	76	485	561	103	851	954	Rs. 1,266
Tiruppur ...	9,019	3,512	12,531	6,076	2,903	8,979	75,811	52,396	1,28,210	47,313	41,020	88,333	Rs. 1,62,696
Mangalam ...	5,461	385	5,846	3,995	338	4,333	42,503	2,896	45,399	30,962	2,552	33,514	Rs. 45,187
Sommanur ...	417	664	1,081	323	533	856	3,371	7,583	10,954	1,585	6,159	7,744	Rs. 16,721
Sular ...	96	799	895	195	833	1,028	751	10,626	11,383	1,419	11,178	12,597	Rs. 13,368
Singannallur ...	477	296	773	406	342	748	4,111	3,626	7,737	3,622	4,017	7,639	Rs. 12,559
Podanur Junction ...	543	883	1,426	1,896	943	2,839	3,509	5,641	9,150	4,286	6,298	10,584	Rs. 53,126
Coimbatore ...	23,290	7,535	30,825	18,569	7,126	25,695	1,27,962	63,426	1,91,388	1,04,036	51,669	1,55,695	Rs. 3,04,410
Tudiyalur ...	75	302	377	133	309	442	289	746	1,035	283	771	1,054	Rs. 5,191
Periyayakshapalayam ...	...	5	6	8	...	8	9	39	48	62	...	62	Rs. 2,388
Karamadai ...	441	332	773	375	311	686	1,899	1,779	3,678	1,961	1,818	3,779	Rs. 12,889
Metpalayam ...	12,915	4,030	16,945	11,600	3,205	14,805	1,22,423	35,107	1,58,530	1,11,232	33,271	1,44,503	Rs. 3,37,156
Medukarai ...	52	115	167	31	424	455	277	3,137	3,414	133	3,336	3,469	Rs. 7,160
Walayar ...	56	1,865	1,921	188	1,169	1,357	354	1,825	2,179	1,084	1,276	2,360	Rs. 4,755
Kanyikod ...	167	2,209	2,376	298	3,636	3,934	1,075	5,711	6,786	1,900	5,897	7,797	Rs. 14,992
Olavakkott Junction ...	445	6,925	7,370	431	6,790	7,221	1,313	41,363	42,676	1,335	36,750	38,085	Rs. 83,442
Palghat ...	9,016	9,622	18,638	8,053	10,236	18,289	55,867	65,106	1,20,973	49,339	68,436	1,17,775	Rs. 1,72,538
Parli ...	601	733	1,334	523	1,026	1,549	3,186	3,278	6,464	2,652	4,935	7,587	Rs. 13,416
Mankarai ...	121	176	297	222	258	480	584	1,113	1,697	804	1,575	2,379	Rs. 9,855
Lakkiti ...	687	484	1,171	569	347	916	3,280	8,327	6,007	2,498	2,069	4,567	Rs. 18,946
Ottappalam ...	556	1,071	1,627	485	897	1,382	3,372	5,927	9,299	2,145	3,810	5,955	Rs. 25,134
Shoranur ...	1,729	1,173	2,902	1,699	841	2,540	10,391	8,749	19,139	9,768	6,639	16,407	Rs. 62,614
Pattambi ...	677	1,103	1,780	381	1,044	1,425	2,344	8,580	10,924	1,763	7,361	9,124	Rs. 31,698
Pallipuram ...	22	99	121	36	75	111	103	959	1,062	159	739	898	Rs. 6,605
Kuttipuram ...	250	123	373	223	139	362	1,284	720	2,004	1,143	1,030	2,173	Rs. 8,471
Edakkolam ...	128	938	1,066	154	917	1,071	536	5,849	6,335	758	5,911	6,669	Rs. 15,803
Tirur ...	5,480	4,926	10,406	4,307	4,752	9,059	39,225	25,277	64,502	30,119	27,053	57,172	Rs. 96,368
Tanore ...	1,140	1,067	2,207	1,218	1,348	2,566	7,475	5,972	16,047	5,934	12,490	18,424	Rs. 25,965
Parpanangadi ...	1,174	700	1,874	1,198	802	2,000	7,211	4,901	12,112	7,730	5,909	13,639	Rs. 29,785
Kadalundi ...	29	547	576	19	552	571	89	2,865	2,454	81	2,370	2,451	Rs. 6,238
Feroke ...	4,880	1,641	6,471	3,887	2,786	6,673	41,952	12,780	54,732	32,661	22,219	54,880	Rs. 68,694
Kallayi ...	3,214	5,631	8,845	2,240	5,737	7,977	15,596	40,577	56,173	13,975	45,783	59,758	Rs. 69,210
Calicut ...	13,165	14,199	27,364	14,043	15,543	29,586	1,36,703	1,03,887	2,40,590	1,35,469	1,14,450	2,49,919	Rs. 3,79,899
Madras Ennur Ry ...	...	...	...	7,572	328	7,900	...	...	...	3,209	2,175	5,384	Rs. 7,467
S. M. Railway ...	12,175	87,261	99,436	10,231	42,983	53,214	1,43,330	3,05,630	4,48,960	1,35,957	1,95,937	4,41,893	Rs. 6,05,188
G. I. P. do. ...	5,314	15,067	20,381	6,329	14,780	21,109	84,962	2,09,947	2,91,909	77,509	2,09,801	2,87,310	Rs. 5,37,413
S. I. do. ...	21,002	16,266	40,268	25,345	16,618	41,963	1,41,119	91,558	2,32,677	1,44,193	81,643	2,25,836	Rs. 4,00,326
K. G. F. S. Ry ...	55,913	363	56,276	53,900	392	54,292	2,23,202	2,419	2,25,621	2,23,796	1,967	2,25,763	Rs. 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, 19th September 1896.
(Signed) D. ROSS-JOHNSON
Ag. Traffic Manager.

