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MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	158459	Press
		Mis.
Dated	7/7/13	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
15th July 1871.*

No. 237. Read the following letter from the Deputy Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 23rd June 1871, No. 284 :—

I HAVE the honour to submit the reports of the Agents of the Madras* the Great Southern of India† and the Carnatic‡ Railways for the official year 1870-71.

* Agent's letter No. 326, dated 1st June 1871, with two enclosures only.
† Agent's letter to the Board, dated 28th March 1871.
‡ Agent's letter No. 65, dated 11th May 1871.

2. The working of the lines has already been entered into in the Annual Administration Report for the past year.

From the Acting Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 1st June 1871, No. 326.

I HAVE the honour to report as follows, for the information of Government, with reference to the operations of this Company during the official year 1870-71.

2. No alteration took place in the mileage of the South-West Line, but that of the North-West Line was, by the under-mentioned extensions, increased by 125 miles, namely :—

Orsoty to Toongabudra river, 12th December 1870, 76 miles.
Goondacul to Veerapoor, 16th January 1871, 18 „
Veerapoor to Bellary, 1st March 1871, 14 „
Toongabudra to Raichore, 15th March 1871, 17 „

3. The following officers and servants arrived from England :—

Name.	Grade.	Date of arrival.
<i>Engineer's Department.</i>		
B. Anderson	Chief Engineer	Returned from sick leave, 18th November 1870.
<i>Locomotive Department.</i>		
W. B. Wright	Locomotive Superintendent	Arrived at Bombay from sick leave, November 1870.
J. Irons	Erector and Fitter	15th January 1871.
C. E. Phipps	Do. do.	11th February „

4. The under-mentioned Covenanted Officers and servants returned to England, resigned the service, etc., etc.

Name.	Grade.	Remarks.
A. K. Thomason	Chief Accountant	Died 4th September 1870.
<i>Engineer's Department.</i>		
M. A. Taylor	2nd-Class Assistant Engineer	Engagement terminated by the Board, 22nd April 1870.
G. F. Hill	3rd „ „ „	Services dispensed with by six months' notice, 1st Aug. 1870.
J. A. Dewing	3rd „ „ „	Do. do., 1st Sept. 1870.
F. C. Bullmore	3rd „ „ „	Do. do., „ „ „
T. M. Rymer Jones	2nd „ „ „	Do. do., „ „ „

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Name.	Grade.	Remarks.
H. R. P. Carter	Officiating Deputy Chief Engineer on permanent way ...	Proceeded to England on sick certificate, 13th Nov. 1870.
J. S. Whitlock	1st-Class Assistant Engineer ...	Services dispensed with by six months' notice and with three months' salary, 19th Jan. 1871.
C. Thompson	Iron Girder Bridge Builder ...	Engagement terminated with three months' salary, 3rd December 1870.
<i>Traffic Department.</i>		
W. F. Hugo	Deputy Traffic Manager ...	Proceeded to England via Bombay on twelve months' furlough, 28th March 1871.
<i>Locomotive Department.</i>		
R. Morris	Erector and Fitter	Resigned the service and returned to England, 13th May 1870.
H. Smith	Engine Driver	Do. do. do.

5. On the 5th September last by letter No. 498 Mr. Elwin reported to the Government the death of Mr. A. K. Thomson, the Chief Accountant of the Company.

6. In that letter the length of Mr. Thomson's service and the high estimate in which he was held by the Agent and Manager were fully recorded.

7. During the year a considerable reduction was made in the establishment of the Chief Engineer in consequence of the completion of the greater portion of the works under construction.

8. On the 24th of November 1870 a meeting was held at Raichore between the officers of the Great Indian Peninsula Company and those of the Madras Railway, in view to the arrangement of terms for the interchange of traffic and rolling stock between the two Companies upon the completion of through communication between Bombay and Madras.

9. A copy of the memorandum of arrangement which was then agreed to was forwarded to you with Mr. Elwin's letter No. 701, dated the 9th December 1870, and was approved by G. O. No. 258, of the 27th January last.

10. In accordance with the instructions* of the Directors, as conveyed in paragraph 15 of the Secretary's letter No. 456, the accounts of the South-West and North-West Lines were amalgamated with effect from the 1st July 1870, and are now submitted to the Government in the combined form.

11. I am glad to report that cattle trespass has been less frequent during the past than in preceding years, owing, doubtless, to the proper and careful maintenance of the vegetable fence and the erection of iron wire and stone-wall fencing on several portions of the Railway.

Rates and Fares.

12. No alteration took place in the passenger fares and goods rates during the year.

13. The rates for parcels, ice, fish, and vegetables, etc., etc., were the same as those in operation in 1869-70.

14. The under-mentioned special rates were introduced during the year :—

15th June 1870.—Rice in full truck loads of not less than 6 tons, and for distances exceeding 200 miles from stations on the Great Southern Railway to Bepore, at the special class rate.

12th July 1870.—Paddy from Negapatam to Tiroor, at special class rate.

12th August 1870.—Oil-cake in full waggon loads of not less than 6 tons for distances of 100 miles and upwards, at special class rate.

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24th August 1870.—Cotton at the following rates on the North-West Line :—

	Per ton per Mile.
Cotton, loose	42 Pies.
Do., half-pressed, to 11 lbs. per cubic foot	28 ..
Do., do., to 15 lbs.	21 ..
Do., full-pressed, to 25 lbs.	16 ..

29th August 1870.—Piece goods at an experimental rate of Rupees 5 per bale, or case averaging 425 lbs. each, or at Rupees 26-6-0 per ton from Madras to Negapatam.

26th September 1870.—Salt in full waggon loads between Madras and Salem, at 9 Pies per ton per mile.

26th October 1870.—Tamarind in consignments of not less than 6 tons, at 8 Pies per ton per mile from Conjeevaram and Palghat to any station on the Great Southern of India Railway.

26th October 1870.—Timber (in rough scantling) not exceeding 16 feet in length, and in consignments of not less than 5 tons, at 12 Pies per ton per mile from Conjeevaram and Palghat to any station on the Great Southern of India Railway.

26th October 1870.—Rice in consignments of not less than 6 tons from stations on the Great Southern of India Railway to stations on the Madras Railway, (at a distance of not less than 30 miles from the Erode Junction,) at 8 Pies per ton per mile.

26th October 1870.—All goods enumerated in the first and second classes of the goods classification from Salem to Trichinopoly, at 8 Pies per ton per mile.

18th November 1870.—Raggy, gram, cholum, and cumboo, at 10 Pies per ton per mile when consigned from Bangalore and stations on the branch to any other station on the Madras Railway.

30th November 1870.—Selected specimens of works of art intended for the Exhibition to be held at South Kensington, at half the ordinary rates.

8th December 1870.—Rice, jaggery, beans, etc., etc., in consignments of not less than 8 tons, and for distances of 200 miles and less than 300 miles, at 8 Pies per ton per mile, and for distances of 300 miles and upwards, at 7 Pies per ton per mile at owner's risk.

7th January 1871.—Corpse at 8 Annas per mile.

14th January 1871.—Iron bands and gunnies used for packing pressed cotton, at a uniform rate of 12 Pies per ton per mile, first class.

24th January 1871.—Kaveekul (or red stone) used for dyeing purposes, at 8 Pies per ton per mile, in consignments of not less than 6 tons between Tanjore and Madras.

20th February 1871.—The under-mentioned articles at 8 Pies per ton per mile for 200 miles and less than 300 miles, and 7 Pies per ton per mile for distances of 300 miles and upwards in consignments of not less than 8 tons, namely :—

- Avara Seeds.
- Ground-nuts (in bags).
- Scrap Iron and broken metal.
- Soap-nuts (in bags).
- Bones (loose) in consignments of not less than 6 tons.

6th March 1871.—Poultry (loose or in hampers) at 3 Annas per truck per mile at owner's risk.

6th March 1871.—English press-packed cloth and twist from Madras to Great Southern Stations at third class, or at 18 Pies per ton per mile.

16th March 1871.—Soldiers' dogs when entered in the Government Warrant or certificate, at the following rates :—

	RS.	A.	P.
For any distance up to 400 miles, each	0	8	0
Above 400 up to 800 miles, each	0	12	0
Above 800 miles, each	1	0	0

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South-West Line.

15. The average cost of maintaining the South-West Line and Bangalore branch, including renewals with pot-sleepers, amounted to Rupees 110 per mile per mensem, as compared with Rupees 208 per mile in 1869-70.
16. The permanent-way, earthwork, etc., etc., were maintained in good order during the year.
17. The fencing was efficiently upheld throughout the line, iron wire strands and stone walls having been erected at places where the vegetable fence was defective.
18. The bridges generally throughout the South-West Line were kept in a substantial state of repair. Protective works, in the shape of curtain walls and floorings, were provided to such bridges as showed a tendency to suffer from the effects of scour.
19. The bridge over the Kuddlehoondy river was completed and opened for public traffic on the 22nd August 1870.
20. The station buildings, etc., etc., were maintained in a sound and substantial state of repair.

North-West Line.

21. The maintenance of this line cost Rupees 69 per mile per mensem, as compared with Rupees 56 per mile in 1869-70.
22. This increase is due to the additional cost of ballasting and repair of bridges rendered necessary in consequence of unusually heavy rains, the bursting of tanks, etc., and to the fact that the maintenance of a new section of line is invariably more expensive than an old and more consolidated one.
23. During the year the line between Ghooty and Raichore and between Goondacul and Bellary was opened for public traffic.
24. The permanent-way, earthwork, station buildings, etc., etc., were all maintained in a satisfactory condition.
25. The fencing was kept in good order throughout the line, iron-wire fencing having, as on the South-West Line, been erected in all places where the vegetable fence had failed.
26. The bridges throughout the line, with the lamentable exception of the one over the Cheyaur river, were maintained in a substantial state of repair.
27. The bridge over the Huggry river (Bellary branch) has not yet been completed. A temporary road has been laid across the bed of the river for the passage of trains. It is proposed* to substitute cylinders for piles in the construction of this bridge. A plan and estimate for the substitution of cylinders for piles will be prepared and submitted for the sanction of Government.
28. Four of the minor bridges on the North-West Line were damaged* by the heavy rain which fell during the year, and by the bursting of the embankments of Government tanks. They were, however, repaired without any serious hindrance to the traffic.
29. The works at the Raichore station, under all the circumstances, progressed satisfactorily. The station-house, salt godown, watering arrangements, engine turn-table, and dwelling-houses for the employes of the Locomotive and Traffic Departments are now completed. The goods shed, engine and carriage sheds await the arrival of the roofs indented for from England. The other buildings at Raichore are in an advanced state of progress.
30. The Government will observe from the Chief Engineer's report for the half-year ended 31st December 1870, that satisfactory progress has been made in the construction of the new Central Station, and that there is every reason to expect that it will be opened for the use of the public early next year.

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Electric Telegraph.

31. The Telegraph line was completed to Raichore towards the close of the official year, and was worked with very satisfactory results during the year, both as regards the small number of interruptions and the low cost of maintenance.
32. No progress beyond the collection of materials was made during the year towards the construction of the Neilgherry branch, in consequence of the plans and estimates as submitted not having been sanctioned by the Government of India, who, as you are aware, took exception to the depth of ballast and formation width as proposed by the Company's Chief Engineer.
33. I beg to enclose, for the information of Government, the under-mentioned accounts for the official year 1870-71, together with copy of a letter* from the Chief Accountant furnishing explanation in reference to them.

* No. 234, 30th May 1871.

Statement of Capital Expenditure, Revenue Account.
Comparative Statement with Budget Estimate.

Proceedings of the Madras Government,

MADRAS
CAPITAL

Statement of Receipts and Expenditure during the Official year ending 31st

Receipts.	To 31st March 1870.	Year ending 31st March 1871.	Total 31st March 1871.
	RS. A. P.	RS. A. P.	RS. A. P.
Government of India Capital Account ...	5,79,84,574 4 8	22,65,234 11 4	602,49,809 0 0
London Office Store Account ...	4,36,11,227 14 6	9,80,325 6 8	445,41,553 6 2
Do. Home Payments Account ...	4,44,955 15 7	1,06,511 4 4	5,51,467 3 11
* Sundry Balances.			
Unpaid Salaries and Wages ...	9,601 12 6	1,356 7 8	10,958 4 2
Profit and Loss ...	5,637 14 9	.....	5,637 14 9
Refunds to Government ...	94 5 0	2,213 4 4	2,307 9 4
Income Tax ...	1,631 2 0	1,016 14 0	2,648 0 0
A. T. Wilkinson ...	131 10 1	131 10 1	.....
Suspense Account for Home Payments ...	294 2 3	234 2 3	.....
East India Railway Company ...	.....	32 9 0	32 9 0
Home Payments Account ...	.....	0 3 8	0 3 8
Hopkins Gilkes and Company ...	55,417 11 11	37,794 4 2	19,713 7 9
Total...	10,21,13,566 13 3	32,70,560 12 6	10,53,84,127 9 9

MADRAS,
30th May 1871.

