

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2639-40

Press
Mis.

72-74

Dated 4-11-

1870.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
4th November 1870.*

No. 72. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 21st October 1870, No. 416:—

With reference to paragraphs 2 and 3 of Public Works Department Resolution No. 314-A. R., of the 18th October 1869, I have the honour to submit a review of the financial operations of the Madras and the Great Southern of India Railways, and Indian Tramway (now Carnatic Railway) Company for the year 1869-70.

2. *Capital Account.*—The total modified grant for net advances from Guaranteed Capital on account of the Madras and the Great Southern of India Railways, (the Capital Account of the Tramway having been exhausted,) as sanctioned by the Government of India in their Proceedings of the 26th January 1869, No. 16-A. R., was Rupees 25,75,000, and the actual payments from Government Treasuries have been Rupees 24,24,377, of which the sum of Rupees 21,06,031 is shown by the Railway Agents to be the amount of disbursements on the Capital Account for the year 1869-70.

3. *Revenue Account.*—The total receipts in the Government Treasuries on Revenue Account for the three Railways during the year 1869-70 amounted to Rupees 70,79,968, against a sum of Rupees 76,48,000 entered in the Budget Estimate. The withdrawals from Government Treasuries on account of working expenses amounted to Rupees 36,27,293, against an estimate of Rupees 35,43,000; thus the net revenue has been Rupees 34,52,675, the Budget Estimate giving Rupees 41,05,000.

4. The enclosed statements I. and II. show the Budget allotments under Capital and Revenue, respectively, with the actuals for the year 1869-70.

5. *Capital.*—On the South-West Line of the Madras Railway the payments from Government Treasuries allotted by the Government of India were Rupees 14,90,000, while the withdrawals amounted to Rupees 11,03,500, the difference being Rupees 3,86,500. The receipts into the Treasuries have been Rs. 11,01,943, against the estimate Rupees 9,90,000, or about 11 per cent. in excess. This is accounted for by there being a larger consumption of stores on Revenue than was anticipated. The actual net payments for the year were, therefore, reduced to Rupees 1,552, against a Budget provision of Rupees 5,00,000.

6. The allotment and expenditure are classified below under five heads:—

—	Grants.	Outlay.	THAN GRANT.	
			More.	Less.
	RS.	RS.	RS.	RS.
Works costing more than Rupees 10,000 ...	2,82,577	1,94,110	...	88,467
Minor Works ...	24,808	30,844	6,036	...
Reserve to meet unforeseen requirements ...	30,615	72,766	42,151	...
Establishments ...	2,34,000	1,52,182	...	81,818
Stores ...	9,18,000	6,53,593	...	2,64,407
Total...	14,90,000	11,03,495	48,187	4,34,692

The difference between the grant and the outlay on "works costing more than Rupees 10,000" is accounted for chiefly by there being short expenditure on the

*Proceedings of the Madras Government, Public Works Department,
4th November 1870.*

"Madras Central Station." There was also no expenditure on four of the works entered in Form B. of the Budget Estimate, namely:—

	RS.
Alterations and additions to the workshop siding at Perambore ...	309
Laying down additional sidings at Jollarepett ...	230
Ballasting District 4, Bangalore Branch ...	5,650
Locomotive workshop, etc., at Salem ...	3,840

Total... 10,029

The expenditure on reserve for unforeseen works considerably exceeded the estimate, while there is a large saving on establishment and on stores.

7. *Revenue Account.*—The net revenue for 1869-70, according to the estimate passed by the Government of India, was Rupees 25,00,000, and the actual net receipts amounted to only Rupees 22,06,940, showing a deficiency of Rs. 2,93,060.

NORTH-WEST LINE.

8. *Capital Account.*—The expenditure on this account was about Rupees 1,06,350 below the Budget grant, and the receipts also less by Rupees 1,32,500. The decrease of about 36 per cent. in the latter item is accounted for by the reduced receipts in the item "Payments from Revenue," or in other words by the consumption of stores on Revenue Account being less than was anticipated.