LAWRENCE ASTLEY PRESS.

No. 7310/1191.

MADRAS RAILWAY COMPANY,
TELEGRAPH ENGINEER'S OFFICE,
ARCONAM, 22nd September 1906.

THE ACTING AGENT AND MANAGER,
Madras Railway.

DEAR SIR,

REPORT FOR THE HALF-YEAR ENDING 30th JUNE 1896.

I beg to submit my report for the half-year ending 30th June 1896.

Offices and Fittings.

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

From the Road Goods room into the New Booking Office at Mullaur.

From the Bunk into the New Booking Office at Gudupalli.

Needle instruments were fixed at Rayapuram, Rayapuram Block House, Washermenpet, Korukkupet, Tondiarpet, Tiruvottiyur, Ernavur and Eonur.

Needle instrument was removed from Korukkupet as the station was closed.

Needle instrument was connected on No. 2 Circuit at Thangal, a station since opened on the Eonur branch.

Block ticket issuing instruments with arrival semaphore slides were fixed at Rayapuram Block House, Washermenpet, Tiruvottiyur and Eonur.

Block instruments for the main line were fixed at Washermenpet in connection with Rayapuram and Veyasarpady sections, but were not brought into use.

Block ticket issuing instruments with arrival semaphore slides were fixed at Tondiarpet, but were not brought into use.

Morse Sounder was fixed at Washermenpet in connection with No. 4 Circuit Rayapuram and Perambur, but was not brought into use.

Gate bells were fixed at Rayapuram Block House and at Monegar's Choultry Gate-keeper's lodge.

Electric Starting Semaphores.

The following Electric Semaphore posts were renewed:—

South-West Line.

Madukarai	...	East.
Viriuchipuram	...	East.

The following Electric Semaphore lever frames were renewed:—

South-West Line.

Mullapuram	...	East.
Madukarai	...	East.
Kuttiapuram	...	East.

North-West Line.

Cuddapah	...	North and South.
Rayalcheru	..	North.

West Electric Starting Semaphore at Rayapuram was replanted and brought into use.