(Signed) J. CRAMP,
Chief Accountant.

(Signed) F. CHURCH,
Chief Auditor.

Public Works Department, 15th July 1871.

RAILWAY.

ACCOUNT.

March 1871, showing also total receipts and expenditure from the commencement.

Expenditure.	To 31st March 1870.	Year ending 31st March 1871.	Total 31st March 1871.
	RS. A. P.	RS. A. P.	RS. A. P.
Construction.			
Line open for traffic ...	7,46,92,403 4 4	1,17,10,623 11 1	8,64,03,025 15 5
Line in course of construction ...	85,85,658 9 1	25,53,317 3 3	6,80,341 0 10
Rolling Stock ...	1,13,45,053 9 8	1,82,779 14 9	1,15,27,833 8 5
Plant ...	.....	16,842 14 11	16,842 14 11
Establishment ...	.....	3,04,319 7 8	3,04,319 7 8
Contingencies ...	13,256 4 3	40,778 13 3	40,778 13 3
Cochin Survey ...	34,321 14 8	.....	51,578 2 11
Miscellaneous Surveys ...	99 1 11	2,46,798 15 0	2,46,893 0 11
Raichore Bridge Suspense Account ...	.....	62,964 6 6	62,964 6 6
Cheyanur Bridge Suspense Account ...	.....	.....	.....
Expenditure to be apportioned between line open for traffic and line in course of construction at end of half year:—			
General Management, Salaries ...	11,084 3 4	11,084 3 4	.....
Engineering, General Superintendence ...	10,808 2 10	10,808 2 10	.....
Do. Contingencies ...	1,580 13 5	1,580 13 5	.....
Law Charges ...	142 3 1	142 3 1	.....
Incidental Expenses ...	1,581 3 1	1,581 3 1	.....
Electric Telegraph ...	3,353 14 7	3,353 14 7	.....
Total Expenditure year March 1871.			
Cash ...	25,96,470 14 7	.....	.....
Stores ...	20,84,769 4 0	.....	.....
Store Balances.			
Locomotive Store and Workshop Account ...	23,53,259 2 9	20,63,360 8 2	.....
Engineering do. ...	19,24,921 4 7	17,87,074 14 9	.....
Traffic Store Account ...	1,004 13 1	12,517 0 4	.....
General do. ...	18,03,667 2 10	12,45,566 6 7	.....
Stores in transitu ...	4,76,911 9 1	1,76,770 9 10	.....
General Average Account ...	85,506 5 1	35,506 5 1	.....
Materials lost Account ...	88,936 5 2	855 8 2	.....
Store and Workshop Account ...	57,18,542 4 4	.....	53,21,151 4 11
Cr.			
Pot-sleeper casting Account ...	2,06,629 4 1	.....	.....
North-West Line Store Account ...	37,18,542 4 4	.....	.....
Cash Balances.			
Chief Engineer's Advance Account ...	44,619 10 10	94,907 12 2	.....
Locomotive Superintendent's do. ...	25,620 12 0	5,447 6 0	.....
North-West Line do. ...	51,215 11 9	.....	.....
Leading Store do. ...	23,446 3 10	.....	.....
Do. Pot-sleepers do. ...	2,68,144 4 0	3,621 3 3	.....
Cashier ...	1,356 11 6	3,17,450 5 6	.....
Bank of Madras ...	2,79,108 11 5	.....	.....
Capital Funds employed on Revenue ...	1,93,698 10 5	2,16,730 11 6	.....
Suspense Account, Home Payments, North-West Line ...	294 2 3	.....	.....
Home Payments Account ...	466 3 6	.....	.....
General Storekeeper ...	0 5 0	99 3 2	.....
E.W. Barnett ...	94,501 0 0	86,645 13 5	.....
Income Tax ...	174 12 0	.....	.....
R. D. Carter, Beypore ...	.....	1,466 3 4	.....
Home Payments, Suspense Account ...	.....	2,025 2 9	.....
Total...	10,21,13,566 13 3	.....	10,53,84,127 9 9

(Signed) B. ANDERSON,
Acting Agent and Manager.

(Signed) F. G. HANKIN, Major,
Acting Examiner of Railway Accounts.

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APPENDIX A.
Capital Account.

	RS. A. P.	RS. A. P.
AMOUNT OF CASH DRAWN FROM GOVERNMENT DURING THE YEAR ENDING 31st MARCH 1871		33,90,000 0 0
<i>Less sums returned to Government as under—</i>		
For Stores sold, etc.	61,451 11 3	
„ Home Payments	23,909 5 11	
		85,361 1 2
		33,04,638 14 10
Deduct amount paid in reduction of Capital for Stores used on Revenue ... ..	.....	10,39,404 3 6
Net amount received from Government on Capital Account ... ..	.....	22,65,234 11 4

APPENDIX B.
Store Expenditure.

	RS. A. P.	RS. A. P.
STORE BALANCES AT 31st MARCH 1870 ... ..	.....	64,77,577 6 6
Amount credited to London Office Store Account for Stores purchased in England during year ending 31st March 1871	9,30,325 6 8	
Less amount debited to Hopkins, Gilkes & Co... ..	35,704 4 2	
	8,94,621 2 6	
Net Cash Expenditure for purchase of Stores in India per General Store and Store and Workshop Accounts	10,72,551 8 8	
		19,67,172 11 2
<i>Deduct appropriation of Stores on account of—</i>		84,44,750 1 8
Capital	20,84,769 4 0	
Revenue	10,31,900 4 9	
	31,16,669 8 9	
Add Cash Expenditure on Revenue which passed through the Engineering Store Account	6,929 4 0	
		31,23,598 12 9
Store Balances per this account at 31st March 1871		53,21,151 4 11

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APPENDIX C.
Cash Expenditure.

	RS. A. P.	RS. A. P.	RS. A. P.
CASH BALANCE AT 31st MARCH 1870... ..			9,82,647 2 6
Net amount received from Government during the year per Appendix A ... ..	.....	33,04,638 14 10	
<i>Sundry receipts, as under—</i>			
London Office on account of Home Payments	1,06,511 4 4		
Unpaid Salaries and Wages	1,356 7 8		
Refunds to Government	2,213 4 4		
Income Tax	1,016 14 0		
East India Railway Company	32 9 0		
Home Payments Account	0 3 8		
		1,11,130 11 0	
			34,15,769 9 10
<i>Deduct Expenditure during the year, as under—</i>			43,98,416 12 4
On Stores, per Appendix B ... ..	.....	10,72,551 8 8	
On Works ... ..	.....	25,96,470 14 7	
		36,69,022 7 3	
<i>Sundry Payments—</i>			
A. T. Wilkinson ... ..	.....	131 10 1	
Suspense Account, Home Payments ... ..	.....	294 2 3	
			36,69,448 3 7
Deduct value of Revenue Stores, January to March 1870, paid to Government during this year ... ..	.....	2,83,373 4 10	
Less value of Revenue Stores, January to March 1871, not paid for at 31st March 1871	2,75,869 6 1		
Add Cash Expenditure on Revenue that passed through the Engineering Store Account	6,929 4 0		
		2,82,798 10 1	
			574 10 9
Cash Balances, 31st March 1871 per this statement			7,28,393 14 0

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MADRAS RAILWAY.

Dr. Revenue Account for the Official year ending 31st March 1871. Cr.

Expenditure.	Amount.	Per cent. of Revenue.	Earnings.	Amount.
	RS. A. P.			RS. A. P.
To Maintenance of Way, Works, and Stations (Abstract A.)	7,96,598 4 2	15.15	By Coaching Traffic (Ab- stract H.)	20,38,392 9 0
„ Locomotive Expenses (Abstract B.)	10,31,570 12 5	19.63	„ Goods Traffic (Ab- stract I.)	30,40,854 4 11
„ Carriage and Waggon Expenses (Abstract C.)	1,50,312 1 3	2.86	„ Electric Telegraph Earnings.	16,866 8 0
„ Traffic Expenses (Ab- stract D.)	4,51,723 5 6	8.59	„ Sundries (Abstract K.)	1,45,951 2 8
„ General Charges (Ab- stract E.)	1,76,738 9 6	3.36	„ Contributions from In- surance and other funds.	
„ Special and Miscellane- ous Expenditure (Ab- stract G.)	2,32,267 2 6	4.42	„ Fire Insurance Fund	15,068 9 0
	28,39,210 3 4	54.01		
„ Balance Net Earnings	21,17,922 14 3	45.99		
Total...	52,57,133 1 7	100.00	Total...	52,57,133 1 7

MADRAS, 25th May 1871.

(Signed) J. CRAMP,
Chief Accountant.

(Signed) F. CHURCH,
Chief Auditor.

Examined and found correct.

(Signed) B. ANDERSON,
Acting Agent and Manager.

(Signed) F. G. HANKIN, Major,
Examiner of Railway Accounts.

Approved and passed.

(Signed) _____
Acting Consulting Engineer for Railways.

ABSTRACT A.

Maintenance of Way, Works, and Stations.

1st.—SALARIES, OFFICE EXPENSES, AND GENERAL SUPER- INTENDENCE.	RS. A. P.	RS. A. P.
(1).—Engineers' Salaries	51,781 5 4	
(2).—Allowances of do., including travelling expenses of all kinds	7,513 0 10	
(3).—Inspectors and Platelayers of all classes	27,403 9 8	
(4).—Allowances of do. do.	338 11 0	
(5).—Overtime Allowances		
(6).—Office Expenses	17,853 1 1	
		1,04,894 11 11
2ND.—MAINTENANCE AND RENEWAL OF PERMANENT WAY.		
(1).—Wages, including labour and immediate superin- tendence, (Overseers, etc.,) on permanent way	2,60,400 9 11	
(2).—Materials	2,33,562 10 11	
		4,93,963 4 10

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Maintenance of Way, Works, and Stations.—(Concluded).

	RS. A. P.	RS. A. P.
3RD.—REPAIRS OF BRIDGES, ETC.—WAGES AND MATERIALS.		
(1).—Bridges	40,428 5 7	
(2).—Tunnels		
(3).—Miscellaneous, including earthwork, roads, fencing, etc.	58,115 11 10	
		98,544 1 5
4TH.—REPAIRS OF STATIONS AND BUILDINGS—WAGES AND MATERIALS.		
(1).—Repairs of buildings of every description, includ- ing station-yards and signals, but excepting quarters of the staff	43,678 12 1	
(2).—Repairs of Staff Quarters	10,788 6 1	
		54,467 2 2
5TH.—MAINTENANCE BY CONTRACT.		
6TH.—UNCLASSIFIED EXPENDITURE.		
(1).—Plantations		
(2).—Tools and Plant	26,524 3 1	
(3).—Loss on Stores, etc.	18,204 12 9	
		44,728 15 10
Total...		7,96,598 4 2

	Departmentally. Average.	By Contract.	Total Average.
MILES MAINTAINED—			
Railway Line ... { Double			
Single	663 1 1		663 1 1
Sidings... ..	76 1 1		76 1 1
Total...			740 1 1

ABSTRACT B.

Locomotive Expenses.

1st.—GENERAL SUPERINTENDENCE—	RS. A. P.	RS. A. P.
(1).—Salaries of Locomotive Superintendent and Assistants	11,770 10 2	
(2).—Allowances of do., including travelling allow- ances	707 11 9	
(3).—Foremen	34,364 9 4	
(4).—Allowances of do., including travelling allow- ances	866 5 3	
(5).—Overtime Allowances	1,048 0 4	
(6).—Office Expenses	28,845 14 11	
		77,603 3 9

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Locomotive Expenses.—(Concluded.)

	RS.	A.	P.	RS.	A.	P.
2ND.—RUNNING EXPENSES (WAGES CONNECTED WITH THE WORKING OF LOCOMOTIVE ENGINES)—						
(1).—Wages of Drivers and Firemen	1,48,402	1	11			
(2).—Overtime Allowances	34,112	7	2			
(3).—All labour connected with fueling, cleaning, and looking after engines in yards	32,035	6	1			
(4).—Contingent Expenses, including clothing and travelling expenses	679	0	3			
3RD.—FUEL—				2,15,228	15	5
(1).—Coal Cwts. 14,002 ⁷⁴ / ₁₁₁	16,756	12	6			
(2).—Coke „ 63,494 ⁹⁴ / ₁₁₁	1,02,287	7	3			
(3).—Patent Fuel „ 71,050 ⁵⁷ / ₁₁₁	1,09,058	5	6			
(4).—Wood lbs. 98,413,280	1,96,826	8	11			
4TH.—WATER—				4,24,929	2	2
(1).—Wages of Pumpers and all labour connected with the water-supply	20,007	12	11			
(2).—Coal and other Stores for Engines, etc.	3,707	3	0			
(3).—Maintenance and renewal of do.	634	4	3			
5TH.—OIL, TALLOW, AND OTHER STORES, (EXPENDED ON ENGINES IN WORK).—				24,349	4	2
(1).—Oil, Tallow, Grease, Waste, etc.	16,737	15	3			
(2).—Small Stores	3,787	12	3			
6TH.—MAINTENANCE AND RENEWALS OF LOCOMOTIVE ENGINES AND MACHINERY—				20,525	11	6
(1).—Wages	1,39,518	3	2			
(2).—Overtime Allowances	6,476	2	0			
(3).—Materials	1,22,646	0	7			
7TH.—SERVICES OF OTHER LINES—				2,68,640	5	9
(1).—Hire of Locomotives				294	1	8
8TH.—UNCLASSIFIED EXPENDITURE—						
Loss on Stores, etc.						
Total...				10,31,570	12	5

ABSTRACT C.
Carriage and Waggon Expenses.

