

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1260-61 (2y)	Press
B.P. No.		Mis.
Dated	19-5-	1876 .

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
19th May 1876.*

No. 346. Read the following letter . Lieutenant-Colonel J. H. M. SHAW-
STEWART, R.E., Consulting Engineer for Railways, to Major-General
G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 2nd May 1876, No. 219:—

I HAVE the honor to submit the accounts (Capital and Revenue) of the South Indian Railway for the half-year ended 31st December 1875, together with the prescribed note thereon.

No. 347. ORDER THEREON, 19th May 1876, No. 1,260.

RAILWAY, No. 38.

ORDERED to be forwarded to the Government of India and the Secretary of State.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

No. 348. (DOCKET No. 1,261, dated 19th May 1876.)

COPY of the above forwarded to the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Spare Copies

No. IV.

Receipts and Expenditure on Capital Account.

	Expenditure to 30th June 1875, as per last Statement.	Amount expended during half-year ending 31st December 1875 as per Statement 5.	Total.		Amount received to 30th June 1875.	Amount received during the half-year.	Total.
To Expenditure as per Form V.—	£ s. d.	£ s. d.	£ s. d.	By Receipts—	£ s. d.	£ s. d.	£ s. d.
On lines open for traffic.	1,366,266 7 11	2,031 7 2	1,368,297 15 1	Stock and shares, Form II.	3,172,522 3 0	0 80 19 0	3,172,441 4 0
On lines open in course of construction ...	727,367 9 10	248,543 7 11	975,910 17 9	Loan and debentures ...	425,000 0 0	...	425,000 0 0
Working stock ...	188,026 13 2	102,841 19 4	285,868 12 6	Premium on shares not bearing interest.	61,927 9 0	136 8 11	62,063 17 11
Balance ...	2,276,660 10 11	853,416 14 5	2,630,077 5 4				
	...	...	1,029,427 16 7				
Total ...	...	...	3,659,505 1 11	Total ...	3,659,449 12 0	55 9 11	3,659,505 1 11

N.B.—The amounts shown in this account are subject to adjustments necessitated by the alteration in exchange having retrospective effect under the contract with the Secretary of State for India.

No. V.

Details of Capital Expenditure for half-year ending 31st December 1875.

			RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
LINES OPEN FOR TRAFFIC											
III.—Construction of line											
Bridgework			1,713	2	0	1,713	2	0	21,196	13	6
1. Minor Bridge											
2. Large Bridges			1,553	6	10						
IV.—Ballast and Permanent-way			159	11	2						
2. Permanent-way						13,882	8	0			
V.—Stations and Buildings									6,101	2	6
1. Station and Offices						2,796	15	9			
2. Workshops and Store Buildings, &c.						1,941	15	3			
3. Station Machinery						1,362	8	6			
LINES IN COURSE OF CONSTRUCTION											
III.—Construction of line											
1. Earthwork			1,14,410	2	10	7,79,693	12	4	25,67,002	15	11
2. Bridgework			6,21,050	6	11						
1. Minor Bridges			1,75,754	0	11						
2. Large Bridges			4,45,296	6	0						
4. Level crossings						25,981	7	8			
5. Fencing						18,251	10	11			
IV.—Ballast and Permanent-way									12,26,143	4	9
1. Ballasting						81,470	15	8			
2. Permanent-way						11,44,672	5	1			
V.—Stations and Buildings									1,58,533	13	10
1. Stations and Offices						72,469	2	9			
2. Workshop and Store buildings						18,912	2	10			
3. Staff Quarters						20,161	14	9			
4. Station Machinery						46,990	9	6			
VI.—Electric Telegraph											
VII.—Plant									4,740	9	0
1. Engineering						67,576	9	6	81,216	5	2
2. Locomotive						16	6	0			
4. Station and Office Furniture						18,623	5	8			
IX.—Maintenance									28,819	8	11
X.—Establishment									2,70,858	14	11
1. Direction			England. 20,855 15 2			31,638	2	7			
			Indian ... 10,812 8 5 A								
2. Engineering						2,13,021	12	8			
3. Locomotive						2,605	0	10			
4. Telegraph						2,604	5	11			
5. Stores						6,650	6	9			
6. Audit and Accounts						7,168	0	10			
7. Medical						8,141	1	4			
XI.—Contingencies									16,997	0	0
1. Direction						1,288	2	7			
2. Engineering						14,268	13	2			
4. Telegraph						466	3	7			
5. Stores						348	7	2			
6. Audit and Accounts						364	11	5			
7. Medical						262	10	1			
Working Stock											
Locomotives									3,50,050	3	4
Carriage and Wagon									7,23,083	6	0
Wagon covers											
First-class						1,605	7	8			
Second-class						52,342	9	1			
Third-class						9,147	5	4			
Composite						1,80,834	8	11			
Passengers' Brake Van						22,509	12	10			
Horse boxes						27,673	7	4			
Post Office Van						19,280	6	1			
High-sided open goods						3,216	7	4			
Covered goods						53,082	5	6			
Ballast Wagons						2,62,906	8	4			
Goods Brake Van						23,869	13	10			
Gun Powder Van						20,283	13	7			
Timber Trucks						457	13	9			
Salt Van						971	7	4			
Low-sided open Trucks						13,834	9	2			
Steam Crane						31,418	2	8			
						149	11	3			
Amount expended in England during the half-year, but not brought on the Indian Books, £2,538-18-10 at 1/11 per Rupee.									36,61,333	5	9
									26,493	4	13
									36,87,826	10	7