East and West Electric Starting Semaphores were fixed at Washermenpet in connection with Veyasarpady and Rayapuram Block instruments, but were not brought into use.

The North and South Electric Semaphore levers and lever frames at Mamanduru were removed and connected with Stonsy's Patent interlocking frame, the automatic arrangement at each end being abandoned.

The East Electric Semaphore and the Semaphore line wires at Veyasarpady were shifted to enable the Engineering Department to erect a new coal siding.

Line Work.

Telegraph posts near Vinnamangalam were shifted to the back of the new station building and wires raised.

Two lines of wire were erected on the existing posts from Rayapuram to Washermenpet for Needle and Block circuits on Ennur branch.

Telegraph lines were shifted from $\frac{3}{13}$ to $\frac{3}{15}$ mile in consequence of alterations to new level-crossing gate between Perambur Station and Perambur Works.

Telegraph lines at the following Stations were diverted :—

South-West Line,
Bangalore Branch.
Gudupalli.
Bisanattam.

North-West Line.

Nandalur.

Telegraph lines at the following places were repaired :—

South-West Line.

From 332nd to 334 $\frac{13}{13}$ mile, Palghat Branch.

From 332nd to 338th mile.

North-West Line.

From 108th to 118th mile.

Nos. 1 & 2 line wires from Arkonam to 68th mile were renewed and the Block wire was regulated.

The following telegraph Siemen's short poles were renewed :—

South-West Line $\frac{313}{10}$, Neilgherry branch $\frac{313}{9}$, and 1 post on Parli platform.

The following are comparative statements of interruptions on the ordinary telegraph lines and block lines : also of failures of the working of Electric Starting Semaphores :—

Interruptions on Telegraph Lines.

	Interruptions caused by the neglect and carelessness of the Signallers.	Accidental interruptions.	Total.
Half-year ending 30th June 1896 ...	7	49	56
Half-year ending 30th June 1895 ...	9	45	54

Of the accidental interruptions—

1 was due to Instrumental fault.

15 were due to unknown causes.

8 " to contact.

8 " to disconnection.

13 were due to earth.

1 was due to defect in battery.

2 were due to weak signals.

Interruptions on 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 1896 ...	857 $\frac{1}{2}$	122	13	61	64
Half-year ending 30th June 1895 ...	849	119	19	76	95

Of the accidental interruptions—

13 were due to disconnection.

12 " to instrumental fault.

2 " to contact.

3 were due to earth.

4 " to defect in battery.

17 " to lightning.

Comparative Statement of percentage of Semaphore failures for the Half-year ending 30th June 1896.

	Percentage of failures to the number of operations for the	
	Half-year ending 30th June 1895.	Half-year ending 30th June 1896.
Due to station staff ...	0.08 per cent.	0.06 per cent.
Due to faults in apparatus caused by lightning and interference without Inspectors' knowledge ...	0.03 "	0.02 "
Due to faults in apparatus ...	0.07 "	0.08 "
	0.18 per cent.	0.14 per cent.

Intercommunication.

The undermentioned vehicles were fitted with Electrical Intercommunication Appliances at the Perambur Works :—

	Vehicles newly fitted.	Vehicles refitted.
Engines ...	1	14
Covered Goods... ..	40	1
Cattle Truck	1	...
Powder Brake Van	1	...
Brake Vans	...	5
Open Goods	...	2
3rd Class Carriages	...	6
Composites	...	3
1st Class Carriage	...	1

The following statement shows the working of the Electrical Intercommunication in trains :—

	Half-year ending 30th June 1895.	Half-year ending 30th June 1896.
Total mileage of fitted trains ...	1,209,037	1,186,944
Mileage of fitted trains with complete communication... ..	1,201,375	1,190,289
Percentage of interruption ...	0.63	0.55

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.
1896.	Fire.
March ... 13	The 21-25 o'clock train of 12th was stopped at $\frac{163}{4}$ mile to extinguish fire on a wagon.
" ... 18	The 1-25 o'clock train was stopped at $\frac{190}{1}$ mile to extinguish fire on C. No. 55.
	Safety of Passengers and Public Property.
January ... 22	The 8-10 o'clock train was stopped at Katpadi to remove a Eurasian passenger.

