

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 3481.	Press ~~Mis.~~
105-106.	
Dated 7-11-	1868.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
7th November 1868.*

No. 105. Read the following Proceedings of the Government of India, Public Works Department, (Account—Railway,) dated Simla, 6th October 1868, No. 223 A—R:—

Receipts and Payments in Government Treasuries, during 1867-68, on account of Guaranteed Railways, &c.

READ—

Note by the Accountant General, Public Works Department, No. 904, dated 25th August 1868, submitting a Statement of the transactions of the Guaranteed Railways with Government Treasuries, during the official year 1867-68, with a Supplemental Statement showing the actual capital expenditure on these undertakings for the same period.

RESOLUTION.—These Statements show that the Budget-Estimate of capital expenditure was, as in previous years, very considerably in excess of the actual outlay. This repeated proof of the inaccuracy of the estimates sent up to the Government of India makes it incumbent that Local Governments should impress on their Consulting Engineers the necessity for thoroughly investigating and discussing with the Railway officers, and reporting in detail upon the estimates for the expenditure of guaranteed railways. The difficulty of checking them is fully recognised, but more strenuous endeavours to overcome the difficulty must be made, and in future cases of wide discrepancy, the Government of India will not acquit the officers of the Local Governments of blame without an explanation, which shall establish either that the result is due to unforeseen circumstances, or that it was clearly impossible for them to check the estimates more closely before submitting them to the Government of India. The review made at the time the estimates are submitted should always accompany the estimates.

2. The Accountant General's review shows that the estimate of gross receipts, as passed by the Government of India, was very close, the actual receipts being only $4\frac{1}{2}$ lakhs in excess of the estimated amount.

3. But the working expenses were under-estimated considerably. On those lines on which the gross receipts fell off at all seriously, it is of course natural that the ratio of working expenses should be enhanced; but this does not explain the deviations between actual and estimated outlay in all cases. The deviations for the chief lines are shown in the following Table:—

RAILWAYS.	ACTUAL GROSS RECEIPTS.		ACTUAL WORKING EXPENSES.		ACTUAL NET REVENUE.	
	More than Estimate.	Less than Estimate.	More than Estimate.	Less than Estimate.	More than Estimate.	Less than Estimate.
	RS.	RS.	RS.	RS.	RS.	RS.
East Indian Railway (main line) ...	2,79,263	.....	17,59,623	.....	.....	14,80,360
Eastern Bengal „ ...	4,79,722	.....	2,65,000	.....	2,14,722	.....
Punjab Railway ...	.....	3,82,830	95,896	.....	.....	4,78,726
Madras, South-West Line ...	.....	1,20,193	.....	3,57,565	2,37,370	.....
Madras North-West Line ...	1,98,222	.....	2,70,439	.....	.....	72,217
Great Southern of India Railway ...	.....	2,77,162	.....	1,29,395	.....	1,47,767
Great Indian Peninsular Railway ...	.....	10,72,121	26,89,072	.....	.....	37,61,193
Bombay, Baroda, and Central India Railway ...	3,66,296	.....	13,94,075	.....	.....	10,27,779
Sindh Railway ...	8,45,327	.....	8,89,669	.....	.....	41,342
Indus Flotilla ...	4,39,501	.....	3,08,524	.....	1,30,977	.....

*Proceedings of the Madras Government, Public Works Department,
7th November 1868.*

4. From this Table it will be seen that the Madras South-West Line, notwithstanding a smaller gross revenue than was estimated, showed a greater net revenue nearly equal to twice the deficiency in the gross. This is good evidence of the manner in which working expenses were kept down.

5. The Madras North-West Line contrasts unfavorably with the South-West Line. This may be from some variation in the division of charges between the two lines, and may, to some extent, be due to the effect of the great deficit in capital expenditure (as compared with the estimate), on the division of general charges between Capital and Revenue.

6. The results of the Eastern Bengal and Great Southern of India Railways are very fair, the former showing a slight excess over estimated receipts, and the latter a moderate reduction of working expenses.

7. The results of the Punjab Railway and the Indus Flotilla are not satisfactory. The heavy falling off in the receipts of the former may, in some degree, account for a higher ratio of working expenses, but not for a positive excess in the actual amount, over what was estimated, for the higher gross revenue that was expected. On the other hand, the additional gross revenue of the Flotilla might have been expected to have caused a more marked decrease of the ratio of working expenses than from 87½ to 81½ per cent.