9. The allotments and expenditure stand as below:—

	Grant.	Outlay.	THAN GRANT.	
			More.	Less.
	RS.	RS.	RS.	RS.
Works costing more than Rupees 10,000	27,422	16,546	...	10,876
Minor works	17,390	20,042	2,652	...
Reserve to meet unforeseen requirements	12,144	...	...	12,144
Unopen lines and lines open less than two years	17,81,441	17,28,507	...	52,934
Electric Telegraph	36,647	18,531	...	18,116
Establishment	2,84,956	2,70,022	...	14,934
Total	21,60,000	20,53,648	2,652	1,09,004

The difference between the grant and the outlay for "works costing more than Rupees 10,000" is chiefly due to a saving of expenditure on five works included in Form B.

Cost of adding curtain walls to the Soornamookey bridge, 83rd mile ...	RS.
Fencing District VI. ...	2,420
Covering slopes, District VII. ...	1,524
Earthwork, District VII., about ...	1,840
Ballasting District VII., about ...	3,000
	1,500

Total... 10,284

On construction and lines recently opened there is an apparently large unexpended balance of Rupees 52,934, but this sum is only 3 per cent. of the amount allotted for expenditure.

10. *Revenue Account.*—The net estimated revenue was Rupees 12,00,000, and the actual net receipts amounted to only Rupees 9,54,000. The falling off by

*Proceedings of the Madras Government, Public Works Department,
4th November 1870.*

Rupees 2,46,000 is accounted for in the gross traffic earnings being some Rupees 3,62,900 less than the estimate.

GREAT SOUTHERN OF INDIA RAILWAY.

11. *Capital Account.*—The allotment and the expenditure on account of this Railway are compared as follows:—

	Grants.	Outlay.	THAN GRANT.	
			More.	Less.
	RS.	RS.	RS.	RS.
Works costing more than Rupees 10,000	80,178	45,412	.....	34,757
Minor Works	79,662	...	...	...
Reserve to meet unforeseen requirements	50,000	1,12,182	.....	1,20,280
Lines open less than two years	1,02,800	...	...	...
Rolling stock	42,500	17,636	.....	24,864
Establishment	44,860	1,12,380	67,520	.....
Purchase of stores	.....	1,92,416	1,92,416	.....
Total	4,00,000	4,80,035	2,59,936	1,79,901

The actual payments from the Treasuries, as exhibited in Statement I., were Rupees 80,000 more than the estimate.

The expenditure on construction during the year, Rupees 1,57,603, amounted only to about 50 per cent. of the estimated sum Rupees 3,12,640, and on rolling stock to little more than 40 per cent. of the estimate; but the savings are exceeded by the increased expenditure on "Establishment" and "Stores." There was an omission in the Budget in no provision being made for stores, and the Agent explains that the excess expenditure on establishment was occasioned by the cost of the agency establishment alone having been calculated under this head without the Engineering and Locomotive Departments.

The receipts into the Government Treasuries on account of Capital were Rupees 77,130 more than was estimated under the item "Payments from Revenue," so that the net payments for construction amount only to a trifle in excess of the estimate, namely, Rupees 2,900.

12. *Revenue Account.*—Statement II. shows that the revenue was Rupees 1,22,215 less than the Budget Estimate. The decrease was owing to the working expenses absorbing more of the earnings than was anticipated. The Agent explains that this increase in working expenses is owing to five miles of the permanent way having been renewed with iron-pot sleepers in place of the wooden creosoted sleepers.

CARNATIC RAILWAY—(LATE INDIAN TRAMWAY.)

13. *Capital Account.*—At the time the Budget Estimate for 1869-70 was prepared, the Capital of the Indian Tramway Company was exhausted, and no provision was made for advances under that head; but after the formation of the Carnatic Railway Company, an advance of Rupees 15,000 was drawn by the Secretaries and Agents in March 1870, and the expenditure on stores and certain expenses on account of the preliminary survey operations amounted to Rupees 422.

14. *Revenue Account.*—A sum of Rupees 48,000 was entered in the Budget Estimate as the probable gross traffic receipts for the period under review, and the actual receipts amounted to Rupees 45,524.

