

(1) Number of pages 8(2) Date of repair 3

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 3629	Press
297-298	~~Mis.~~
Dated 18 11	18 66.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
15th November 1866.*

No. 297. Read the following letter from the Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Simla, 20th October 1866, No. 1,054 R :—

1. I am directed to acknowledge the receipt of your letter No. 3,042 of 22nd ultimo, forwarding the Revenue Account of the Madras Railways for the first half of 1866, with a preliminary note thereon, showing the principal features of the accounts.

2. Taking both Lines together, the earnings

Amounted to	Rupees 23,31,009
The expenses to	„ 10,45,118
And the profits to	„ 12,85,891

The mean length open was 611 miles, and assuming the cost per mile to have been £ 10,700, the profits furnish a dividend of 1·8 per cent. for the half-year, or at the rate of 3·6 per cent. per annum. In the previous half the profits gave a return at the rate of 4·1 per cent. on the Capital expenditure.

3. The expenses formed 44·8 per cent. of the earnings, but taking each Line separately, the expenses were 46·6 per cent. on the South-West Line, and 33 per cent. on the North-West Line. There is something remarkable in this singular difference suggestive of inaccurate adjustment of charges between the two Lines, and I am to request that the point may be investigated in the detailed review.

4. The results for the first half of 1866 show improvement compared with the corresponding half of the previous year, and a falling off compared with the preceding half-year.

5. The following figures show the state of the passenger traffic during the last three half-years :—

	NUMBERS.			RECEIPTS.		
	First half of 1865.	Second half of 1865.	First half of 1866.	First half of 1865.	Second half of 1865.	First half of 1866.
First Class... ..	5,833	5,447	4,881	55,291	61,476	64,767
Second Class	53,840	46,081	39,773	82,159	81,197	83,312
Third Class	8,21,469	8,60,217	9,02,374	6,06,654	6,43,019	6,72,469
Total	8,81,142	9,11,745	9,47,028	7,44,104	7,85,692	8,20,548

Viewed in the aggregate, there has been an increase in both numbers and receipts, but the first and second class passengers have decreased considerably in numbers. In receipts the first class has improved, while the second class appears to have been stationary. The fares for these classes were raised in November 1865, and since then there has been a decline. These remarks are offered for consideration in connection with my letter No. 768 R. of 28th July last.

6. In merchandize there has been a decrease in both quantities and receipts compared with the second half of 1865, although a comparison with the first half

*Proceedings of the Madras Government, Public Works Department,
15th November 1866.*

shows an increase. This result has been attributed principally to the cotton traffic, to which cause may be ascribed the smaller gross earnings compared with the previous half-year.

No. 298. ORDER THEREON, 15th November 1866, No. 3,629.

RAILWAY, No. 25.

Communicated to the Consulting Engineer for Railways whose special attention is drawn to paragraph 3.

Colonel Anderson will report after the necessary scrutiny, whether there has been any inaccurate adjustment of charges between the two Lines of Railway.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

N^o 1054R

*Government of India
Public Works Department
Railway*

*To The Secretary to the Gov^t of Madras
Public Works Department (Railway)*

Simla, 20th October 1866.

Sir,

I am directed to acknowledge the receipt of your letter N^o 3042 of 22nd ultimo, forwarding the Revenue account of the Madras Railways for the 1st half of 1866 with a preliminary note thereon shewing the principal features of the accounts. —

2. Taking both lines together the earnings amounted to — *Rs 2331,009.*
The expenses to — *Rs 1045,118.*
And the profits to — *Rs 1285,891.*

The mean length open was 611 miles and assuming the cost per mile to have been £10,700 the profits furnish a dividend of

1.8 per cent for the half year or at the rate of 3.6 per cent per annum - In the previous half the profits gave a return at the rate of 4.1 per cent on the Capital expenditure. -

3. The expenses formed 44.8 per cent of the earnings but taking each line separately the expenses were 46.6 per cent on the S. W. line and 33 per cent on the N. W. line - There is something remarkable in this singular difference suggestive of inaccurate adjustment of Charges between the two lines and I am to request that the point may be investigated in the detailed review. -

4. The results for the first half of 1866 shew improvement compared with the corresponding half of the previous year and a falling off compared with the preceding half year. -

5. The following figures shew the state of the passenger traffic during the last 3 half years.

	Numbers			Receipts		
	First half of 1865	Second half of 1865	First half of 1866	First half of 1865	Second half of 1865	First half of 1866.
First Class	5,833	5,447	4,881	55,291	61,476	64,767
Second Class	53,810	46,081	39,773	82,159	81,197	83,312
Third Class	8,21,469	8,60,217	9,02,374	6,06,654	6,43,019	6,72,469
Total	8,81,142	9,11,745	9,47,028	7,44,104	7,85,692	8,20,548

viewed in the aggregate there has been an increase in both numbers and receipts but the first and second Class passengers have decreased considerably in numbers. - In receipts the first Class has improved while the second Class appears to have been stationary. The fares for these classes were raised in November 1865 and since then there has been a decline. These remarks are offered for consideration in connection with my letter No 768 R of 28th July last. -

6. In Merchandise there has been a decrease in both quantities and receipts compared with the 2^d half of 1865. Although a comparison with the 1st half shews an increase - This result has been attributed principally to the Cotton traffic to which cause may be ascribed the smaller gross earnings compared with the previous half year. -

I have the honor to be,
 Sir,
 Your most-Obedt Servant,
 (J. Dickson) Secy to the Govt of India

no 3629

PROCEEDINGS of the MADRAS GOVERNMENT
Under date the 15th June 1866
Read the following

From the Secy to the Govt
of India P.W.D.

(Here enter No. 1054R dated 28th Oct 1866)

Communicated to the
Consulting Eng^r for Railway,
whose special attention is
drawn to Para 3. Col.
Anderson will report after
the necessary scrutiny, whether
there has been any inaccurate
adjustment of charges between
the two lines of Railway.

Wm

W.B.

The Cons^g Eng^r for Railway
12/16/1866

To Mr. J. H. P. Secy to the Govt
of India P.W.D.

From
Messrs. Messrs.
of India
to the Secy. to Govt
of India

of the Govt
of India

of the Govt
of India

on letter of 12th Oct 1866
of the 23rd Oct 1866
last forwarding
the Revenue Receipt
of the Madras
Railways for the
1st half of 1866.
no 3629-15th June 1866

no 3629-1866. Oct. 1866

*P.W. 1866 Department
Proc. of Govt. for 1866*

P. W. 186 . Department.

No. 3629 -

PROCEEDINGS OF GOVERNMENT.

Dated 15th Nov 1866

*Orders of the Govt of India
in Revenue Account (Railway) of the
Madras Railways for the first half
of 1866, communicated with certain
instructions, to the Consulting Eng.*

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