8. The Sindh Railway, it may be presumed, shows so unfavorably from the large charges on account of flood damages carried to revenue.

9. The excess in the working expenses of the Great Indian Peninsula Railway is probably due chiefly to the failure of the Mhow-Ke-Mulla Viaduct on the Bhore Ghant; and also the estimate, in which the working expenses were taken at only 50 per cent. of the gross revenue, was too favorable.

10. The Bombay, Baroda, and Central India and the East Indian Railways show most unfavorably; but it does not appear that the ratio of working expenses on the Bombay, Baroda, and Central India Railway is less favorable than in the previous year, so that the estimate was too favorable in assuming only 60 per cent.

11. The large excess over estimate in the working expenses of the East Indian Railway requires explanation.

Proceedings of

s, during the year ending 31st March 1868.

Shares paid in India.	Refunds and bills cancelled.	Rate of interest (as per Budget Orders).	ACTUAL PAYMENTS more or less than ESTIMATED.		Not Payments on Construction account in 1867-68.	Estimate of net Payments in 1867-68, as per Budget Orders.	ACTUAL NET PAYMENTS more or less than ESTIMATED.		Total net Payments in India for Construction purposes from commencement of Railway system.
			More.	Less.			More.	Loss.	
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
1,51,778	60,224	10,000	.....	45,68,570	77,16,273	1,38,50,000	.....	51,33,727	17,32,24,978
.....	12,200	10,000	11,91,374	.....	36,82,114	25,00,000	11,82,114	.....	2,30,43,750
38,256	2,799	10,000	.....	7,77,495	18,26,246	27,00,000	.....	8,73,754	1,81,06,440
.....	864	15,000	.....	94,836	2,07,959	3,15,000	.....	1,07,041	1,85,63,957
1,21,524	23,248	11,000	.....	7,24,000	7,34,850	18,48,000	.....	11,13,150	1,65,28,820
48,209	10,000	10,000	.....	25,90,000	72,46,692	1,00,00,000	.....	27,53,308	1,83,10,638
.....	3,358	10,000	.....	20,72,281	2,00,729	40,75,000	.....	20,28,588	2,74,12,000
.....	.....	10,000	2,35,883	.....	18,45,683	40,75,000	.....	2,50,287	2,64,50,000
61,702	21,20,246	10,000	6,23,602	.....	7,40,287	4,84,000	2,50,287	.....	7,30,594
.....	14,795	10,000	33,864	.....	85,12,529	1,40,00,000	.....	54,87,471	11,14,05,595
.....	1,813	10,000	2,95,438	.....	7,92,623	30,00,000	.....	22,07,377	4,50,77,653
.....	10,380	10,000	65,008	.....	5,00,495	5,00,000	9,495	.....	1,20,28,001
.....	9	10,000	82,360	.....	1,31,975	1,00,000	31,975	.....	12,36,210
40,366	43,165	.....	2,64,000	.....	17,281	1,00,000	.....	82,719	1,37,654
.....	.....	.....	.....	.....	1,74,897	.....	1,74,897	.....	1,74,897
4,61,835	23,03,211	50,000	27,12,259	1,09,00,542	3,43,39,633	5,24,72,000	10,54,768	1,97,87,135	48,63,74,565
.....	.....	.....	.....	81,97,283	Net difference	.....	.....	1,81,32,367	.....

INTEREST.