II. REVENUE ACCOUNT.

	MADRAS RAILWAY.										TOTAL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	South-West Line.					North-West Line.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	Budget Estimate as passed by the Government of India.	Actuals.	Actuals compared with the Budget grant.		Budget Estimate as passed by the Government of India.	Actuals.	Actuals compared with the Budget grant.		Budget Estimate as passed by the Government of India.	Actuals.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
			More.	Less.			More.	Less.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Grass Traffic Earnings.	Rs. 48,00,000	Rs. 46,25,857	Rs. 1,74,143	Rs. 20,00,000	Rs. 16,37,087	Rs. 3,62,913	Rs. 8,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000	Rs. 4,00,000

(Signed) H. L. PRENDERGAST, Captain, R. E.,
Acting Consulting Engineer for Railways.

MADRAS,
21st October 1870.

I.
Capital Account.

MADRAS RAILWAY.																	
SOUTH-WEST LINE.										NORTH-WEST LINE.							
Budget Estimate as passed by the Government of India.					Actuals.			Actuals compared with the Budget Grant.		Budget Estimate as passed by the Government of India.				Actuals.		Actuals compared with the Budget Grant.	
English.	Indian.	Total Indian.	Indian.	Total Indian.	Indian.	Total Indian.	More.	Less.	English.	Indian.	Total Indian.	Indian.	Total Indian.	Indian.	Total Indian.	More.	Less.
12,40,000	14,90,000	.....	.....	11,03,495	.....	.....	.....	.....	23,80,000	21,60,000	.....	.....	20,53,648	.....	.....	.....	.....
.....																	
.....	.....	14,90,000	.....	.....	11,03,495	.....	.....	3,86,505	.....	.....	21,60,000	.....	20,53,648	.....	.....	.....	1,06,352
.....																	
.....	54,000	.....	.....	61,761	.....	.....	.....	.....	.....	10,000	.....	.....	.....	.....	.....	.....	.....
.....	96,000	.....	.....	69,137	.....	.....	.....	.....	.....	20,000	.....	.....	21,141	.....	.....	.....	.....
.....	8,40,000	9,90,000	9,71,045	11,01,943	1,11,943	.....	.....	.....	.....	3,30,000	3,60,000	2,06,354	2,27,495	.....	.....	.....	1,32,505
.....	.....	5,00,000	.....	1,552	.....	.....	.....	4,98,448	.....	.....	18,00,000	.....	18,26,153	.....	.....	26,153	.....
1. Cash advances for construction																	
2. Customs duty on stores																	
3. Payments to Revenue																	
1. Shares paid in India																	
2. Refunds, etc.																	
3. Sale proceeds of stores																	
4. Payments from Revenue																	
Net payments from Government Treasuries																	

1.
Capital Account.—(Concluded.)

Madras,
21st October 1870.

(Signed) H. L. PRENDERGAST, Captain, R.E.,
Acting Consulting Engineer for Railways.

Secretary to Government.

5
PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 4th November 1870.

No. 74.

No. 2,640.

To.

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 14.

SIR,—With reference to paragraph 3 of the Proceedings of the Government of India under date the 18th October 1869, No. 314-A.R., I am directed herewith to forward the Consulting Engineer's review of the general financial operations of the Railway Companies in this Presidency for the year 1869-70.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R.E.,

Secretary to Government.

Exd. E. C. Shunker.

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 416.

From

Captain H. L. Prendergast R. E.
Consulting Engineer in Railways.

To

Colonel B. C. A. Orr R. E.

Secretary to Government,

Public Works Department,

Fort Saint George.

Sir,

G.O. No 66
dated 7th
January 1870.

With reference to paragraphs
2 and 3 of Public Works Department
Resolution No 314 A. R. of the 18th
October 1869, I have the honour to
submit a review of the financial
operations of the Madras and the
Great Southern of India Railways, and
Indian Tramway (now Carnatic Railway)
Company for the year 1869-70.