	RS.	A.	P.	RS.	A.	P.
1ST.—GENERAL SUPERINTENDENCE—						
(1).—Salaries	1,357	0	5			
(2).—Allowances, including travelling	84	14	11			
(3).—Foremen	4,147	5	4			
(4).—Allowances of do., including travelling	106	0	2			
(5).—Overtime Allowances	132	8	5			
(6).—Office Expenses	3,386	10	9			
				9,214	8	0

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Carriage and Waggon Expenses.—(Concluded.)

	RS.	A.	P.	RS.	A.	P.
2ND.—REPAIRS AND RENEWALS OF VEHICLES AND MACHINERY—						
<i>Coaching Vehicles—</i>						
(1).—Wages	10,383	14	6			
(2).—Overtime	376	5	0			
(3).—Materials	16,602	10	3			
				27,362	13	9
<i>Goods Vehicles—</i>						
(1).—Wages	19,799	5	11			
(2).—Overtime	489	5	11			
(3).—Materials	41,248	12	11			
				61,537	8	9
3RD.—CLEANING CARRIAGES AND WAGGONS, AND OILING—						
(1).—Labour, including wages of Oilers, Carriage Cleaners and Examiners	12,610	15	2			
(2).—Stores, including oil, grease, and other stores for consumption on running vehicles	39,586	3	7			
				52,197	2	9
4TH.—UNCLASSIFIED EXPENDITURE—						
Loss on Stores, etc.						
Total...				1,50,312	1	3

ABSTRACT D.
Traffic Expenses.

	RS.	A.	P.	RS.	A.	P.
1ST.—SALARIES, WAGES, ETC.—						
<i>(a).—General Superintendence—</i>						
(1).—Traffic Manager, Assistant do., and District Superintendents	49,467	4	5			
(2).—Office Establishment	23,456	4	2			
(3).—Travelling Allowances	7,613	2	0			
(4).—Contingencies	4,377	12	0			
				84,914	6	7
<i>(b).—Station Staff—</i>						
(1).—Station Masters, Clerks, Porters, Pointsmen, Gatekeepers of Level Crossings, Signalmen, Station Servants, etc.	1,95,458	12	11			
<i>(c).—Train Staff—</i>						
(1).—Guards and Assistant Guards	44,861	9	11			
(2).—Overtime Allowances	196	14	0			
				45,058	7	11
2ND.—FUEL, LIGHTING, WATER, AND GENERAL STORES.						
(1).—Fires, lights, water, and general stores for carriages, stations, offices, etc.	29,242	15	5			
(2).—Waggon covers, ropes, etc.	27,116	3	0			
(3).—Office and station fittings and furniture	1,139	2	11			
				57,498	5	5
3RD.—CLOTHING.						
For Guards, Porters, etc.				8,421	5	1

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Traffic Expenses.—(Concluded.)

	RS.	A.	P.	RS.	A.	P.
4TH.—PRINTING, STATIONERY, AND TICKETS.				26,853	14	11
5th.—HORSES, HARNESS, VANS, OMNIBUSES, PROVENDER, ETC.—INCLUDING CHARGES FOR DELIVERY AND COLLECTION OF GOODS.	.....					
6TH.—MISCELLANEOUS EXPENSES ... ..	.....			507	8	0
7TH.—SERVICES OF OTHER LINES.						
(1).—Hire of Vehicles	31,659	4	5			
(2).—Mileage of Foreign Stock	1,351	4	3			
(3).—Use of Stations ... ..	.....			33,010	8	8
8TH.—UNCLASSIFIED EXPENDITURE.						
Loss on Stores, etc. ... ..	.....					
Total...	.....			4,51,723	5	6

ABSTRACT E.
General Charges.

1ST.—HOME EXPENDITURE—	RS.	A.	P.	RS.	A.	P.
(1).—Directors and Secretary	16,831	15	6			
(2).—Auditors and Accountants						
(3).—Consulting Engineer and Inspecting Officers' fees and travelling allowances	1,703	2	11			
(4).—Office Expenses ... ..	.....			18,535	2	5
2ND.—SALARIES OF INDIAN MANAGEMENT, INCLUDING OFFICES—						
	Salaries.	Travelling Allowances.	Over-time.			
(1).—Agent's Office... ..	11,141 0 11	125 1 9	.....	11,266	2	8
(2).—Auditor's Office	29,339 9 9	15 6 0	.....	29,354	15	9
(3).—Accountant's Office	4,727 14 11	.....	.....	4,727	14	11
(4).—Paymaster's (Cashier's) Office... ..	13,386 10 11	733 6 10	.....	14,120	1	9
(5).—Store Department... ..	9,251 11 9	.....	.....	9,251	11	9
(6).—Medical do.	14,090 14 7	348 6 10	.....	14,439	5	5
(7).—Rents				1,190	6	9
(8).—Contingencies, including furniture and fittings... ..				3,959	7	8
(9).—Stationery				1,627	6	4
(10).—Medicine				1,862	5	5
3RD.—POLICE—				91,799	14	5
(1).—Supervision				2,193	14	2
(2).—Constables				12,377	8	10
(3).—Contingencies				506	3	4
				15,077	10	4

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General Charges.—(Concluded.)

	RS.	A.	P.	RS.	A.	P.
4TH.—ADVERTISING... ..				1,709	8	1
5TH.—ELECTRIC TELEGRAPH—						
(1).—Salaries	5,963	7	5			
(2).—Working Establishment... ..	19,248	3	4			
(3).—Travelling Expenses	1,506	1	7			
(4).—Office Expenses, Contingencies, etc.	1,835	9	11			
(5).—Maintenance, Labour, and Stores	19,969	9	9	48,523	0	0
6TH.—CLEARING ACCOUNTS WITH OTHER LINES.						
7TH.—UNCLASSIFIED EXPENDITURE.						
Loss on Stores, etc. ... ..	.....			1,093	6	3
Total...	.....			1,76,738	9	6

ABSTRACT G.
Special and Miscellaneous Expenditure.

	RS.	A.	P.	RS.	A.	P.
1ST.—LAW CHARGES... ..				15,414	2	8
2ND.—COMPENSATION—						
(1).—Claims for {From Fire Insurance goods, etc. {Funds... .. 15,068 9 0 Do. Revenue do. ... 2,809 1 4				17,877	10	4
(2).—Personal injury						
3RD.—RATES AND TAXES				17,877	10	4
4TH.—CONTRIBUTIONS TO SPECIAL FUNDS—				* 1,57,520	12	10
(1).—Fire Insurance Fund				41,454	8	8
Total...				2,32,267	2	6

RS. A. P.
* Income Tax on Net Traffic Earnings for the year 1870-71 ... 1,52,329 11 0
Assessment on buildings, etc. 5,191 1 10

Total... 1,57,520 12 10

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ABSTRACT H.

Coaching Traffic.

Mileage Fares.	FIRST CLASS.			SECOND CLASS.			THIRD CLASS.			FOURTH (COOLY) CLASS.			TOTAL.		
	RS. A. P.			RS. A. P.			RS. A. P.			RS. A. P.					
	Day	Night		Day	Night		Day	Night		Day	Night				
	No.	Amount.		No.	Amount.		No.	Amount.		No.	Amount.		No.	Amount.	
1st.—PAS- SENGERS.		RS. A. P.			RS. A.			RS. A. P.			RS. A.			RS. A. P.	
Single jour- neys ...	5,411	80,447 1 6		99,565	1,43,446 13		1,602,627	12,76,179 3 4		220,516	86,051 8		1,923,119	15,86,124 9 10	
Excess fares ...	198	1,017 5 0		779	733 10		12,777	3,652 11 10		.....	.....		13,754	5,403 10 10	
Return jour- neys ...	4,432	37,374 7 0		5,170	8,576 0		109,620	50,098 11 0		.....	.....		119,272	96,044 2 0	
Season ticket holders ...	8	300 0 0		.....	.....		.....	.....		.....	.....		8	300 0 0	
Troops and Police ...	78	2,476 3 0		815	4,856 0		24,312	65,474 14 0		.....	.....		25,205	73,807 1 0	
Total...	10,177	1,21,615 0 6		106,329	1,57,612 7		1,749,336	13,95,400 8 2		220,516	86,051 8		2,086,358	17,60,679 7 8	
													Tons.		
2ND.—PASSENGERS' LUGGAGE													982	37,931 15 6	
3RD.—MILITARY BAGGAGE													220	15,474 8 0	
4TH.—CARRIAGES, HORSES, DOGS, ETC.													No.		
(1).—Carriages													820	18,666 15 0	
(2).—Horses													2,912	42,065 9 0	
(3).—Dogs													2,854	4,099 6 0	
														64,831 14 0	
5TH.—MILITARY CARRIAGES, HORSES, ETC.															
(1).—Carriages													25	357 7 0	
(2).—Horses													91	1,516 15 0	
(3).—Dogs													1	2 12 0	
														1,877 2 0	
6TH.—PARCELS													82,312	89,914 15 9	
													Train miles.		
7TH.—SPECIAL TRAINS													8,267	65,010 8 0	
8TH.—POST OFFICE.															
(1).—Haulage and Hire of Post Office Vehicles															
(2).—Special Trains...															
(3).—Parcels														2,643 2 1	
														2,643 2 1	
Total...														20,38,392 9 0	

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ABSTRACT I.

Goods Traffic.

	Rate per Ton per mile.	Weight in Tons.	Amount.
1ST.—MERCHANDISE, GENERAL.			RS. A. P.
First Class	12 Pies.	165,597	11,46,778 15 10
Second do.	14 „	51,305	5,31,617 8 4
Third do.	18 „	30,456	4,28,554 13 4
Fourth do.	24 „	12,118	2,67,369 14 6
Fifth do.	26 „	8,616	2,85,859 15 5
Special	8 „	17,237	89,053 7 2
		285,329	27,49,234 10 7
2ND.—GOVERNMENT STORES		675	15,076 9 8
3RD.—RAILWAY MATERIALS FOR CONSTRUCTION		23,838	2,47,959 15 0
4TH.—LIVE STOCK.		No.	
(1).—Horses		480	4,156 14 0
(2).—Cattle		1,060	3,985 12 0
(3).—Sheep		5,399	1,917 12 0
		6,939	10,060 6 0
5TH.—GOVERNMENT LIVE STOCK.			
(1).—Horses		815	8,262 14 0
(2).—Cattle		10	199 14 0
(3).—Sheep			
		825	8,462 12 0
6TH.—MINERALS.			
(1).—For the Public			
(2).—For the Company (Construction only)			
7TH.—RENTS AND DEMURAGE			10,059 15 8
8TH.—INTEREST ON OUTSTANDING BILLS			
Less outstandings irrecoverable.			
Total...			30,40,854 4 11

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**ABSTRACT K.
Sundries.**

	Amount.		
	RS.	A.	P.
Interest on Revenue Balances deposited with Government	19,203	2	10
Hire of Locomotives	18,063	5	4
Hire of Vehicles	35,357	7	11
Mileage of Vehicles and Sheets over Foreign Lines	1,312	11	3
Use of Stations jointly occupied	13,426	7	1
Clearing accounts with other lines			
Tolls on Bridges	19,124	4	6
Rents of Dwelling-houses	11,546	0	6
of Refreshment-rooms			
Fees on Share Transfers, etc.			
Sale of Unclaimed Goods			
of Revenue Stores	19,635	14	7
1. Maintenance	3,408	5	8
2. Locomotive			
3. Carriage and Waggon	4,403	12	4
4. Traffic	464	10	8
5. General			
	27,912	11	3
Total...	1,45,951	2	8
Electric Telegraph Earnings	16,866	8	0

Fire Insurance Fund

	RS. A. P.				RS. A. P.		
To Amount paid for loss by fire as per Revenue Account.				By Balance in hand on Interest on Government Paper.			
				Contribution for half-year as per Abstract G.			
Balance in hand on							
Total...				Total...			

From the Agent of the Great Southern of India Railway, to the Chairman and Directors of the Great Southern of India Railway Company, London, dated Negapatam, 28th March 1871.