GROSS		more or less than ESTIMATED.	NET REVENUE.		Actual NET REVENUE more or less than ESTIMATED.	Total net Revenue from commencement of Railway system.	INTEREST PAID IN INDIA.	
Traffic earnings paid into Government Treasuries.	Interest allowed on Revenue balances.		Actual net Revenue in 1867-68.	Estimate of net Revenue in 1867-68, as per Budget Orders.			During the year 1867-68.	From the commencement of the Railway system.
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
2,43,17,822	.....	.....	1,13,71,640	1,28,52,000	14,30,360	6,45,53,681	1,29,494	14,60,521
3,67,082	.....	29,000	3,67,082	1,43,000	2,24,082	3,67,082	7,353	53,026
20,29,722	.....	.....	11,54,722	9,40,000	2,14,722	33,27,133	6,643	33,633
93,017	.....	.....	69,096	15,000	.....	84,000	1,33,309	6,195
10,17,170	.....	.....	81,274	5,60,000	.....	4,78,726	4,08,170	6,228
65,560	.....	31,440	20,440	1,89,500	.....	2,18,940	29,440	13,331
42,26,733	47,092	57,565	24,37,370	22,00,000	2,37,370	1,14,13,100	.....	15,84,669
9,86,663	11,359	.....	4,07,783	4,80,000	.....	72,217	14,51,559	.....
6,64,421	8,180	29,305	3,27,233	4,75,000	.....	1,47,767	.....	.....
1,56,01,032	1,33,232	.....	47,35,897	65,00,000	.....	37,61,193	2,86,68,077	2,11,620
50,44,610	25,148	.....	10,72,321	21,00,000	.....	10,72,779	72,82,614	11,817
16,86,702	.....	.....	2,55,658	9,00,000	.....	44,342	4,01,621	11,834
12,04,568	6,010	.....	2,30,977	1,00,000	1,30,977	60,776	.....	.....
89,921	.....	.....	35,321	.....	35,321	35,321	.....	.....
5,73,88,023	2,31,270	47,300	2,23,82,152	2,88,54,500	8,43,073	73,15,420	11,93,97,747	2,94,085
.....	.....	.....	.....	.....	.....	64,72,348	.....	44,24,475
.....	.....	.....	.....	.....	Net difference	.....	.....	.....

ACCOUNTANT GENERAL'S
PUBLIC WORKS DEPARTMENT
Simla, 29th August

*Proceedings of the Madras Government, Public Works Department,
7th November 1868.*

SUPPLEMENTAL STATEMENT showing the Expenditure on the Capital Account of Guaranteed Railways, &c., for the year 1867-68.

Name of Railway, &c.	Rs.	Net Payments on Capital Account in 1867-68.	Shares paid in India in 1867-68.	Actual expenditure on Capital Account in 1867-68.	Net Payments in India on Capital Account up to end of 1867-68.	Total Capital subscribed in India up to end of 1867-68.	Actual expenditure in India on Capital Account up to end of 1867-68.
East Indian Railway, Main Line	77,16,273	1,51,778	78,68,051	17,92,24,978	32,76,469	18,25,01,447	
" " Jubbulpoor Line	36,82,114	.....	36,82,114	2,39,42,750	83,618	2,40,26,368	
Eastern Bengal Railway	18,26,246	38,256	18,64,502	1,31,06,440	1,57,427	1,32,63,867	
Calcutta and South-Eastern Railway	2,07,959	.....	2,07,959	35,62,937	2,24,727	37,87,684	
Punjab Railway	7,34,850	1,21,524	3,56,374	1,65,23,820	2,46,349	1,67,50,169	
Delhi "	72,46,692	48,209	72,94,901	1,83,10,030	1,37,020	1,84,47,058	
Madras Railway, South-West Line	2,00,729	.....	2,00,729	2,73,12,069	.....	2,73,12,069	
" " North-West Line	18,45,683	.....	18,45,683	2,64,50,904	.....	2,64,50,904	
Great Southern of India Railway	7,40,287	.....	7,40,287	73,30,594	13,320	75,43,914	
Great Indian Peninsula "	85,12,529	61,702	85,74,231	11,14,05,595	42,79,845	11,56,85,440	
Bombay, Baroda, and Central India Railway	7,92,623	.....	7,92,623	4,50,77,632	2,36,334	4,53,13,966	
Sindh Railway	5,09,495	.....	5,09,495	1,20,28,001	2,36,672	1,22,64,673	
Indus Steam Flotilla	1,31,975	.....	1,31,975	12,36,319	.....	12,36,319	
Indus Valley Survey	17,251	.....	17,251	4,87,651	.....	4,87,651	
Oudh and Rohilkhand Railway	1,74,897	40,366	2,15,263	1,74,897	40,366	2,15,263	
Total	3,43,39,633	4,61,833	3,48,01,463	48,63,74,565	89,12,147	49,52,86,712	

Dated 25th August 1868.

*Proceedings of the Madras Government, Public Works Department,
7th November 1868.*

ORDER.—Ordered that this Resolution, with the Statements referred to in it, be communicated to the Governments of Madras, Bombay, Bengal, and the Punjab, to the Chief Commissioner of Oudh, in the Railway Branch of the Public Works Department, for information and guidance, and to the Financial Department for information.