Notes.—Of the expenditure shown under lines open for traffic, an amount of Rupees 20,818-4-3 is due to the work of altering the line between Negapatam and Trichinopoly to the metre gauge.

51

No. VI.
Estimate of further Expenditure on Capital Account.

	Total Expenditure to end of half-year.	FURTHER EXPENDITURE.		
		During half-year ending June 1876.	In subsequent half-years.	Total.
	RS.	RS.	RS.	RS.
LINES OPEN FOR TRAFFIC MORE THAN TWO YEARS—				
Conversion to metre gauge, Trichinopoly to Erode... ..	1,43,34,346	...	50,000	50,000
Nedamungalum Station additions.	...	...	20,000	20,000
General Stores buildings additions.	...	...	30,000	30,000
Large bridge at 8 miles 19 chains	...	6,240	...	6,240
„ at 13 „ 78 „	...	...	...	...
Arconum Branch	...	...	...	...
Office accommodation	...	...	...	...
LINES IN COURSE OF CONSTRUCTION—				
Preliminary Expenses	5,66,408	...	1,28,913	1,28,913
Construction of line	28,05,189	10,72,133	26,85,030	37,57,163
Ballast and Permanent-way	40,70,173	12,31,541	37,70,479	50,02,020
Station and Buildings	5,09,788	4,09,962	11,77,724	15,87,686
Electric Telegraph	81,921	...	...	...
Plant	3,78,032	84,000	2,92,479	3,76,479
Maintenance	28,819	91,125	3,02,576	3,93,701
Establishment	20,14,058	2,78,208	5,00,000	7,78,208
Contingencies	53,068	13,000	20,000	33,000
WORKING STOCK—				
Broad Gauge Stock	14,11,663	...	...	...
Metre „ „	19,52,845	11,50,000	13,91,738	25,41,738
Total ...	2,82,06,310	43,36,209	1,03,68,939	1,47,05,148

No. VII.
Capital Powers and other Assets available to meet further Expenditure as per Account No. VI.

Shares and loan capital authorized but not received	£.	s.	d.
Balance at credit of Form IV	627,558	16	0
	1,029,427	16	7
Total...	1,656,986	12	7

PART II.
No. VIII.

Revenue Account for the half-year ending 31st December 1875.