I HAVE the honour to lay before you the following report upon the Company's operations in India during the year 1870.

2. In my last annual statement I informed you that the Chief Engineer had proceeded to the south for the purpose of inspecting the country between Madura and the existing line, so that he might be in a position to offer an opinion upon the best point for effecting a junction. The result of this examination was that Mr. Logan reported in favour of the southern extension starting from Trichinopoly and being taken through Dindigul to Madura. In the meantime (January) the sanction of Government was obtained to the putting in hand of the working surveys between Madura and Tuticorin, and the Assistant Engineers, as they arrived from England, were at once sent into the field upon this work.

3. On the 28th February the Chief Engineer and myself attended a meeting of the Governor in Council at Madras, and the routes which had been named for the extension southwards were

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discussed. In May an official intimation of the selection by the Madras Government of the Trichinopoly via Dindigul route was conveyed to me; but, in reply to my application for permission to lay in a siding and work up material to Trichinopoly, I was informed in October that the Government of India withheld their sanction to the outlay, and had ordered that the point of junction to be adopted should be referred to them for decision when the subject of the gauge was reported upon; relative to this latter subject (the gauge) no communication has yet been made to me.

4. You stated in the last report issued to the shareholders that the Government of India having recently ordered that, before any expenditure for construction purposes on Railway extensions be incurred, detailed plans and estimates for the whole work should be submitted and approved by them, it was feared some delay in the prosecution of the works might arise.

5. The Government of Madras wished the Government of India to modify their order referred to to such an extent that the preliminary work of collecting material, of building bungalows for the residence of the Engineers, and of erecting the telegraph might be proceeded with during the time the detailed estimates and plans were being prepared; but this proposal was negatived in March. In October, however, sanction was accorded to an expenditure of Rupees 20,000 for the supply of tools and furniture and workshop manufacture; at the same time sanction was also given to an estimated outlay of Rupees 33,600 for construction of Engineers' bungalows, and of Rupees 1,00,000 for the collection of material, but I was informed that no outlay was to be incurred on these two last named items until the Government of India had passed orders deciding the location of the line.

6. The working plans and sections and the land schedules for the entire length of the extension were received from the Engineering Department and submitted to Government before the end of October; but I presume that no steps have been taken owing to the Government of India order before referred to for the acquisition of land.

7. A sum of Rupees 8,75,609-15-9 was added to the Capital Account during the year 1870, the chief items debited having been as under:—

	RS.
Preliminary Expenses, Southern Extension	1,72,423
Rolling Stock	2,10,043
Tools and Plant	2,55,037
Salaries and Office Expenditure	71,322
Boiler Shop, Negapatam	21,886
Electric Telegraph, second wire, Trichinopoly to Erode	11,048
Unadjusted balance, Carriage and Waggon-shops account...	1,03,716

8. The third and last items mainly represent outlay incurred during the earlier period of the Company's working, which expenditure was not at the time carried to its final head of account.

9. Eighteen vessels laden with permanent-way material for the Southern Extension, and with general stores for the open line, arrived at Negapatam, and, with the exception of the *War Cloud*, their cargoes (representing a tonnage of 17,750) were safely landed. The vessel alluded to ran on shore off the coast of Ceylon, and about 8,560 iron-pot sleepers were thrown over board before the vessel floated. The cargo was fully insured, and on behalf of the underwriters I succeeded in recovering 6,463 of the sleepers.

10. Several charges were made in the Covenanted staff list.

The following Assistant Engineers arrived at Trichinopoly upon the dates specified:—

11th January, Messrs. White, Fowler, and Cunningham.
22nd " Houghton, Spalding, Davie, Jopp, and Siccama.
19th February, Mr. Griffith from sick leave to Europe.
29th March, Mr. Hemans.
16th May, Mr. Nicholls.

11. Mr. Davie had been but three weeks in this country when he died (16th February) from an attack of cholera; and on the 24th June Mr. Houghton also sank under the same disease.

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12. Both Engineers were seized when within a few miles of Palamcottah. In May, and after a service of upwards of ten years, sickness compelled Mr. Herbert Chapman, Assistant Engineer, to proceed to England. Fireman Irwin was dismissed from the service in April, and in the following month Fitter Charles Howcroft resigned. In April, in consequence of the departure from the Tanjore District of Dr. Ross, the Company's Consulting Physician in India, Dr. Houston was appointed to that post.

13. The working of the line between Negapatam and Erode resulted in a net profit of Rupees 3,08,892-9-3, the gross receipts having been Rupees 7,74,133-9-10, and the expenditure Rupees 4,65,241-0-7. In comparison with the previous year these figures give an increased profit of 10½ per cent.

14. Though the gross receipts in 1870 were nearly Rupees 10,000 more than the sum realized in the previous year, yet the passenger traffic produced Rupees 33,986 less, and the credit shown for the conveyance of the Company's own material was reduced by Rupees 20,899. The principal portion of the first-named deficiency was caused by a falling off in the attendance of people at Seringham feast. Shortly before the feast was held notices were issued by Government Officers warning the public that cholera prevailed in the neighbourhood of Trichinopoly, and at Salem it was notified that all passengers returning from Seringham would be placed in quarantine until they had been medically inspected and pronounced free from disease. Sickness, however, was not greater at that time than it usually is at similar periods.

15. Ordinary third-class passenger traffic shows a reduction in numbers of about 40,000, and in money of Rupees 20,500. The scale of passenger fares fixed by Government remained unaltered.

16. The receipts derived from the carriage of general merchandize were increased by Rupees 64,456, or 24½ per cent. The following statement records the freight paid upon the principal commodities carried during the last three years, the mileage open being the same in each period:—

Description.	1868.	1869.	1870.
	RS.	RS.	RS.
Grain	86,465	67,298	1,10,713
Salt	30,350	35,082	36,843
Granite Stones...	9,495	21,514	20,281
Seeds	16,017	14,066	24,973
Areca-nuts	11,732	13,238	12,970
Hides	5,648	12,530	12,649
Tobacco... ..	9,855	10,929	9,558
Cloth	8,416	10,751	14,942
Timber	7,470	8,870	2,718
Curry-stuffs	4,413	5,007	10,610
Oil-cake	4,807	4,923	9,295
Oil and ghee	7,603	4,016	11,214

17. The flow of traffic is still greater eastward (or towards the coast) than westward, the weights conveyed during 1870 having been 33,867 tons eastward against 21,448 tons westward.

18. A reduced expenditure on Revenue Account of nearly Rupees 20,000 was effected although the cost of maintenance of 24 additional miles of way and works were transferred from the debit of the Capital Account. This saving is principally due to the absence in the maintenance department of any large charge for renewals like to that in the previous year when the cost of substituting 5½ miles of iron bowls for wooden sleepers was brought to account.

19. The reduction in the expenses of the Locomotive Department, amounting to Rupees 5,882, was occasioned by the less number of miles run by engines, and by the cheaper rate at which fuel was applied; a few cargoes of Australian coal costing only Rupees 17-8-0 were delivered into our trucks at Negapatam.

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20. There is an apparent increase of Rupees 12,163 under the heading of the Traffic Department, but a debit for the use of the Erode Station (Rupees 11,804) and for the mileage of foreign stock (Rupees 2,052) is placed against this department, whereas in the previous year only a portion of similar expenditure (rent of Erode Station, Rupees 4,064,) was included in the accounts of the Traffic Department, the other portion having appeared under the heading of General Charges.

21. Under the heading of General Charges the proportion of the cost of Home direction chargeable to the Revenue Account was nearly double the sum dealt with in 1869; a portion of this increase (Rupees 12,034, after deduction of receipts for transfer fees) is attributable to the reduced per-centage of charge debitable to the Capital Account through decreased expenditure on that head, and the balance represents expenditure which had been kept in suspense relating to previous years.

22. An increased debit of Rupees 3,000 for the revenue proportion of the cost of general management in this country is caused by the alteration of the per-centage referred to in the preceding paragraph.

23. Rates and taxes exhibit an increased charge of Rupees 1,689; over this expenditure we have no control. The saving for mileage due to the Madras Railway Company for their rolling stock working over the Great Southern line is marked. In 1869 we paid Rupees 14,761; last year the net payment was Rupees 630; a larger amount of traffic was sent during the last-named period to the Madras Railway than that Company forwarded to this line, and consequently a larger proportion of Great Southern trucks came into use.

24. I am unable to give in the Revenue Accounts which accompany this report a column showing the detailed expenditure during the corresponding periods of 1869, as another charge has been made in the mode of accounting. Our accounts for 1869 were under your instructions prepared in accordance with the rules recently introduced on the English Railways, the adoption of which rules in this country received the approval of the Secretary of State for India and of the Government of Madras, but the accounts for last year have been prepared in a different form under the orders of the Government of India. The value of comparison between the working of English Railways with the charges on Indian lines has thereby to some extent been destroyed. Previously it was customary for each department upon realizing money for the sale of stores, the value of which it was debited to the department on issue, to deduct such collections from its expenditure. Now the departments receive no credit; but the sums realized are brought upon the credit side of the Revenue Account, and the rate of working expenses to revenue is therefore increased.

25. Again, the wages of men employed in the Engineering Department upon the line and away from station in charge of gates are now charged to the Traffic Department instead of, as heretofore, to the guarding of the line.

26. Some few years back your wish that the Indian accounts should be thoroughly and regularly audited by Government Officers was communicated to Government, but the mode of the examination of accounts which had been taken in hand a short time previously was not altered. I am now able to report that an Assistant Controller has been specially appointed to audit the books throughout, and to check the entries daily. A Deputy Consulting Engineer for Railways has also been deputed specially by Government to reside at our head-quarters.

27. The working of the line was conducted throughout the year with regularity and without accident; the number of passengers carried amounted to 783,755, making a total since the opening of the first portion of the line in July 1861 of 4,601,341.

28. The certificates of the Locomotive Superintendent and of the Resident Engineer regarding the condition of the Company's property are herewith submitted.

From the Agent and Manager of the Carnatic Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 11th May 1871, No. 65.

With reference to your letter No. 104, I have the honour to submit my report of the operations of the Carnatic Railway for 1870-71 as follows.

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2. *Cuddalore Extension.*—From the 1st April 1870 to 31st March 1871 there has been expended in the preliminary survey of this extension the sum of Rupees 1,12,041-3-3 on Capital Account; of this sum Rupees 25,939-4-1 is the capital proportion of general charges, including Home expenditure for Direction, Secretary's office establishment, law charges, passages of European Staff, etc., etc., from 1st January to 31st December 1870, brought to account during the year under review. This expenditure, plus Rupees 3 spent in March 1870, represents the cost of establishing the Company in England and of completing the original preliminary survey from Conjeveram to Cuddalore via Chingleput, Tindevanum, Villapoorum, and Panrooty, upon which the G. O. No. 910, for carrying on the working survey and plans and the additional preliminary survey now undertaken was passed.

3. *Open line from Arconum to Conjeveram.*—On this portion of the undertaking there has been no capital expenditure during the official year 1870-71.

4. There has been a loss on the Revenue Account as under, namely :—

<i>Receipts.</i>				RS.	A.	P.
As per Revenue Account for quarter ending 30th June 1870	...	...	...	11,503	13	3
Do. do. do. 30th Sept. "	...	...	...	8,096	12	3
Do. do. do. 31st Dec. "	...	...	...	7,449	14	7
Do. do. do. 31st March 1871	...	...	...	7,307	14	2
Total...				34,358	6	3

<i>Expenditure.</i>				RS.	A.	P.
As per Revenue Account for quarter ending 30th June 1870	...	6,641	11	1		
Do. do. do. 30th Sept. "	...	6,665	8	9		
Do. do. do. 31st Dec. "	...	19,568	5	7		
Do. do. do. 31st March 1871	...	4,953	3	9		
Total...				37,828	13	2

5. With reference to this loss, I have to explain that the general expenses of working the line bear favourable comparison to that of previous years, and on analyzing the statements that have been submitted from month to month, it will be seen that under the several heads of traffic, permanent-way, locomotive, and carriage and waggon expenses, there has been a reduction commensurate with the reduction in the traffic receipts.

6. The only heads of charge in which there has been an increase of expenditure are "special and miscellaneous expenses," being a claim paid to Government in September 1870 for alleged damage to a spring pond amounting to Rupees 608, and for law charges in England, Rupees 1,269-7-4, and to that of "General Charges" attributable to the regulation, which provides that the charges on these two heads of accounts should be divided between Capital and Revenue in the proportion of the expenditure upon these heads respectively during the previous half-year.

7. This regulation has pressed with unusual severity upon the Revenue Account of the Company, and is the sole cause of the usual profit of about Rupees 9,500 being turned into a loss of Rupees 3,470, and when it is considered that the general charges and special expenses referred to have been incurred entirely on account of the extended operations of the Company, it seems to me that it would have been more equitable that they should have been a capital charge, as indeed they will almost wholly become when the construction works about to be undertaken are more actively carried on.