Ordered also, that a copy of this Resolution be sent to the Accountant General, Public Works Department, for information.

(Signed) C. H. DICKENS, Colonel, R. A.,
Secretary to the Government of India.

No. 106. ORDER THEREON, 7th November 1868, No. 3,481.

RAILWAY, No. 10.

Communicated to the Consulting Engineer for Railways, who will keep in view the remarks in paragraph 1 when preparing the annual Budget-Estimate of Capital expenditure on the Madras and Great Southern of India Railways.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways,

Ed. F. R. Bantleman.

Govt. of 1868: Madras

PUBLIC WORKS.

To

THE CONSULTING ENGINEER FOR

RAILWA

Dated November, 7th.

Recd.

Post

G. O., 7th November 1868, No. 2,481

NOVEMBER.

Nos. 105-106

Receipts and Payments (Railway).—
Circular from the Government of India
regarding—in Government Treasuries
during 1867-68, on account of Guaranteed
Railways, &c., communicated to the Officer
concerned, with certain instructions.

1st March 1868.

SUPPLEMENTAL STATEMENT showing the Expenditure on the Capital Account of Guaranteed Railways, &c., for the year 1867-68.

NAME OF RAILWAY, &c.	NET PAYMENTS ON CAPITAL AC- COUNT IN 1867-68.	SHARES PAID IN INDIA IN 1867-68.	ACTUAL EXPEN- DITURE ON CAP- ITAL ACCOUNT IN 1867-68.	NET PAYMENTS IN INDIA ON CAPITAL ACCOUNT UP TO END OF 1867-68.	TOTAL CAPITAL SUBSCRIBED IN INDIA UP TO END OF 1867-68.	ACTUAL EXPEN- DITURE IN INDIA ON CAPITAL ACCOUNT UP TO END OF 1867-68.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian Railway Main Line	77,16,273	1,51,778	78,68,051	17,32,24,978	32,76,469	18,25,01,447
" " " Jubbulpoor Line	86,82,114	...	86,82,114	2,39,42,750	83,618	2,40,26,368
Eastern Bengal Railway	18,20,246	38,256	18,64,502	1,31,06,440	1,57,427	1,32,63,867
Calcutta and South-Eastern Railway	2,07,959	...	2,07,959	35,62,957	2,24,727	37,87,684
Punjab Railway	7,34,850	1,21,524	8,56,374	1,65,23,820	2,26,349	1,67,50,169
Delhi "	72,46,692	48,209	72,94,901	1,83,10,668	1,37,020	1,84,47,058
Madras Railway, South-West Line	2,00,720	...	2,00,720	2,73,12,069	...	2,73,12,069
" " North-West Line	18,45,683	...	18,45,683	2,64,50,904	...	2,64,50,904
Great Southern of India Railway	7,40,287	...	7,40,287	75,30,594	13,320	75,43,914
Great Indian Peninsula "	85,12,520	61,702	85,74,231	11,14,05,395	42,79,845	11,56,85,440
Bombay, Baroda, and Central India Railway	7,92,623	...	7,92,623	4,50,77,652	2,36,334	4,53,13,986
Sindh Railway	5,09,495	...	5,09,495	1,20,28,061	2,30,672	1,22,64,673
Indus Steam Flotilla	1,31,975	...	1,31,975	12,36,219	...	12,36,219
Indus Valley Survey	17,281	...	17,281	4,87,651	...	4,87,651
Oudh and Rohilkhand Railway	1,74,897	40,366	2,15,263	1,74,897	40,366	2,15,263
TOTAL	8,43,39,633	4,61,895	8,48,01,468	48,69,74,565	89,12,147	49,52,86,712

Dated 25th August 1868.

RECEIVED

PUBLIC WORKS

Sir, the

No. 1697.—

STATEMENT of Receipts and Payments in Government Treasuries on account of Guaranteed Railways and other Companies, during the year ending 31st March 1868.

CAPITAL.