MADRAS RAILWAY COMPANY,
MEDICAL OFFICER'S OFFICE,
RAYAPURAM, 24th September 1896.

No. 1053.

To
THE ACTING AGENT AND MANAGER,

Madras Railway.

Sir,

I have the honour to submit my report for the half-year ending 30th June 1896, on the health of the Company's employes, and on the Conservancy of the stations on both lines.

I am glad to be able to say that the number of cases treated continues to keep low and is fully 100 less for the period under review than for the corresponding half of last year. The figures for the former period are 5,706 while they were 5,812 for the latter, showing a balance of 106 in favour of the half-year under report. These figures indicate that the general health of the lines is being well maintained, but they do not represent the number of employes of the lines is being well maintained, but they do not represent the number of employes treated. An employe may be treated several times during the half-year and so he may perhaps figure as 3 or 4 cases during that time. The actual number of employes treated will therefore be considerably under the figures stated above.

Mortality:—There were 20 cases of death amongst the Company's employes during the half-year, 12 of which were under treatment by the Company's medical staff, while the others were treated by private medical practitioners. Some natives do not care for English treatment and drugs, preferring the treatment and medicines used by private native Apothecaries.

Cholera:—For nearly two years this disease has almost been unknown on Railway premises or among the employes of the Madras Railway, although it has hovered very close to some stations. One case only, as in 1895, has occurred during the half-year, that of Inspector's Assistant Arklie of the Engineering Department, who died at Vaniyambadi in May last. He is supposed to have contracted the disease while on a visit to Ambur, where the disease was at the time very prevalent.

Small-pox:—This disease showed some disposition to become epidemic at Rayapuram and Perambur throughout the half-year, and out of the 21 cases which occurred during that period, as against 6 in the half-year of 1895, 8 happened among the staff at Rayapuram and 6 among the employes at Perambur Works. The epidemic was not a severe one and the cases were nearly all benign, one death only having taken place.

Quarantine:—Owing to the prevalence of small-pox in the families of employes during the half-year under review, the quarantine rules were enforced in the cases of 28 employes, who were compulsorily relieved of duty, so long as the disease manifested itself in any member of their families. Twelve of the men, according to the rules, were paid their wages in full during their enforced idleness, while sixteen received no pay, because, in non-compliance with Vaccination rule No. 9, they had persons living in their houses who were not protected by Vaccination. During the first half of 1895, the quarantine cases numbered eight, while this year the number is 28 as stated above. The wages paid in 1895 to employes placed in quarantine, amounted to Rs. 59-8-0, while the sum paid this year up to 30th June was Rs. 300. This increase is explained by the circumstances that more men were placed in quarantine, and that three of the cases were those of Engine drivers, men comparatively high paid, who between them, drew Rs. 203-8-0 of the total amount. I think the money is well spent, as a preventive measure like quarantine is the stoutest weapon that can be employed in fighting that loathsome disease, small-pox, an attack of which no remedy will cut short.

Staff:—The Medical and Conservancy staffs have, with very few exceptions, discharged their duties in a satisfactory manner. One Apothecary, Mr. Usman Khan of Erodestation, died in February last, the subject of a malignant growth in the interior of his chest, after an illness of about five months' duration. He sought and obtained admission to the General Hospital as an in-patient, but the case was not one for surgical interference, and nothing could be done to relieve him. He therefore left hospital and resumed duty at Erode where he died as stated.