8. With reference to the falling off in the receipts it will be remembered that at the commencement of the official year cholera prevailed to a considerable extent at Conjeveram, and Government were necessitated to warn travellers not to attend the religious ceremonies held there, and more especially at the annual festival. This occasioned a falling off in the traffic for the festival month alone of Rupees 5,165 as compared with the previous year, or nearly 50 per cent., and although sickness no longer prevails to any serious extent, the traffic has not yet resumed its previously healthy condition, while as respects the goods traffic, the circuitous route by rail, as compared with

*Proceedings of the Madras Government, Public Works Department,
15th July 1871.*

the more direct route by road, the ease with which the journey by road can be made, the distance being short, the very low price of grain and straw enabling people to cart at an unusually low cost, and the break of gauge at Arconum, present formidable barriers to its development so far at any rate as Madras, the most important place is concerned. These conditions being altered and the line connected with the Southern Extension to Cuddalore however, I have no doubt that a considerably increased traffic both in passengers and goods will flow over the portion of the line now open, and that results satisfactory to the Government and the Company will be realized.

9. The permanent-way, fencing, telegraph, and rolling stock have been efficiently maintained during the year; the trains have been worked with usual regularity and free from accident.

No. 238. ORDER THEREON, 15th July 1871, No. 1,858A.

RAILWAY, No. 25.

ORDERED that these papers be forwarded to the Government of India :—

(Here enter No.1,859, dated 15th July 1871.)

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. E. C. Shunker.

25
PUBLIC WORKS DEPARTMENT,
FORT ST. GEORGE, 15th July 1871.

No. 239.

No. 1,859.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

RAILWAY, No. 26.

SIR,—I am directed by His Excellency the Governor in Council to transmit the accompanying letter from the Acting Consulting Engineer for Railways giving cover to reports of the Agents on the operations of the Railway Companies in this Presidency for the year 1870-71.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) J. CARPENDALE, Colonel, R.E.,

Secretary to Government.

Exd. E. C. Shunker.

ABSTRACT A.

WEST LINE.

ENCLOSURE

(1).—Engineers' Salaries	...	...	...	...
(2).—Allowances of ditto, including travelling expenses of all kinds				
(3).—Inspectors and Plate-layers of all classes			...	...
(4).—Allowances of ditto ditto		...	...	...
(5).—Overtime Allowances	...	...	...	...
(6).—Office Expenses	...	...	...	...

2ND.—MAINTENANCE AND RENEWAL OF PERMANENT WAY.

(1).—Wages, including labour and immediate superintendence, (Overseers, Kc.) on Permanent Way ...	...	...	...	...
(2).—Materials ...	...	...	...	...

3RD.—REPAIRS OF BRIDGES, &c.—WAGES AND MATERIALS.

(1).—Bridges	..	..	..	..	..
(2).—Tunnels	..	..	..	..	..
(3).—Miscellaneous, including earth-work, roads, fencing, &c.	..	..	..	..	..

4TH.—REPAIRS OF STATIONS AND BUILDING MATERIALS.

(1).—Repairs of buildings of every description, including station-yards and signals, but excepting quarters of the Staff	...	...	...
(2).—Repairs of Staff quarters	...	...	...

5TH—MAINTENANCE BY CONTRACT.

UNCLASSIFIED EXPENDITURE.					
(1).—Plantations	...	...	...	...	...
(2).—Tools and Plant	...	...	...	...	...
(3).—Loss on Stores, &c.	...	...	...	...	...

UNCLASSIFIED EXPENDITURE.

(1).—Plantations	...	...	...	...	...	...
(2).—Tools and Plant	...	...	...	...	...	...
(3).—Loss on Stores, &c.	...	...	...	...	...	...

MILES MAINTAINED.

LES MAINTAINED.		Departmentally.	By Contract.	Total.
		<i>Average.</i>		<i>Average.</i>
RAILWAY LINE	... { Double	...	...	...
	Single	...	...	...
SIDINGS	... { Double	...	...	...
	Single	...	...	...
Total.....		76 $\frac{35}{48}$	76 $\frac{35}{48}$	740 $\frac{34}{48}$

Chief Engineer.

ABSTRACT B.
Locomotive Expenses.

WEST LINE.

27
21

1ST.—GENERAL SUPERINTENDENCE.									
				Rs.	A.	P.	Rs.	A.	P.
(1).—Salaries of Locomotive Superintendent and Assistants				11,770	10	2			
(2).—Allowances of ditto, including travelling allowances				707	11	9			
(3).—Foremen				34,364	9	4			
(4).—Allowances of ditto, including travelling allowances				866	5	3			
(5).—Overtime allowances				1,048		4			
(6).—Office Expenses				28,845	14	11	77,603 3 9		
2ND.—RUNNING EXPENSES (WAGES CONNECTED WITH THE WORKING OF LOCOMOTIVE ENGINES).									
(1).—Wages of Drivers and Firemen				14,840	2	1			
(2).—Overtime allowances				34,112	7	2			
(3).—All labor connected with fuelling, cleaning, and looking after Engines in Yards				32,035	6	1			
(4).—Contingent Expenses, including Clothing and Travelling Expenses				679		3	2,152 28 15 5		
3RD.—FUEL.									
(1).—Coal				14,002	74				
(2).—Coke				63,494	64				
(3).—Patent Fuel				7,105	57				
(4).—Wood				98,413	280				
				16,756	12	6			
				102,287	7	3			
				109,058	5	6			
				19,682	8	11	42,492 9 2 2		
4TH.—WATER.									
(1).—Wages of Pumpers and all labor connected with the water supply				20,007	12	11			
(2).—Coal and other stores for Engines, &c.				3,707	3				
(3).—Maintenance and renewal of ditto				634	4	3			
				16,737	15	3			
				3,787	12	3	20,525 11 6		
5TH.—OIL, TALLOW, AND OTHER STORES, (expended on Engines in Work).									
(1).—Oil, Tallow, Grease, Waste, &c.									
(2).—Small Stores									
6TH.—MAINTENANCE AND RENEWALS OF LOCOMOTIVE ENGINES AND MACHINERY.									
(1).—Wages				13,957	8	3			
(2).—Overtime allowances				647	6	2			
(3).—Materials				122,646		7	26,864 0 5 9		
7TH.—SERVICES OF OTHER LINES.									
(1).—Hire of Locomotives							294 1 8		
8TH.—UNCLASSIFIED EXPENDITURE.									
Loss on Stores, &c.									
TOTAL.....				103,157	0	12	5		

ABSTRACT C.

WEST LINE

Carriage and Wagon Expenses.

						Rs.	A.	P.	Rs.	A.	P.
1ST.—GENERAL SUPERINTENDENCE.											
(1).—Salaries ...	...	...	...	...	...	1,357	.	5			
(2).—Allowances, including Travelling ...	...	...	...	...	...	84	14	11			
(3).—Foremen ...	...	...	...	...	...	4,147	5	4			
(4).—Allowances of ditto, including Travelling ...	...	...	...	...	...	106	.	2			
(5).—Overtime allowances ...	...	...	...	...	...	132	8	5			
(6).—Office Expenses ...	...	...	...	...	...	3,386	10	9	92	14	8
2ND.—REPAIRS AND RENEWALS OF VEHICLES AND MACHINERY.											
COACHING VEHICLES—(1).—Wages ...						10,383	14	6			
(2).—Overtime ...	...	...	...	...	...	376	5				
(3).—Materials ...	...	...	...	...	...	16,602	10	3	27	362	13
GOODS VEHICLES—(1).—Wages ...						19,799	5	11			
(2).—Overtime ...	...	...	...	...	...	489	5	11			
(3).—Materials ...	...	...	...	...	...	41,248	12	11	61,537	8	9
3RD.—CLEANING CARRIAGES AND WAGONS, AND OILING.											
(1).—Labor, including wages of Oilers, Carriage Cleaners, and Examiners...	...	...	...	...	...	12,610	15	2			
(2).—Stores, including Oil, Grease, and other Stores for consumption on running Vehicles ...	...	...	...	...	...	89,586	3	7	52,197	2	9
4TH.—UNCLASSIFIED EXPENDITURE.											
Loss on Stores, &c., ...	...	...	...	...	...						
TOTAL.....									1,50,312	1	3

WEST LINE.

ABSTRACT G.
Special and Miscellaneous Expenditure.

Rs. A. P. Rs. A. P.

8 2 717 31

8 01 668 61

1st.—LAW CHARGES.

2nd.—COMPENSATION.
(1).—Claims for Goods, &c. ...
(2).—Personal injury ...

3rd.—RATES AND TAXES.

4th.—CONTRIBUTIONS TO SPECIAL FUNDS.
(1).—Fire Insurance Fund—

8 2 717 31

8 01 668 61

1st.—LAW CHARGES.

2nd.—COMPENSATION.
(1).—Claims for Goods, &c. ...
(2).—Personal injury ...

3rd.—RATES AND TAXES.

4th.—CONTRIBUTIONS TO SPECIAL FUNDS.
(1).—Fire Insurance Fund—

ABSTRACT D.
Traffic Expenses.

WEST LINE.

1st.—SALARIES, WAGES, &c.

(a).—General Superintendence—

(1).—Traffic Manager, Asst. ditto, and District Superintendents ...

(2).—Office Establishment ...

(3).—Travelling Allowances ...

(4).—Contingencies ...

(b).—Station Staff—

(1).—Station Masters, Clerks, Porters, Pointsmen, Gate-keepers of Level crossings, Signalmen, Station Servants, &c. ...

(c).—Train Staff—

(1).—Guards and Assistant Guards ...

(2).—Overtime Allowances ...

2nd.—FUEL, LIGHTING, WATER AND GENERAL STORES.

(1).—Fires, lights, water and general stores for Carriages, Stations, Offices, &c. ...

(2).—Wagon covers, Ropes, &c. ...

(3).—Office and Station fittings and furniture ...

3rd.—CLOTHING.

For Guards, Porters, &c. ...

4th.—PRINTING, STATIONERY AND TICKETS.

5th.—HORSES, HARNESS, VANS, OMNIBUSES, PROVENDER, &c.—(including charges for delivery and collection of goods).

6th.—MISCELLANEOUS EXPENSES.

7th.—SERVICES OF OTHER LINES.

(1).—Hire of Vehicles ...

(2).—Mileage of foreign stock ...

(3).—Use of Stations ...

8th.—UNCLASSIFIED EXPENDITURE.

Loss on Stores, &c. ...

TOTAL.....

4,51,723 56

Traffic Manager.

ABSTRACT E. General Charges.

WEST AINE.

1ST.—HOME EXPENDITURE.

	1st.	A.	P.	Rs.	A.	P.
(1).—Directors and Secretary	...	...	...	...	...	...
(2).—Auditors and Accountants	...	...	...	...	...	...
(3).—Consulting Engineer and Inspecting Officers' Fees and Travelling Allowances	...	...	...	...	...	...
(4).—Office Expenses	...	...	...	...	...	...
	16831	156				
	1703	2	11			
				18535	2	5

2ND.—SALARIES OF INDIAN MANAGEMENT, INCLUDING OFFICERS.

	Salaries.	Travelling Allowances.	Overtime.			
(1).—Agent's Office	11141	11	125	19	11266	28
(2).—Auditor's Office	29339	99	16	6	29354	159
(3).—Accounts Office	4727	1411			4727	1411
(4).—Paymaster's (Cashier's) Office	13386	1011	733	610	14120	19
(5).—Store Department	9251	119			9251	119
(6).—Medical Department	14090	147	348	610	14439	55
(7).—Rents	...	...	...	...	1190	69
(8).—Contingencies, including Furniture and Fittings	...	...	...	...	3959	78
(9).—Stationery	...	...	...	...	1627	64
(10).—Medicine	...	...	...	...	1261	55
					91799	745

3RD.—POLICE.

(1).—Supervision	...	...	...	...	2193	142
(2).—Constables	...	...	...	...	12377	810
(3).—Contingencies	...	...	...	...	506	34
					15077	104

4TH.—ADVERTISING.

1709 8 1

5TH.—ELECTRIC TELEGRAPH.

(1).—Salaries	...	...	...	...	5963	75
(2).—Working Establishment	...	...	...	...	19248	34
(3).—Travelling Expenses	...	...	...	...	1506	17
(4).—Office Expenses, Contingencies, &c.	...	...	...	...	18359	11
(5).—Maintenance, Labour, Stores	...	...	...	...	19969	99
					48523	

6TH.—CLEARING ACCOUNTS WITH OTHER LINES.

Loss on Stores, &c.	...	...	...	...	1093	63
					176738	961
TOTAL	...	...	...	...		

Chief Accountant.

Madras Railway

Revenue Account

1870-71

P. No. 2945/71
Bills 15th July 1871

Madras
25 May 1871

ABSTRACT I.
Goods Traffic.

WEST-LINE.