GROSS RECEIPTS.								Names of Railways, &c.	GROSS PAYMENTS.						NET PAYMENTS.					Total net Payments in India for Construction put out to contract of Railway system.			
Shares paid in India.	Refunds and bills cancelled.	Sale proceeds of Stores.	Transfers, &c.	Total of Receipts.	Estimate of Receipts during 1907-08, as per Budget Orders.	ACTUAL RECEIPTS more or less than ESTIMATED.			Advances for Construction in cash and bills.	Customs duty on Stores imported.	Transfers, &c.	Total of Payments.	Estimate of Payments during 1907-08, as per Budget Orders.	ACTUAL PAYMENTS more or less than ESTIMATED.		Net Payments on Construction account in 1907-08.	Estimate of net Payments in 1907-08, as per Budget Orders.	ACTUAL NET PAYMENTS more or less than ESTIMATED.					
						More.	Less.							More.	Less.			More.	Less.				
Rs.	Ra.	Rs.	Ra.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				
1,51,778	60,234	5,03,145	.....	7,15,157	1,50,000	5,65,157	.....	East Indian Railway, Main Line ...	62,45,965	2,03,065	.....	84,31,430	1,30,00,000	.....	45,69,570	77,18,273	1,38,50,000	.....	51,39,727	17,92,24,978			
.....	12,260	.....	.....	12,260	.....	12,260	.....	.....	36,53,174	260	.....	36,53,374	25,00,000	.....	36,53,174	25,00,000	.....	11,82,114	2,30,32,750				
88,256	2,740	.....	.....	96,259	.....	96,259	.....	Eastern Bengal Railway	18,30,000	22,505	1,00,000	19,22,505	27,00,000	.....	7,77,405	18,28,246	27,00,000	.....	8,78,754	1,61,00,441			
.....	804	11,341	.....	12,265	.....	12,265	.....	Calcutta and South-Eastern Railway	2,30,000	.....	.....	2,30,164	3,15,000	.....	4,8536	2,07,850	3,15,000	.....	1,07,041	35,62,557			
1,21,524	23,448	2,50,578	.....	3,95,150	6,000	3,89,150	.....	Punjab Railway	11,30,000	.....	.....	11,30,660	18,54,000	.....	7,24,000	18,48,000	.....	11,13,150	1,65,28,231				
48,300	10,000	1,05,000	.....	3,93,308	.....	1,63,308	.....	Delhi	74,10,000	.....	.....	74,10,000	1,00,00,000	.....	25,90,000	72,16,692	1,00,00,000	.....	27,53,608	5,37,12,000			
.....	9,558	1,56,108	7,35,919	8,95,385	12,85,000	.....	48,693	Madras " South-West Line	10,80,000	.....	6,114	10,86,114	63,60,000	.....	20,72,281	2,04,723	40,75,000	.....	20,28,588	2,61,50,000			
.....	6,777	3,39,145	4,45,222	.....	.....	.....	.....	.....	21,80,000	.....	11,605	21,91,605	6,90,000	.....	2,35,883	7,16,287	4,84,000	2,56,287	54,87,471	1,11,10,636			
.....	7,825	1,77,768	.....	2,06,000	.....	.....	20,405	Great Southern of India Railway	9,03,257	.....	22,626	9,25,883	3,00,000	.....	6,23,692	85,12,529	1,40,00,000	.....	22,57,377	4,50,77,652			
61,702	21,20,346	1,23,152	38,05,873	6,11,073	.....	61,11,073	.....	.....	1,44,30,037	.....	1,93,555	1,46,23,602	1,40,00,000	.....	7,92,623	30,00,000	.....	.....	1,29,28,001	.....			
.....	14,705	40,615	21,55,831	22,41,241	.....	22,41,241	.....	Bombay, Baroda, and Central India Railway	2,96,2,198	.....	71,729	30,33,844	30,00,000	.....	2,95,438	5,09,495	5,00,000	9,495	.....	1,26,219			
.....	1,819	.....	2,81,130	2,85,943	.....	2,85,943	.....	Sindh Railway	4,36,865	.....	3,58,873	7,95,498	5,00,000	.....	1,31,975	1,06,000	31,975	.....	4,87,451	.....			
.....	10,280	.....	72,745	83,123	50,000	33,123	.....	Indus Steam Flotilla	1,86,175	.....	25,823	2,18,098	1,50,000	.....	65,098	17,281	1,00,000	.....	82,719	.....			
.....	9	.....	.....	359	.....	359	.....	Valley Survey	2,015	.....	2,015	17,610	1,00,000	.....	82,560	1,74,897	.....	1,74,897	1,74,897	.....			
40,366	43,169	5,632	.....	89,103	.....	89,103	.....	Oudh and Rohilkhand Railway	2,04,000	.....	.....	2,04,000	.....	2,64,000	.....	1,74,897	.....	1,74,897	.....	.....			
4,61,835	23,03,211	12,45,629	76,01,409	1,16,32,084	16,97,000	99,93,181	64,097	.....	4,49,53,276	2,25,994	7,95,447	4,59,71,717	5,41,03,000	27,12,230	1,00,69,542	3,43,38,633	5,24,72,000	16,54,768	1,07,87,135	48,63,74,565			
Net difference						99,35,084		Net difference							81,97,283	Net difference							1,81,32,367
																				INTEREST			