2. Capital Account. The total modified grant

for net advances from Guaranteed Capital on account of the Madras, and the Great Southern of India Railways (the Capital account of the Tramway having been exhausted) as sanctioned by the Government of India in their Proceedings of the 26th January 1869, No. 16 A.R., was Rupees 25,75,000 and the actual payments from Government Treasuries have been Rupees 24,24,377, of which the sum of Rupees 21,06,031 is shown by the Railway Agents to be the amount of disbursements on the Capital account for the year 1869-70.

3. Revenue Account.— The total receipts in the Government Treasuries on Revenue Account, for the three Railways during the year 1869-70

72
amounted to Rupees 70,79,968, against a sum of Rupees 76,48,000 entered in the Budget estimate. The withdrawals from Government Treasuries on account of working expenses, amounted to Rupees 36,27,293, against an estimate of Rupees 35,43,000; thus the net revenue has been Rupees 34,52,675, the Budget estimate giving Rupees 41,06,000.

4. The enclosed Statements I and II show the Budget allotments under Capital and Revenue respectively with the actuals for the year 1869-70.

5. Capital.— On the South-West Line of the Madras Railway, the payments from Government Treasuries allotted by the Government of India were Rupees 74,70,000, while the withdrawals amounted to

to Rupees 11,03,500, the difference being Rupees 3,86,500. The receipts into the Treasuries have been Rupees 11,01,943, against the estimate Rupees 9,90,000, or about 11 per cent over. This is accounted for by there being a larger consumption of stores on Revenue, than was anticipated. The actual net payments for the year were therefore reduced to Rupees 1552, against a Budget provision of Rupees 500,000.

6. The allotment and expenditure are classified below under five heads.

	Grant	Outlay	Net	Grant
Works costing more than Rs. 10,000				
Minor works	282,577	194,110		88,467
Reserve to meet unforeseen requirements	24,818	31,844		6,026
Establishment	20,615	72,716	42,101	81,819
Stores	28,400	152,132		1,24,732
	7,18,000	6,55,598		624,044

The difference between the grant and the outlay on works costing more than Rupees 10,000 is accounted for chiefly by there being short expenditure on the Madras Central Station. There was also no expenditure on four of the works entered in Form B of the Budget Estimate, viz:

Alterations and additions to the workshop at Basambar	209
Laying down additional sidings at Jolarpett	280
Ballasting District 4 Bangalore Branch	5,650
Locomotive workshop at Salem	3,840
Total	10,029

The expenditure on Revenue for unforeseen works considerably exceeded the

the estimate, while there is a large saving on establishment, and on stores.

7. Revenue Account.— The net revenue for 1869-70 according to the estimate passed by the Government of India was Rupees 2500,000 and the actual net receipts amounted to only Rupees 2206,940 showing a deficiency of Rupees 293,060.

North-West Province.

8. Capital Account.— The expenditure on this account was about Rupees 10,6350 below the Budget grant, and the receipts also less by Rupees 132,500. The decrease of about 36 per cent in the latter item is accounted for by the reduced receipts in the item payments

"payments from Revenue," or in other words by the consumption of stores on Revenue account being less than was anticipated.

The allotments and expenditure stand as below.—

	Grant	Grant	Less
	IV	Grant	Grant
		IV	Grant
		IV	Grant
Works costing more than Rs. 10,000—	27,422	16,546	10,876
Minor works—	17,890	20,042	2,152
Preservation and repairs requirements	12,144		12,144
Unexpended and carried over from 1867-68	17,814	17,814	52,934
Electric Telegraph—	36,647	18,531	18,116
Estab. & maintenance—	28,495	27,002	14,984
Total.	216,000	205,068	265,109

The difference between the grant and the outlay for "works costing more than Rupees 10,000" is chiefly due to

a saving of expenditure on fine works
included in Form B

Cost of adding curtain walls
to the Poonamooker bridge

83rd mile ————— 2420

Fencing District VII ————— 1524

Covering slopes District VIII — 1840

Earthwork District VII about — 3000

Ballasting District VII about — 1500

Total 10,284

On construction and lines
recently opened, there is an apparently
large unexpended balance of Rupees
52,934: but this sum is only 3 per cent.
of the amount allotted for expenditure.