20

					Rate per Ton per mile.	Weight in Tons.	Amount.
1ST.—MERCHANDISE, GENERAL.							
1st Class	...	...	...	...	12 free	165597	11446778 15 10
2nd Class	...	...	...	...	14	51305	531617 8 4
3rd Class	...	...	...	...	18	30458	4285524 13 4
4th Class	...	...	...	...	24	12118	267369 14 6
5th Class	...	...	...	...	36	8616	285859 15 5
Special	...	...	...	...	8	17237	890537 2
						285329	2749234 10 7
2ND.—GOVERNMENT STORES.							
						675	1509698
3RD.—RAILWAY MATERIALS FOR CONSTRUCTION.							
						23838	2472959 15
4TH.—LIVE STOCK.							
(1).—Horses	...	...	...	...	24	480	415614
(2).—Cattle	...	...	...	...		1060	398572
(3).—Sheep	...	...	...	...		5399	191712
						6939	100586
5TH.—GOVERNMENT LIVE STOCK.							
(1).—Horses	...	...	...	...		815	826244
(2).—Cattle	...	...	...	...		10	19914
(3).—Sheep	...	...	...	...			
						825	846212
6TH.—MINERALS.							
(1).—For the Public...	...	...	...	...			
(2).—For the Company (construction only)	...	...	...	...			
7TH.—RENTS AND DEMURAGE.							
							100591578
8TH.—INTEREST ON OUTSTANDING BILLS.							
Less outstandings irrecoverable	...	...	...	...			
TOTAL.....						30449854	4 11

ABSTRACT K. Sundries.

WEST-LINE.

		Amount.	
		Rs.	A. P.
Interest on revenue balances deposited with Government			
Hire of Locomotives	...	19,203	2 10
Hire of Vehicles	...	18,068	5 4
Mileage of Vehicles and Sheets over foreign lines	...	3,535	7 11
Use of Stations jointly occupied	...	1,312	11 3
Clearing accounts with other lines	...	13,426	7 1
Tolls on Bridges	...	.	.
Rents of Dwelling-houses	...	19,124	4 6
" Refreshment Rooms	...	11,524	6
Fees on Share Transfers, &c.	...	.	.
Sale of unclaimed Goods	...	.	.
Sale of revenue Stores	...	.	.
1. Maintenance	...	19,635	14 7
2. Locomotive	...	3,408	5 8
3. Carriage and Wagon	...	4,403	12 4
4. Traffic	...	404	10 8
5. General	...	27,912	11 3
TOTAL.....		145,757	2 8
		16,866	8

Electric Telegraph Company

Chief Auditor.

FIRE INSURANCE FUND.

WEST-LINE.

		By Balance in hand on		Interest on Government Paper		Contribution for Half-year as per Abstract G.	
		Rs.	A. P.	Rs.	A. P.	Rs.	A. P.
To Amount paid for Loss by Fire as per Revenue Account.							
To Balance in hand on		...	...				
TOTAL.....							

Chief Accountant.

15
45

Madras Railway

Capital Account

Statement of Receipts and Expenditure during the year ending 31st March 1871, showing also total Receipts and Expenditure at the Commencement

Receipts.	To 31 st March 1870.	Year ending 31 st March 1871.	Total 31 st March 1871.
Government of India Capital Account	579,845 74 4 8	22,652 34 11 4	602,498 09
London Office Store Account	436 11 22 7 14 6	930 32 5 6 8	445 41 55 3 5
Home Payments Account	4,449 55 5 7	106 5 11 4 4	551 46 7 3
<u>Surplus Balances.</u>			
Unpaid Salaries & Wages	9,601 12 6	1,356 7 8	10,958 4 4
Profit and Loss	563 7 14 9		563 7 14 9
Refunds to Government	94 5	22 13 4 4	230 7 9 4
Income Tax	1,631 2	1,016 14	2,648
A. J. Wilkinson	131 10 1	131 10 1	
Suspense Account for Home Payments	294 2 3	294 2 3	329 38
East India Railway Company		32 9	
Home Payments Account		38	
Hopkins Gilkes & Co	55,417 11 11	35,704 4 2	19,713 7 9

Carried forward 102,113,566 13 3 32,705 60 12 6 105,384 127 9 9

Expenditure.

Construction.

	To 31 st March 1870.	Year ending 31 st March 1871.	Total 31 st March 1871.
Line open for Traffic	746,924 02 4 4	117,106 23 11	864,030 25 15 5
Line in Course of Construction	85,356 58 9 1	78,553 17 8 3	680,341 10 10
Rolling Stock	113,450 53 9 8	182,779 14 9	115,278 33 8 5
Plant		16,842 14 11	16,842 14 11
Establishment		3,043 19 7 8	3,043 19 7 8
Contingencies		40,778 13 3	40,778 13 3
Cochin Survey	13,256 4 3		51,578 2 11
Miscellaneous Surveys	38,321 14 8		24,689 8 11
Raichoor Station	99 1 11	24,679 8 15	62,964 6 6
Chepur Bridge Suspense Account		62,964 6 6	
<u>Expenditure to be apportioned between</u>			
<u>Line open for Traffic & Lines in Course of Construction at end of half year.</u>			
General Management Salaries	11,084 3 4	11,084 3 4	
Engineering General Superintendence	10,808 2 10	10,808 2 10	
Engineering General Contingencies	1,580 13 5	1,580 13 5	
Law Charges	142 3 1	142 3 1	
Accidental Expenses	1,581 3 1	1,581 3 1	
Electric Telegraph	3,353 14 7	3,353 14 7	

Total Expenditure Year March 1871.
Cash 25,964 70 14 7
Stores 20,847 69 4 0

Carried forward 94,653 342 4 3 46,812 40 2 7 99,334 582 6 10

[illegible]

Amount of Cash drawn from Government during
the year ending 31st March 1871 —

Less sums returned to Government as under-
tor. Stores sold P. _____

"- Home Payments.

(Deduct amount paid in reduction of Capital for Stores used on Revenue) _____

Net amount received from Government on Capital a/c - Rs.

B. Store Expenditure.

Store Balances at 31st March 1870

Amount credited to London Office Store account for Stores purchased in England during year ending 31st March 1891.

March 1891 -
Less Amount Debited to Hopkins Gilkes & Co.

Net Cash Expenditure for purchase of Stores
in India for General Store and Store and
Workshop Accounts.

(Reduct appropriation of Stores on account of
Capital _____
Revenue _____

Add Cash Expenditure on Revenue which
passed through the Engineering Store Account.

Store Balance for this account at 31 March 1871 — Rupees 53,21,151 4 11

Appendices.

Cash Expenditure.

Cash Balances at 31st March 1870.

Net amount received from Government during
the year for Appendix A _____

Sundry receipts as under.

London Office on ac of Home Payments.
Unpaid £1000

Unpaid Salaries & Wages.

Refunds to Government-
Income?

Income Tax

East India Railway Company

Home Payments Account

Direct Expenditure during the year as under.

On Stores per appendix B	10
On Works	

On Stores per appendix B
On 15/11/19

On Works!

Laundry Payments

L. J. Wilkinson

Suspense ac Home Payments.

Deduct value of Revenue Stores, January to March 1890
paid to Government during this year ————— 2833734

paid to Government during This Year —————
 Less value of Revenue Stores, January to March 1871 —————
 not paid for at 31 March 1871 ————— 275869/6/1
 Add Balance at 1st Jan 1871 —————

Less value of Revenue Stores, January to March 1871 not paid for at 31 st March 1871—	275869	61
Add Cash expenditure on Revenue that passes through the Engineering Store Account—		

Add Cash expenditure on Revenue
that passed through the Engineering
Store Account.

Store Account

Cash Balances 31 March 1871 per this Statement—

Cash Balances 31 March 1871 per this Statement — Repres

Great Southern of India Railway
 Agents Office
 Negapatam March 28. 1871

P. No. 2945/71
 Dated 25 July 1871 L. 233. —

Engineer and myself attended a meeting
 of the Governor in Council at Madras, and
 the

Madras Railway

Capital Expenditure

1870-71

P. No. 2945/71
 Dated 25 July 1871

Madras
 30 May 1871.

Great Southern of India Railway
Agents Office
Negapatam March 28th 1871

To The Chairman and Directors
of the G. S. of I. Railway Co.
London

Gentlemen I have the honor to lay before
you the following report upon the Company's
operations in India during the year 1870

In my last annual Statement
I informed you that the Chief Engineer had
proceeded to the South for the purpose of
inspecting the country between Madras and
the existing line, so that he might be in a
position to offer an opinion upon the best point
for effecting a junction. The result of this exami-
nation was that Mr. Logan reported in favor of
the Southern Extension starting from Suchinophy
and being taken through Bindigul to Madras
In the meantime (January) the sanction of Govt.
was obtained to the putting in hand of the
working surveys between Madras and
Tuticorum; and the assistant Engineers,
as they arrived from England, were at once
sent into the field upon this work.

On the 28th February the Chief
Engineer and myself attended a meeting
of the Governor in Council at Madras, and
the

MADRAS RAILWAY.

WEST LINE.

Revenue Account for the Official Year ending 31st March 1871.

EXPENDITURE.	Rs.	A. P.	Per cent of Revenue.	EARNINGS.	Rs.	A. P.
To Maintenance of Way } (Abstract A) ...	79,598	4	2	By Coaching Traffic ... (Abstract II) ...	20,383	92
Works and Stations ... }						
" Locomotive Expenses... (Abstract B) ...	103,570	12	5	" Goods Traffic ... (Abstract I) ...	30,408	87
" Carriage and Wagon } (Abstract C) ...	150,312	1	3	" Electric Telegraph Earnings ...	1,686	8
Expenses ... }						
" Traffic Expenses ... (Abstract D) ...	44,572	3	5	" Sundries ... (Abstract K) ...	14,595	12
" General Charges ... (Abstract E) ...	17,673	8	6	" Contributions from Insurance and other Funds		
" Special and Miscel- } (Abstract G) ...	23,226	9	2	" Fire Insurance Fund ...	15,065	19
laneous Expenditure ... }						
" Balance Net Earnings ...	24,792	2	4			
TOTAL ...	57,571	133	1	TOTAL ...	57,571	133

Chief Accountant
Chief Engineer
Madras
25th May 1871
Compared by *W. H.*
Order Chiefy *W. H.*
Approved and passed.
Consulting Engineer to Government.
Examined and found correct.
Government Engineer.
Agent and Manager.

the routes, which had been named for the Extension Southwards, were discussed. In May an official intimation of the selection by the Madras Government of the Trichinopoly via Dindigul route was conveyed to me, but in reply to my application for permission to lay in a siding and work up material to Trichinopoly I was informed in October that the Government of India withheld their sanction to the outlay, and had ordered that the point of junction to be adopted should be referred to them for decision when the Subject of the gauge was reported upon, relative to this latter Subject the gauge, no communication has yet been made to me.

You stated in the last report issued to the Shareholders that the Government of India having recently ordered that before any expenditure for construction purposes on Railway extensions be incurred, detailed plans and estimates for the whole work should be submitted and approved by them. it was feared some delay in the prosecution of the works might arise.

The Government of Madras wished the Government of India to modify their order referred to, to such an extent that the preliminary work of collecting material, of building bungalows for the residence of the Engineers and of erecting the telegraph might be proceeded with during the time the detailed estimates and plans were being prepared, but this proposal was negatived in March. In October however, sanction was accorded to

an expenditure of Rs 20,000 for the supply of tools and furniture and workshop manufacturing at the same time sanction was also given to an estimated outlay of Rs 33,600 for construction of Engineers bungalows, and of Rs 1,00,000 for the collection of material but I was informed that no outlay was to be incurred on these two last named items until the Government of India had passed orders deciding the location of ^{the} line.

The working plans and sections and the land Schedules for the entire length of the extension were received from the Engineering department and submitted to Government before the end of October, but I presume that no steps have been taken owing to the Government of India orders before referred to for the acquisition of land.

A sum of Rs 87569.15.9 was added to the Capital account during the year 1890, the chief items debited having been as under

Preliminary expenses Southern Extension	Rs 172423
Rolling Stock	" 210,048
Tools and Plant	" 255337
Salaries office expenditure	" 71322
Boiler Shop at Nagpur	" 21886
Electric Telegraphy Lucknow to ...	11,048
Second wire } to ...	
Unadjusted balance, carriage and workshop account	103716

The third and last items mainly represent outlay incurred during the earlier period of the Company's working, which expenditure was not

not at the time carried to its final head of account.

Eighteen vessels laden with permanent way material for the Southern Extension, and with general stores for the open line, arrived at Cezapetam and with the exception of the "War Cloud" their cargoes (representing a tonnage of 14,750) were safely landed. The vessel alluded to ran on shore off the coast of Ceylon, and about 550 iron pot sleepers were thrown over board before the vessel flopped. The cargo was fully insured, and on behalf of the undersubscribers I succeeded in recovering 6463 of the sleepers.