INTEREST.

REVENUE.

GROSS RECEIPTS ON REVENUE ACCOUNT.							Names of Railways, &c.	CROSS PAYMENTS ON REVENUE ACCOUNT.					NET REVENUE.				Total net Revenues from commencement of Railway system.	INTEREST PAID IN INDIA.		
Traffic earnings paid into Government Treasuries.	Interests allowed on Revenue balances.	Transfers, &c.	Total Receipts.	Estimate of Receipts in 1867-68, as per Budget Orders.	ACTUAL RECEIPTS MORE OR LESS THAN ESTIMATED.			Withdrawals from Government Treasuries on account of working expenses.	Transfers &c.	Total Payments.	Estimate of Payments in 1867-68, as per Budget Orders.	ACTUAL PAYMENTS MORE OR LESS THAN ESTIMATED.		Actual net Revenue in 1867-68.	Estimate of net Revenue in 1867-68, as per Budget Orders.	ACTUAL NET REVENUE MORE OR LESS THAN ESTIMATED.		During the year 1867-68.	From the commencement of the Railway system.	
					More.	Less.						More.	Less.			More.				Less.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
2,43,17,822		2,09,441	2,45,27,263	2,42,48,000	2,79,263	2,04,918	East Indian Railway, Main Line ...	1,31,53,623		1,31,53,623	1,13,96,000	17,59,623		1,13,71,640	1,28,52,000		14,80,360	6,15,53,681	1,29,494	14,60,521
3,67,082	.....	.....	3,67,082	5,72,000	.....	.....	" " Jabalpur Line .....	.....	.....	.....	4,29,000	.....	4,29,000	3,67,082	1,43,000	.....	3,67,082	7,353	33,636	
20,29,732	.....	1,00,000	21,29,732	10,50,000	4,79,732	.....	Eastern Bengal Railway	9,75,000	.....	9,75,000	7,16,000	2,69,000	.....	11,51,732	9,00,000	.....	39,57,123	6,643	31,634	
93,017	.....	83,815	1,76,832	1,35,000	41,832	.....	Calcutta and South-Eastern Railway	2,45,928	.....	2,45,928	1,20,000	1,25,928	.....	— 69,096	15,000	.....	1,39,330	6,185	67,937	
10,17,179	.....	.....	10,17,179	15,00,000	.....	3,82,830	Punjab Railway	6,80,000	2,83,896	9,55,896	8,40,000	95,896	.....	81,274	5,60,000	.....	4,78,728	4,085	5,228	
65,560	.....	.....	65,560	20,15,810	.....	2,50,280	Dubai " .....	.....	.....	95,000	1,26,340	.....	31,340	1,99,500	.....	2,18,940	— 20,140	4,902	13,331	
42,26,733	47,082	5,390	42,79,205	4,00,000	.....	1,20,195	Madras " South-West Line ...	10,85,000	7,57,435	18,42,435	22,00,000	.....	2,17,370	22,00,000	2,17,370	.....	1,11,43,000	1,29,494	1,10,136	
9,86,063	11,539	.....	9,97,602	8,00,000	1,98,222	.....	" " North-West "	2,47,000	3,43,430	5,90,430	3,20,000	2,70,430	1,99,395	3,27,333	4,75,000	.....	1,52,667	2,11,520	1,51,550	
6,61,421	8,150	.....	6,69,571	9,50,000	.....	2,77,162	Great Southern of India Railway	1,55,805	1,79,800	3,45,605	4,75,000	20,80,072	47,38,807	85,00,000	.....	10,27,779	72,82,611	11,817	25,226	
1,56,01,032	1,33,282	.....	1,57,34,314	1,70,00,000	.....	10,72,121	" " Indian Peninsula	73,83,200	38,05,872	1,11,89,072	85,00,000	19,94,072	10,72,221	21,00,000	.....	4,01,624	66,776	1,18,811	1,17,661	
59,44,610	25,148	.....	59,69,758	52,00,000	3,66,296	.....	Bombay, Baroda, and Central India Railway	23,07,535	21,86,540	44,94,075	31,00,000	8,89,669	2,35,658	3,00,000	.....	1,39,977	35,921	60,776	1,23,550	
16,57,702	.....	.....	16,57,702	12,00,000	8,45,327	.....	Sindh Railway	15,05,338	2,84,131	17,89,669	9,00,000	8,89,669	2,30,977	1,00,000	.....	35,921	.....	.....	.....	
12,01,508	6,010	.....	12,07,518	8,00,000	4,09,501	.....	India Steam Flotilla	9,25,800	82,724	10,08,524	7,00,000	3,08,524	.....	.....	.....	.....	.....	.....	.....	
69,921	.....	.....	69,921	.....	83,921	.....	Oudh and Rohilkhand Railway	48,000	.....	48,000	.....	48,000	.....	.....	.....	.....	.....	.....	.....	
5,73,89,023	2,31,270	14,78,125	5,90,97,418	5,86,70,810	27,31,084	23,07,566		2,88,19,429	78,95,837	3,67,15,266	2,98,10,340	78,46,226	9,47,300	2,23,82,153	2,88,54,500	8,43,072	73,15,420	11,93,97,747	3,94,985	44,24,475
Not differences					4,26,579									68,68,926	Not difference	.....	6,47,236			