10. Revenue Account. — The net
estimated revenue was Rupees 12,00,000
and

and the actual net receipts amounted
to only Rupees 9,54,000. The falling off
by Rupees 2,46,000 is accounted for in
the gross traffic earnings being some
Rupees 3,62,900 less than the estimate.

Great Southern of India Railway.

17. Capital Account. — The
allotment and the expenditure on account
of this Railway are compared as follows:—

		Grant	Outlay	More	Less
Works costing more than Rs 10,000 —	8,01,78	45,412		34,757	
Minor works —	79,662				
Revenue account expenditure —	5,00,00	1,21,82		1,20,280	
Less open less than two years —	1,02,800				
Calling stock —	42,500	17,686		24,814	
Establishment —	44,865	1,12,380		67,515	
Purchase of stores —	"	1,92,416		1,92,416	
<u>Total</u> —	4,01,000	4,80,055		25,986	1,79,901

The actual payments from the Treasuries as exhibited in Statement I were Rupees 80,000 more than the estimate.

The expenditure on construction during the year, Rupees 1,57,603, amounted only to about 50 per cent of the estimated sum, Rupees 3,12,640, and on Rolling stock to little more than 40 per cent of the estimate; but the savings are exceeded by the increased expenditure on "establishment" and "stores". There was an omission in the Budget, no provision being made for stores; and the Agent explains that the excess expenditure on establishment was occasioned by the cost of the Agency establishment alone having been calculated.

calculated under this head, without the Engineering and Locomotive Departments.

The receipts into the Government Treasuries on account of Capital ~~was~~ Rupees 77,130 more than was ~~estimated~~ in the item "payments from Revenue", so that the net payments for construction amount only to a trifle in excess of the estimate, viz. Rupees 2,900.

12. Revenue Account.—Statement II shows that the revenue was Rupees 1,22,215 less than the Budget estimate. The decrease was owing to the working expenses absorbing more of the earnings than was anticipated. The Agent explains that this increase in working expenses is owing to five miles of the permanent

permanent way having been renewed with iron foot sleepers, in place of the wooden creosoted sleepers.

Carnatic Railway
late Indian Tramway

13. Capital Account.— At the time the Budget estimate for 1869-70 was prepared, the Capital of the Indian Tramway Company was exhausted: and no provision was made for advances under that head. But after the formation of the Carnatic Railway Company; an advance of Rupees 15,000 was drawn by the Secretaries and Agents in March 1870, and the expenditure

127
expenditure on stores and certain expenses on account of the preliminary survey operations amounted to Rupees 422.

14. Revenue Account.— A sum of Rupees 48,000 was entered in the Budget Estimate as the probable gross traffic receipts for the period under review, and the actual receipts amounted to Rupees 45,524.

Madras
21st October
1870

I have the honour to be,
Sir,

Your most obedient Servant.

W. Henderson Captain R.E.

Acting Consulting Engineer
for Railways

Oct 4 223/20
Series 1870-1872

Pa 1

Capital Account.

Oct 1870 draft
Wm. H. Gardner & Co. Inc.

RAILWAY DEPARTMENT.

From

The Consulting Engineer

for Railways,

To

The Secretary to Foreingment,

P. W. Department,

Fort St. George.

Dated

24th

October 1870.

Received

24th

No. 416.

Recd. 24th

Oct 26 39-26 40-4 21 70

Subcommittee

Review of the financial

operations of the Kansas

& the P. & O. R.R. and

the Kansas Drainage Com.

new Committee 1871 for

the years 1869-70.

copy

Capital Account.