Several changes were made in the Covenanted Staff list.

The following assistant Engineers arrived at Trichinopoly upon the dates specified:

11 th January	Mr. White, Forbes & Cunningham
22 " "	Mr. Houghton, Spalding & Davie
	Joseph and Sircar

19th February Mr. Griffith from Sick leave to Europe

29th March Mr. Hemans

16th May Mr. Strickhalls

Mr. Davie had been but three weeks in this country when he died (16th February) from an attack of cholera; and on the 24th June

Mr. Houghton also sank under the same disease.

Both Engineers were seized when within a few miles of Palamcottah. In May and after a illness of upwards of ten years, sickness compelled Mr. Herbert Chapman assistant Engineer to proceed to England. Siriman Brown

was dismissed from the Service in April and in the following month, Father Charles Houlberg resigned - In April in consequence of the departure from the Langjoro district, of Dr. Cox, the Company's Consulting Physician in India. Dr. Houlston was appointed to that post.

The working of the line between Singapore and Ceylon resulted in a net profit of Rupees 308892. 9.3 the gross receipts having been Rupees 774133. 9.10 and the expenditure Rupees 465241. 0.7 In comparison with the previous year these figures give an increased profit of 10 1/2 per cent.

Though the gross receipts in 1898 were nearly Rs. 10,000 more than the sum realized in the previous year yet the passenger traffic produced Rs. 33986 less and the credit shown for the consequence of the Company's own material was reduced by Rs. 30,899. The principal portion of the first named deficiency was caused by a falling off in the attendance of people at Serpangham Beach. Shortly before the feast was held notices were issued by Government officials warning the public that cholera prevailed in the neighbourhood of Luchinspohy and at Salem it was notified that all passengers returning from Serpangham would be placed in quarantine until they had been medically inspected and pronounced free from disease. Serpangham however was not greater at that time than it usually is at similar periods.

Ordinary third class passenger traffic shows a reduction in numbers of about 40,000 and in money of Rs. 21,500. The scale of passenger fares fixed

fixed by Government remained unaltered

The receipts derived from the carriage of general merchandize were increased by Rs 64,456 or 24 1/2 per cent. the following statement records the freight paid upon the principal commodities carried during the last 3 years, the mileage open being the same in each period

Description	1868 Rs	1869 Rs	1870 Rs
Grain	86465	67298	110713
Salt	30350	35082	36843
Granite Stones	9495	21514	20281
Seeds	16017	14066	24973
tree stals	11732	13238	12970
Hides	5648	12530	12649
Tobacco	9855	10929	9558
Cloth	8416	10751	14942
Timber	7470	8870	2718
Curry Stuffs	4413	5007	10610
oil cake	4807	4923	9295
oil and ghee	7603	4016	11214

The flow of traffic is still greater eastward / or towards the coast / than westward, the weights conveyed during 1870 having been 33867 tons eastwards against 21448 tons westwards

A reduced expenditure on Revenue account of nearly Rs 31,000 was effected although the cost of maintenance of 24 additional miles of way and works were transferred from the debit of the Capital account. This saving is principally due to the absence in the

Maintenance

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maintenance department of any large charge for renewals like, ^{to that in the previous year, when the} cost of substituting $5\frac{1}{4}$ miles of iron bauls for wooden sleepers was brought to account.

The reduction in the expenses of the Locomotive Department amounting to Rs 5882, was occasioned by the less number of miles run by engines and by the cheaper rate at which fuel was applied; a few consigns of Australian coal costing only Rs $1\frac{1}{2}$ delivered into our trucks at Kozapatam.

There is an apparent increase of Rs 12163 under the heading of the Traffic department, but a debit for the use of the Crude Station /Rs 11804/ and for the bulage of foreign stock /Rs 2052/ is placed against this department whereas in the previous year only a portion of similar expenditure /rent of Crude Station Rs 4064/ was included in the accounts of the Traffic department the other portion having appeared under the heading of General Charges.

Under the heading of General Charges the proportion of the cost of Home direction chargeable to the Reserve Account was nearly double the sum dealt with in 1869. a portion of this increase /Rs 12034/ after deduction of receipts for transfer fees / is attributable to the reduced percentage of charge debitab to the Capital Account through decreased expenditure on that head and the balance represents expenditure which had been kept in suspense relating to previous years.

The increased debit of Rs 3000 for the Reserve proportion of the cost of General

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general management in this country is caused by the alteration of the percentages referred to in the preceding paragraph.

Rules and Taxes exhibit an increased charge of Rs 1609 - over the expenditure we have no control. The saving for hireage due to the Madras Railway Company for their rolling stock working over the Great Southern line is marked. In 1869 we paid Rs 14761 last year the net payment was Rs 630 a larger amount of traffic was sent during the last named period to the Madras Railway than that Company forwarded to this line, and consequently a larger proportion of Great Southern Trucks came into use.

I am unable to give in the Revenue Accounts which accompany this report a column showing the detailed expenditure during the corresponding periods of 1869, as another change has been made in the mode of accounting. Our accounts for 1869 were under your instructions prepared in accordance with the rules recently introduced on the English Railways the adoption of which rules in this country received the approval of the Secretary of State for India, and of the Government of Madras; but the accounts for last year have been prepared in a different form under the orders of the Government of India. The value of comparison between the working of English railways with the charges on Indian lines has

has thereby to some extent been destroyed.

Previously it was customary for each department upon realizing money for the sale of stores the value of which had been debited to the department on issue, to deduct such collections from its expenditure, now the department receives no credit, but the sum realized are brought upon the credit side of the Revenue Account and the ratio of working expenses to Revenue is therefore increased.

Again the wages of men employed in the Engineering department upon the line and away from station in charge of gates, are now charged to the Traffic department instead of as heretofore to the guarding of the line.

Some few years back you wish that the Indian accounts should be thoroughly and regularly audited by Govt. officers, was communicated to Government but the mode of the examination of accounts which had been taken in hand a short time previously was not altered. I am now able to report that an assistant Controller has been specially appointed to audit the books throughout and to check the entries daily a Deputy Consulting Engineer for Railways has also been deputed specially by Government to reside at our head quarters.

The working of the line was conducted throughout the year with regularity.

37 10
45
regularly and without accident, the number
of passengers carried amounted to 783,755
making a total since the opening of the first
portion of the line in July 1861 of 4,601,341

The certificates of the Locomotive
Superintendent and of the Resident Engineer
regarding the condition of the Company's property
are herewith submitted

I have the honor to be
Gentlemen
your most obt servant
Wm. S. Petts
agent

To
The Consulting Engineer
for Railway
Madras

/ True copy
William S. Petts

Wm. S. Petts

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Madras Railway Company
Madras, 1st June 1871.

Sir,

Pererford Anderson Esqre,
Acting Agent and Manager,
Madras Railway Company.

To

Major H. L. Prendergast, R.E.
Acting Consulting Engineer
for Railways.

Sir,

I have the honor to report as follows
for the information of Government with reference to
the operations of this Company during the official
year 1870-71.

2. No alteration took place in the mileage
of the South West Line, but that of the North West Line
was by the undermentioned extensions increased by
125 miles - vizt.

Ghoaty to Youngabuchra River 12th Decr 1870 - 76 miles
Gandaculi to Meerapur - 16th January 1871 - 18 — " —
Meerapur to Bellary - 1st March 1871 - 14 — " —
Youngabuchra to Raichur 15th — " — " — 17 — " —

3. The following Officers and Servants
arrived from England.

Name	Grade	Date of arrival
Engineer's Department.		
P. Anderson	Chief Engineer	Returned from sick leave 18 th Nov 1870.

P. N. 2945/11
From 15th Aug 1871 to 1st Dec 1871

Name	Grade	Date of arrival 19
------	-------	--------------------

Locomotive Department.

H. B. Wright	Deo. Superintendent	Arrived at Bombay from sick leave November 1870.
Joseph Irons	Crew and Fitter	15 th January 1871
C. C. Phipps	Crew and Fitter	11 th February 1871.

4. The undermentioned covenanted officers and servants returned to England, resigned the service &c &c -

Name	Grade	Remarks
------	-------	---------

A. H. Thomson	Chief Accountant	Died 14 th September 70.
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Engineers Department.

M. A. Taylor	2 ^d Class Assst. Engr.	Engagement terminated by the Board 22 April 70
J. H. Hill	3 ^d —————	Services dispensed with by 6 months notice. 1 st August 1870.
J. A. Deering	3 ^d —————	do do 1 st Sept 1870
H. C. Bullmore	3 ^d —————	do do 1 st Sept 1870
J. M. Rymer Jones	3 ^d —————	do do 1 st Sept 1870
H. A. P. Barker	Offg. Dy. Ch. Engr. on Permanent Way.	Proceeded to England on sick certificate 13 th Nov 1870.
J. S. Whitlock	1 st Class Assst. Engr.	Services dispensed with by 6 months notice and with 3 months salary - 19 th Jan 1871.
Cosher Thompson	Iron Fitter Bridge Builder.	Engagement terminated with three months salary - 3 ^d Decr 1870.

Name	Grade	Remarks.
<u>Traffic Department.</u>		
W. H. Hugo	Dy. Traffic Manager	Proceeded to England via Bombay on 12 th month of February - 28 th March 1871.
<u>Locomotive Department.</u>		
R. Morris	Inspector and Fitter	Resigned the service and returned to England - 13 th May 1870
H. Smith	Engine Driver	do do - 13 th May 1870

5. On the 5th September last by letter No 498 Mr. Edwin reported to the Government the death of Mr. A. H. Thomson, the Chief Accountant of the Company.

6. In that letter the length of Mr. Thomson's service and the high estimate in which he was held by the agent and managers were fully recorded.

7. During the year a considerable reduction was made in the Establishment of the Chief Engineer in consequence of the completion of the greater portion of the works under construction.

8. On the 24th of November 1870 a meeting was held at Raichur between the Officers of the Great Indian Peninsula Company and those of the Madras Railway in view to the arrangement

of terms for the interchange of traffic and Rolling stock between the two Companies upon the completion of through communication between Bombay and Madras.

9. A copy of the memorandum of arrangement which was then agreed to was forwarded to you with Mr. Elwin's letter No. 701 dated the 9th December 1870, and was approved by J. C. No. 258 of the 27th January last.

10. In accordance with the instructions of the Directors as conveyed in paragraph 15 of the Secretary's letter No. 456, the accounts of the South West and North West Lines were amalgamated with effect from the 1st July 1870, and are now submitted to the Government in the combined form.

11. I am glad to report that cattle trespass has been less frequent during the past than in preceding years, owing doubtless to the proper and careful maintenance of the Vegetable Fence, and the erection of Iron Wire and Stone Wall fencing on several portions of the railway.

Rates and Fares.

12. No alteration took place in the Passenger Fares and Goods rates during the year.

13. The rates for Parcels, Ice, Fish and Vegetables &c. &c. were the same as those in operation in 1869-70.

14. The undermentioned special rates were introduced during the year.

15th June 1870. Rice in full truck loads of not less than 6 tons and for distances exceeding 200 miles from stations on the Great Southern railway to Beypore at the special class rate.

12th July 1870 Paddy from Kergapatnam to Livoor at special class rate.

12th Aug 1870 Oil Cakes in full waggow loads of not less than 6 tons for distances of 100 miles and upwards at special class rate.

24th Aug 1870 Cotton at the following rates on the South West Line -

	Puntow per cwt
Cotton loose	42 Pies
- do - Half pressed to 11 lbs per cubic foot }	28 -
- do - do to 15 lbs - do -	21 -
- do - full pressed to 25 lbs -	16 -

29th Aug 1870 Piece goods at an experimental rate of Rs 5 per bale or case averaging 425 lbs each or at Rs 26.6.0 per ton from Madras to Kergapatnam -

26th Sept 1870 Salt in full waggow loads between Madras and Salem at 9 piers per ton per mile.

26th Oct 1870 Yarn in consignments of not less than 6 tons at 8 piers per ton per mile from Coimbatore and Palghat to any station on G. S. of I. Railway.

26th Octr 1870 Timber (in rough scantling) not exceeding 16 feet in length and in consignments of not less than five tons at 12 pice per ton per mile from Coimbatore and Palghat Locum Station on the Great Southern of India Railway.

26th Octr 1870 Rice in consignments of not less than 6 tons from stations on the Great Southern of India Railway to stations on the Madras Railway (at a distance of not less than 30 miles from the Coade Junction) at 8 pice per ton per mile.

26th Octr/70. All goods enumerated in the 1st and 2^d Classes of the Goods Classification from Salem to Trichinopoly at 8 pice per ton per mile.

18th Nov/70 Raggery, Gram, Cholum and Bamboo at 10 pice per ton per mile when consigned from Bangalore and stations on the branch to any other station on the Madras Railway.