Date	Particulars taken from the Guards' Journals.
1896.	Safety of Passengers and Public Property—continued.
March ... 8	The 1-25 o'clock train was stopped after starting from Bangalore Cantonment to close door of a 3rd class carriage.
" ... 26	The 8-10 o'clock train was stopped at $\frac{117}{1}$ mile to deliver a mail bag overcarried.
April ... 16	The 8-10 o'clock train was stopped at $\frac{353}{2}$ mile to pick up the Under Guard who fell off the train.
" ... 21	The 8-10 o'clock train was stopped at Vizianangalam by Mr. G. B. Winter, Assistant Engineer, 2nd District, to alight at that Station.
	Derangement in the Rolling Stock.
February ... 24	The 4-45 o'clock train was stopped at 162nd mile owing to C. G. 426 having run hot.
May ... 8	The 21-25 o'clock train was stopped at $\frac{234}{14}$ mile for cooling a hot axled carriage.

Electric Clocks.

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

		1896.						Mean of six months.
		January.	February.	March.	April.	May.	June.	
Click Failure.	Caused by circumstances beyond Signallers' control ... per cent.	0-40	1-29	0-00	0-00	1-30	1-23	0-71
	Caused through the negligence of Signallers, per cent.	0-00	0-65	0-00	0-00	0-00	0-21	0-14
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 two minutes, but one minute and over per cent.		0-00	0-00	0-00	0-00	0-00	0-60	0-00
Clock errors under one minute, per cent.		99-60	97-41	99-00	100-00	98-10	99-54	99-77
Clock stopped ... per cent.		0-00	0-65	1-00	0-00	0-80	0-00	0-39
		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.

I have inspected all the Dispensaries and all the Conservancy arrangements on the line and found the same in very good order.

Appended is a comparative table stating the number and kind of cases which came before the Medical Staff.

I have the honour to be,
Sir,
Your most obedient servant,
J. CURRIE,
Medical Officer,
Madras Railway.

MADRAS RAILWAY.

Return of Vaccination for the half-year ending 30th June 1896.

Number vaccinated.	Traffic Department.				Locomotive Department.				Auditor's Department.				Engineer Department.			
	Sex.				Sex.				Sex.				Sex.			
			Children.				Children.				Children.				Children.	
	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
194	27	...	16	11	44	...	16	10	48	...	...	...	...	...	4	8

Comparative Statement of Cases treated during the half-years ending 30th June 1895
and 30th June 1896.

Date.	Small-pox.	Measles.	Infuenza.	Simple Fever.	Malarial Fever.	Remittent Fever.	Cholera.	Choleraic Diarrhoea.	Dysentery.	Diarrhoea.	Accidents and other Diseases.	Total treated.
1895.												
January ...	...	...	...	16	365	1	...	...	18	40	468	929
February ...	...	2	9	21	309	...	...	...	33	34	237	1,005
March ...	...	2	3	26	31	337	...	...	18	22	666	1,012
April ...	...	2	6	1	37	235	...	1	20	49	519	840
May ...	...	1	1	1	52	309	3	...	33	54	540	1,000
June ...	...	1	...	48	47	311	2	...	30	40	499	978
Grand Total ...	6	11	86	204	1,946	6	1	...	149	249	3,158	5,612
1896.												
January ...	3	...	1	17	274	1	...	...	14	24	400	624
February ..	6	2	19	8	267	4	...	...	21	46	565	928
March ...	5	2	21	15	340	1	...	...	35	42	600	1,061
April ...	4	1	18	12	263	1	...	...	39	42	536	946
May ...	...	...	4	14	223	1	1	...	43	55	553	913
June ...	3	...	...	10	240	3	...	...	38	52	508	944
Grand Total ...	21	5	63	76	1,637	10	1	...	139	262	3,443	5,706

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TMENT.

1896.

to be
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of
the
June

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Smiles

Coty, the 12th October 1896.

SIR,

I am directed to forward herewith 6 copies of the Reports by Heads of Departments M.R. for the half year ending 30th June 1896.

Despatched on 14/10/96

Hf

*Hf R
9-10-96*

7-10-96

*Documents accompanying:-
6 copies of Reports by
Hs of Depts up to 30th June*

*BB
9/10*