ACCOUNTANT GENERAL'S OFFICE,
PUBLIC WORKS DEPARTMENT,
Simla, the 29th August 1868.

No. 965, dated 9th September 1868.

FORWARDED to the Financial Department in continuation of docket No. 380, dated 27th March 1868.

No. 1607.-219-63.-20.

No. 223 A.—R.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

Account.
Railway.

SIMLA, 6TH OCTOBER 1868.

*Receipts and Payments in Government Treasuries during 1867-68, on account
of Guaranteed Railways, &c.*

READ—

Note by the Accountant General, Public Works Department, No. 904, dated 25th August 1868, submitting a Statement of the transactions of the Guaranteed Railways with Government Treasuries during the official year 1867-68, with a Supplemental Statement showing the actual capital expenditure on these undertakings for the same period.

RESOLUTION.—These Statements show that the Budget Estimate of capital expenditure was, as in previous years, very considerably in excess of the actual outlay. This repeated proof of the inaccuracy of the estimates sent up to the Government of India, makes it incumbent that Local Governments should impress on their Consulting Engineers the necessity for thoroughly investigating and discussing with the Railway officers, and reporting in detail upon the estimates for the expenditure of guaranteed railways. The difficulty of checking them is fully recognized, but more strenuous endeavours to overcome the difficulty must be made, and in future cases of wide discrepancy, the Government of India will not acquit the officers of the Local Governments of blame without an explanation, which shall establish either that the result is due to unforeseen circumstances, or that it was clearly impossible for them to check the estimates more closely before submitting them to the Government of India. The review made at the time the estimates are submitted should always accompany the estimates.

2. The Accountant General's review shows that the estimate of gross receipts, as passed by the Government of India, was very close, the actual receipts being only $4\frac{1}{2}$ lakhs in excess of the estimated amount.

3. But the working expenses were under-estimated considerably. On those lines on which the gross receipts fell off at all seriously, it is of course natural that the ratio of working expenses should be enhanced; but this

does not explain the deviations between actual and estimated outlay in all cases. The deviations for the chief lines are shown in the following Table:—

RAILWAYS.	ACTUAL GROSS RECEIPTS.		ACTUAL WORKING EXPENSES.		ACTUAL NET REVENUE	
	More than Estimate.	Less than Estimate.	More than Estimate.	Less than Estimate.	More than Estimate.	Less than Estimate.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian Railway (main line) ...	2,79,263	...	17,59,623	...	...	14,80,360
Eastern Bengal „ ...	4,79,722	...	2,65,000	...	2,14,722	...
Punjab Railway ...	...	3,82,830	95,806	...	...	4,78,726
Madras, South-West Line ...	...	1,20,195	...	3,57,565	2,37,370	...
„ North-West „ ...	1,98,222	...	2,70,439	...	...	72,217
Great Southern of India Railway ...	...	2,77,162	...	1,29,395	...	1,47,767
Great Indian Peninsula „ ...	...	10,72,121	26,89,072	...	...	37,61,193
Bombay, Baroda, and Central India Railway ...	3,66,296	...	13,94,075	...	...	10,27,779
Sindh Railway ...	8,45,327	...	8,80,609	...	...	44,342
Indus Flotilla ...	4,39,501	...	3,08,524	...	1,30,977	...