30th Nov/70 Selected specimens of works of art intended for the Exhibition to be held at South Kensington at half the ordinary rates.

2nd Decr/70 Rice, Raggery, Beans, &c &c, in consignments of not less than 8 tons and for distances of 200 miles and less than 300 miles at 8 pice per ton

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per mile and for distances of 300 miles and upwards at 7 pice per ton per mile at owner's risk.

7th Jan'y 1871 Carried at 8 annas per mile.

14th Jan'y 1871 Iron bands and gunnies used for packing pressed cotton at a uniform rate of 12 pice per ton per mile (1st class.)

24th Jan'y 1871 Fluekil (or red stone) used for steeping purposes at 8 pice per ton per mile in consignments of not less than 6 tons between Tanjore and Madras.

20th Feby 1871 The undermentioned articles at 8 pice per ton per mile for 200 ellies and less than 300 ellies and 7 pice per ton per mile for distances of 300 ellies and upwards, in consignments of not less than 8 tons, namely.

Suava seeds

Ground - nuts (in bags)

Scrap Iron and broken metal

Soap - nuts (in bags)

Bones (loose) in consignments of not less than 6 tons.

6th March 1871 Poultry (loose or in hampers) at 3 annas per truck per mile at owner's risk.

6th March 1871 English press packed cloth and twist from Madras to Great Southern stations

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at 3^d class or at 18 pice per ton per mile.

16th March/71 Soldiers Dogs when entered in the government warrant or Certificate at the following rates.

	Rs	as	P
For any distance upto 400 miles each	0	8	0
above 400 upto 800 miles ———	0	12	0
above 800 miles ———	1	0	0

South West Line.

15. The average cost of maintaining the South West Line and Bangalore Branch including renewals with 200 sleepers amounted to Rs. 110 per mile per annum, as compared with Rs 208 per mile in 1869-70.

16. The Permanent Way, Earthwork, New &c. were maintained in good order during the year.

17. The Fencing was efficiently upheld throughout the line, Iron Wire strands and Stone Walls having been erected at places where the Vegetable fence was defective.

18. The Bridges generally throughout the South West Line were kept in a substantial state of repair. Protective works in the shape of Curtain Walls and floorings were provided to such Bridges as showed a tendency to suffer from the effects of scour.

19. The Bridge over the Kuddabanda River was completed and opened for public traffic.

on the 22^d August 1870.

20. The Station Buildings &c &c were maintained in a sound and substantial state of repair.

North West Line.

21. The maintenance of this line cost Rs. 69- per mile per annum as compared with Rs. 56 per mile in 1869-70.

22. This increase is due to the additional cost of Ballasting and Repair of Bridges rendered necessary in consequence of unusually heavy rains the bursting of Tanks &c and to the fact that the maintenance of a new section of line is invariably more expensive than an old and more consolidated one.

23. During the year the line between Gooty and Ranchore, and between Pondacul and Bellary, was opened for public traffic.

24. The Permanent Way, Earthwork, Station Buildings &c &c were all maintained in a satisfactory condition.

25. The Fencing was kept in good order throughout the line, Iron Wire Fencing having as on the South West Line, been erected in all places where the Vegetable fence had failed.

26. The Bridges throughout the line, with the lamentable exception of the one over

the heavy rain, were maintained in state of repair.

95

27. The Bridge over the Huggrey River (Bellary Branch) has not yet been completed. A temporary road has been laid across the bed of the river for the passage of Trains. It

is proposed to substitute cylinders for Piles in the construction of this Bridge. A Plan and Estimate for the substitution of cylinders for Piles will be prepared and submitted for the sanction of Government.

See letter to Comr. Engrs. 26/4 29/4/71

28. Four of the minor Bridges on the North West Line were damaged by the heavy rain which fell during the year, and by the bursting of the embankments of Government tanks. They were however repaired without any serious hindrance to the traffic.

See Report of Dy. Engr. on Permanent Way for Engrs. 31/12/70

29. The works at the Raichore Station, under all the circumstances progressed satisfactorily. The Station house, Salt Godown, Factories, Engine Turntable, and Watering arrangements, Dwelling houses for the employees of the Station and Traffic departments are now completed. The goods shed, Engine and Carriage sheds await the arrival of the roofs ordered from England. The other buildings at Raichore are in an advanced state of progress.

30. The Government will observe from the Chief Engineer's Report for the half year ended 31st December 1870, that satisfactory

progress has been made in the construction of the new Central Station, and that there is every reason to expect that it will be opened for the use of the public early next year.

Electric Telegraph.

31. The Telegraph line was completed to Raichore towards the close of the official year, and was worked with very satisfactory results during the year, both as regards the small number of interruptions, and the low cost of maintenance.

32. No progress, beyond the collection of materials, was made during the year towards the construction of the Stereophony Branch in consequence of the plans and estimates as submitted, not having been sanctioned by the Government of India, who, as you are aware, took exception to the depth of ballast and formation and the as proposed by the Company's Chief Engineer.

33. I beg to enclose for the information of Government the undermentioned Accounts for the Official year 1870-71, together with copy of a letter from the Chief Accountant furnishing explanation in reference to them.

234
30 May
1871

Statement of Capital Expenditure - Revenue

Account -

Comparative statement with Budget Estimate.

I have the honor to be,
Sir,

Yours most obedient servant.
Wm. J. Ancher.

Acting Agent Kellogg

Com.

No. 65.

Carnatic Railway Co. Limited,
Agent & Manager's Office. 97
Madras 11th May 1871.

From
J. J. Fisher Esq.
Agent & Manager.
Carnatic Railway.

To
Major H. L. Spender Esq. R.E.
Ag. Cons. Engineer for Ry.
Madras

Sir,
With reference to your letter No 104. I
have the honor to submit my report of the
operations of the Carnatic Railway for 1870-71.
as follows.

2. Wuddalore Extension. From the 1st April 1870
to 31 March 1871. there has been expended in
the preliminary survey of this extension the
sum of Rs 112,641. 3. 3. in Capital account - of
this sum Rs 25,939. 4. 1. is the Capital proportion
of General Charges, including some expenditure
for Direction Secretary's office establishment -
Law charges Passages of European Staff &c. &c.
from 1st Jan'y to 31st December 1870. brought to
account during the year under review. This
expenditure plus Rs 3. spent in March 1870. re-
presents the cost of establishing the Co. in
England and of completing the original
preliminary survey from Kongeeveram to Wud-
dalore via Chingleput. Tindivanam, Villa-
poorum & Panrosty, upon which the G. O. No.
910. for carrying on the working survey & plans,
& the additional preliminary survey now under-
taken

Carnatic Railway

From

The Dy. Agent & Manager
of the C. R. Co.

To the Dy. Cons. Engineer
for Railways

Wudal 1st April
Received 23 June 1871.

No 326.

P. R. 2945/71
Reference to the
the operations of the
Company for the
financial year 1870/71

Submitted by

taken was passed..

3. Opens Line from Arcunum to Conjereram.
On this portion of the undertaking there has been no Capital expenditure during the official year 1870-71.

4. There has been a loss on the Revenue account as under - viz:-

Receipts.

As per Rev: Acct: for 1/4 ending 30 June 1870.	11503. 13. 3
_____ de _____ de _____ de 30 Sept: 1870	8096. 12. 3
_____ de _____ de _____ de 31 Dec: 1870	7449. 14. 7
_____ de _____ de _____ de 31 March 1871	7307. 14. 2
	<u>34358. 6. 3</u>

Expenditure

As per Rev: Acct: for 1/4 ending 30 June 1870.	6641. 11. 1
_____ de _____ de _____ de 30 Sept: 70.	6665. 8. 9
_____ de _____ de _____ de 31 Dec. 70.	19568. 5. 7
_____ de _____ de _____ de 31 March 71.	4933. 3. 9
	<u>37828. 13. 2</u>
	Rs 3470 - 6. 11.

5. With reference to this loss I have to explain that the general expenses of working the line bear favorable comparison to that of previous years, and on analyzing the statements that have been submitted from month to month it will be seen that under the general heads of Traffic, Permanent Way, Locomotive & Carriage & Wagon Expenses there has been a reduction commensurate with the reduction in the traffic receipts..

6. The only heads of charge in which there has been an increase of expenditure are "Special & Miscellaneous expenses" being a claim paid to Government in September 1870. for alleged

From
The Secretaries & Agents,
INDIAN TRAMWAY COMPANY,
MADRAS.
The Consulting Engineer
for Railways

140 153.
alleged damage to a spring pond amounting to Rs 608. and for Law Charges in England Rs 1269. 7. 11. and to that of "General charges" attributable to the regulation which provides that the charges on these two heads of account should be divided between Capital & Revenue in the proportion of the expenditure upon these heads respectively during the previous half year.

7. This regulation has pressed with unusual severity upon the Revenue Account of the Co. and is the sole cause of the usual profit of about Rs 9500. 0. being turned into a loss of Rs 3470. and when it is considered that the General charges and Special Expenses referred to have been ~~incurred~~ ^{incurred} entirely on account of the extended operations of the Co., it seems to me that it would have been more equitable that they should have been a Capital charge, as indeed they will almost wholly become when the construction works about to be undertaken are more actively carried on.

8. With reference to the falling off in the receipts it will be remembered, that at the commencement of the official year, Cholera prevailed to a considerable extent at Conjeveram, & Government were necessitated to warn travellers not to attend the Religious Ceremonies held there, & more especially at the annual Festival - this occasioned a falling off in the traffic for the Festival month alone of Rs 5165. as compared with the previous year, or nearly 50 per cent. and altho

The Secretaries & Agents,
INDIAN TRAMWAY COMPANY.

(SIGNED)
MADRA

The Consulting Engineer
for Railways

altho' sickness no longer prevails to any serious extent the traffic has not yet resumed its previously healthy condition - while as respects the Goods traffic, the circuitous route by rail as compared with the more direct route by road, the ease with which the journey by road can be made, the distance being short, the very low price of grain & straw enabling people to cart at an unusually low cost, and the break of gauge at Arcotum, present formidable barriers to its development so far at any rate as Madras, the most important place is concerned - these conditions being altered & the line connected with the southern extension to Cuddalore however, I have no doubt, that a considerably increased traffic both in passengers & goods will flow over the portion of the line now open & that results satisfactory to the Government & the Co. will be realized.

The Permanent Way, Fencing, Telegraph and rolling stock have been efficiently maintained during the year, the train have been worked with usual regularity & free from accident.

I have the honor to be,
Sir,
Your obedient servant.

for J. Fisher
Agent & Manager.

From

The Secretaries & Agents,
INDIAN TRAMWAY COMPANY,

(LIMITED)
MADRAS.

The Consulting Engineer
for Railways.

DATED
Recd.

No.

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No. 284 -

From

Captain C. J. Smith R.E.
Eng. Consulting Engineer for Railways,

To

Colonel A. Carpendale R.E.

Secretary to Government,
Public Works Department,
Fort Saint George.

Sir,

I have the honour to submit

* Agents letter No. 326 the Reports of the Agents of the Madras,
dated 1st June 1871
with 2 enclosures only. the Great Southern of India and the
* Agents letter to the the Great Southern of India and the
Madras dated 28th March 1871. Carnatic Railways for the official year 1870-71.
† Agents letter No. 15 The working of the lines have
dated 11th May 1871. 2. already been entered into in the Annual
Administration Report for the past year.

I have the honour to be

Sir

Your most obedient servant

C. J. Smith Esq. R.E.
Eng. Comm. Eng. for Railways

Madras }
23rd June 1871 }

The Secretaries & Agents of the
MADRAS RAILWAY COMPANY,
(LIMITED)

The Consulting Engineer
for Railways

Dated 11th May 1871
12th May 1871

No. 65.

P. R. 2945/71
Dated 11th May 1871

Submitted to the
for the official year
1870/71 -

No 1859

To The Secretary to the
Govt of India
Sir

I am directed by
His Excellency the Governor
in Council to transmit
the accompanying letter
from the Acting Con-
sulting Engineer for Rail-
ways giving cover to
reports of the Agents on
the operations of the
Railway Companies
in this Presidency for
the year 1870.71 -

Desd 18/7/71 with 25 of June
Copy of Desd 1858 A of 1871 -

No. 1871
Pro: of Govt of India
RAILWAY DEPARTMENT

From *2945*
The Consulting Engineer
for Railways

To
The Secretary to Government,
P. W. Department,
Fort St. George.

Dated 23rd June - 1871
Received 25th June -
Enc: 6. No. 254 -

Submitting the Reports
of the Agents of the following
the Great Southern of India
and the Carnatic Railway
for the Official Year 1870-71

With an Order
No 1858 A. 1859-15

Contract that the following
letter be sent.
24
Desd 1858 A of 1871
1

Act of 1871 (Madras).

PUBLIC WORKS.

The Consulting Engineer
for Railways
and

To the Secretary to the
Govt of India

15 July 1871 N. 1858 A. 1859

Nos. 237-2387229