Madras Railway										Great Southern of India Railway										Carnatic Railway										Total.	
South West Line					North West Line																										
Budget esti- =mate as proposed by the Govt of India			Actuals	Actuals compared with the Budget grant	Budget esti- =mate as proposed by the Government of India			Actuals	Actuals compared with the Budget grant	Budget esti- =mate as proposed by the Government of India			Actuals	Actuals compared with the Budget grant	Budget esti- =mate as proposed by the Government of India			Actuals	Actuals compared with the Budget grant	Budget esti- =mate as proposed by the Government of India			Actuals	Actuals compared with the Budget grant							
English	Indian	Total	Indian	Total	English	Indian	Total	Indian	Total	English	Indian	Total	Indian	Total	English	Indian	Total	Indian	Total	English	Indian	Total	Indian	Total	English	Indian	Total	more less			
Payments from Government Treasuries																															
1. Cash advances for Construction. — 1240000 1490000 1103495 2380000 160000 205648 200000 400000 480025 422																															
2. Customs duty on Stones. —																															
3. Payments to Revenue. — 1490000 1103495 386505 2160000 205648 100000 400000 480025 422 422 405000 363760 422																															
Receipts into Government Treasuries																															
1. Shares paid in India. —																															
2. Refunds, &c. — 5000 60760 10000																															
3. Sale proceeds of Stones — 9000 69137 20000 21141 5000 5876																															
4. Payments from Revenue — 840000 940000 970045 1101943 111943 330100 360000 266304 27745 120000 125000 196255 202131 77131 1475000 1521569 56569																															
Net payments from Government Treasuries — 50000 1552 498448 1300000 152153 26153 275000 277904 29004 422 422 257500 206031 4609																															

Madras
21st October 1870

Wm Sandercock Captain, R.E.,
A. Consulting Engineer for Railways

II.

Revenue Account.

Madras Railway:				Great Southern of India Railway		Carnatic Railway		Total.	
South West Line		North West Line							
Budget estimate as passed by the Government of India	Actuals compared with the Budget grant more less	Budget estimate as passed by the Government of India	Actuals compared with the Budget grant more less	Budget estimate as passed by the Govt of India	Actuals compared with the Budget grant more less	Budget estimate as passed by the Government of India	Actuals compared with the Budget grant more less	Budget estimate as passed by the Government of India	Actuals compared with the Budget grant more less

Gross Traffic Earnings 48,00,000 46,25,357 . 17,443 20,00,000 16,37,687 . 3,62,913 80,00,000 77,1,500 . 28,500 14,20,000 45,524 . 2,41,76 76,48,000 70,79,968 . 5,68,032

Withdrawals from Government Treasuries on account of working expenses. 23,00,000 24,18,915 118,915 . 8,00,000 6,83,080 . 11,69,204 4,00,000 4,92,715 93,715 . 43,000 31,583 . 11,417 35,43,000 36,27,293 84,293

Net Revenue. 25,00,000 22,06,942 . 29,20,58 12,00,000 9,54,607 . 24,59,934 4,00,000 2,77,785 . 12,215 5,000 13,941 8,941 . 41,05,000 34,52,675 . 6,52,325

Madras
21st October 1870

Wm. S. P. Captain, R.E.,
A Consulting Engineer for Railways

Revenue Account

1869-70
No. 4223/70
of 2

No. 2639 P. Fr. D.
Proceedings of the Madras Government.
Read the following
From:
The Consulting Engineer } (H. E. No. 416 of 21 Oct 1869)
for Railways

Ordered that these
papers be forwarded
to the Govt of India.
No. 2640.

To the Consulting Engineer
for Railways
Recd. 5/11/69.

The Secy to the Govt
of India P. Fr. D.
Sir

With reference to
Para 3 of the Proceedings
of the Govt of India under
date the 18th October 1869
No. 314 A. R. I am di-
rected herewith to forward
the Consulting Engineer's
review of the general
financial operations
of

of the Railway Companies
in this Presidency for a
year 1869/70.

Recd 5/11/70 into 25/4/70
Cdn of Govt 2639 of 1870-

C/pe 4223

Govt. of 1870 Madras.

PUBLIC WORKS.

To The Consulting Eng^r
for Railway.

And
To The Secretary to the Govt
of India.

Dated

Recd.

G. O. L. No. 1870 No. 2639 & 2640

Nos. 72 + 73 + 74

Review. Passing orders on the
letter from the Comdg^r for Eng^r
submitting a review of the fi-
nancial operations of the Rail-
ways in the Madras Presidency
for 1869/70

Letter Forwarding the Comdg^r's
review of the general financial
operations of the Railways in the
Madras Presidency for 1869/70.

Further No. 13682/71
Feb 7/71
1883-1884/13-4-71