4. From this Table it will be seen that the Madras South-West Line, notwithstanding a smaller gross revenue than was estimated, showed a greater net revenue nearly equal to twice the deficiency in the gross. This is good evidence of the manner in which working expenses were kept down.

5. The Madras North-West Line contrasts unfavourably with the South-West Line. This may be from some variation in the division of charges between the two lines, and may, to some extent, be due to the effect of the great deficit in capital expenditure (as compared with the estimate), on the division of general charges between Capital and Revenue.

6. The results of the Eastern Bengal and Great Southern of Indian Railways are very fair, the former showing a slight excess over estimated receipts, and the latter a moderate reduction of working expenses.

7. The results of the Punjab Railway and the Indus Flotilla are not satisfactory. The heavy falling off in the receipts of the former may, in some degree, account for a higher ratio of working expenses, but not for a positive excess in the actual amount, over what was estimated, for the higher gross revenue that was expected. On the other hand, the additional gross revenue of the Flotilla might have been expected to have caused a more marked decrease of the ratio of working expenses than from $87\frac{1}{2}$ to $81\frac{1}{2}$ per cent.

8. The Sindh Railway, it may be presumed, shows so unfavourably from the large charges on account of flood damages carried to revenue.

9. The excess in the working expenses of the Great Indian Peninsula Railway is probably due chiefly to the failure of the Mhow-Ke-Mulla Viaduct on the Bhore Ghât: and also the estimate, in which the working expenses were taken at only 50 per cent. of the gross revenue, was too favourable.

10. The Bombay, Baroda, and Central India and the East Indian Railways show most unfavourably; but it does not appear that the ratio of working expenses on the Bombay, Baroda, and Central India Railway is less favourable than in the previous year, so that the estimate was too favourable in assuming only 60 per cent.

11. The large excess over estimate in the working expenses of the East Indian Railway requires explanation.

ORDER.—Ordered that this Resolution, with the Statements referred to in it, be communicated to the Governments of Madras, Bombay, Bengal, and the Punjab, to the Chief Commissioner of Oudh, in the Railway Branch of the Public Works Department, for information and guidance, and to the Financial Department for information.

Ordered also, that a copy of this Resolution be sent to the Accountant General, Public Works Department, for information.

(Signed) Colonel, R.A.,
Secretary to the Govt. of India.

*The Secretary to the Government of Madras
Public Works Department*

P. H. 1868 Dept
Proc of Govt of India
No 4071.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.
Railway.

To

No. 223 A.—R.

Dated Simla, 6th October 1868.

Received 2/- —

En: 2-

Receipts and Payments in Government Treasuries
during 1867-68, on account of Guaranteed Rail-
ways, &c.

No. 16841—7-10-68.—50.

No 105

No 3481-7-10-68

P. H. Dept.

No 3481

Proceedings of the Madras Govt.
Read the following

From the Secy to the Govt
of India: (H.R. No 223 R.R. 7/10/68)

Communicated to
the Com. Engineer for Rail-
ways, who will keep in
view the remarks in
para 1 when preparing
the Annual Budget esti-
mate of Capital Expendi-
ture on the Madras and
Great Southern of India
Railways.

Wm

AJA

To the Com. Eng. for
Railways.

Recd 10/11/68

Wm

Cie 4071
Govt. of 1868: Madras.

PUBLIC WORKS.

To The Consulting Engineer
for Railways

&c. &c. &c.

Dated 24.

Recd. Recd.

G.O. 7th Nov 1868, No. 3651

Nos. 105 & 106

Receipts & Payments (Railway)

Circular from the Govt. of India
regarding — in the Treasury
during 1867-68, on account of
Guaranteed Railways, &c.
Cred. to the Offr. concerned with
certain instructions.