Dr.			Cr.
Expenditure.	Amount.	Earnings.	Amount.
	RS. A. P.		RS. A. P.
To Maintenance of Way, Works, and Stations (Abstract A.)	41,278 0 4	By Coaching Traffic (Abstract H.)	3,10,360 11 4
" Locomotive Expenses (Abstract B.)	1,21,026 11 0	" Goods Traffic (Abstract I.)	2,53,000 2 6
" Carriage and Wagon Expenses (Abstract C.)	15,267 11 10	" Electric Telegraph Earnings.	7,156 10 8
" Traffic Expenses (Abstract D.)	61,941 13 8	" Steam Boat Earnings (Abstract J.)	...
" General Charges (Abstract E.)	44,906 8 9	" Sundries (Abstract K) ...	28,579 9 8
" Steam Boat Service (Abstract F.)	...		
" Special and Miscellaneous Expenditure (Abstract G.)	2,230 14 11		
" Balance Net Earnings ...	3,12,445 5 8		
Total ...	5,99,097 2 2	Total ...	5,99,097 2 2

ABSTRACT A.
Maintenance of Way, Works, and Stations.

	RS. A. P.	RS. A. P.
1ST.—GENERAL SUPERINTENDENCE	11,371 6 6	
(1).—Engineer's Salaries	4,909 2 0	
(2).—Allowances of do. including travelling	525 0 0	
(3).—Subordinate Superintendents	3,656 4 5	
(4).—Allowances of do. including travelling	...	
(5).—Overtime Allowances	...	
(6).—Office Expenses	2,281 0 1	
2ND.—MAINTENANCE AND RENEWAL OF PERMANENT-WAY.	27,550 0 8	
(1).—Wages	18,992 12 5	
(2).—Materials	8,557 4 3	
3RD.—REPAIRS OF BRIDGES, &C.—WAGES AND MATERIALS	579 12 9	
(1).—Bridges and Tunnels	200 11 1	
(2).—Miscellaneous, including earthwork, roads, fencing, &c.	379 1 8	
4TH.—REPAIRS OF STATIONS AND BUILDINGS—WAGES AND MATERIALS	832 4 2	
(1).—Repairs of buildings of every description, including station yards and signals, but excepting quarters of the staff	562 1 4	
(2).—Repairs of Staff Quarters	270 2 10	
5TH.—MAINTENANCE BY CONTRACT—		
(1).—Amount paid to Contractors	...	
(2).—Materials supplied by the Company	...	
6TH.—UNCLASSIFIED EXPENDITURE	944 8 3	
(1).—Plantations	3 2 0	
(2).—Tools and Plant	647 13 3	
(3).—Loss on Stores, &c.	...	
Sundries	31 1 0	
Clothing	262 8 0	
Total ...	41,278 0 4	
Deduct... { Value of Stores returned to Stock	...	
{ Sums chargeable to — fund ...	...	
Total ...	41,278 0 4	
Mean mileage maintained by Revenue.	Departmentally.	By Contract.
	MILES.	MILES.
Railway Line... { Double	...	...
{ Single	185	185
Siding	15	15
Total single track, including sidings ...	200	200

ABSTRACT B.
Locomotive Expenses.

	RS.	A.	P.	RS.	A.	P.
1ST.—GENERAL SUPERINTENDENCE				17,264	0	11
(1.)—Salaries of Superintendents and Assistants ...	6,170	15	0			
(2.)—Allowance of do. including travelling ...	369	5	8			
(3.)—Subordinate Superintendents ...	5,871	5	8			
(4.)—Allowances of do. including travelling ...	40	15	1			
(5.)—Overtime Allowances ...						
(6.)—Office Expenses ...	4,811	7	6			
2ND.—RUNNING EXPENSES (WAGES CONNECTED WITH THE WORKING OF LOCOMOTIVE ENGINES)				25,880	12	5
(1.)—Wages of Drivers and Firemen ...	18,788	1	5			
(2.)—Overtime Allowances ...	5,195	10	1			
(3.)—All labor connected with fuelling, cleaning, and looking after engines in yards ...	1,860	2	0			
(4.)—Contingent Expenses, including Clothing and Travelling Expenses ...	36	14	11			
3RD.—FUEL				65,134	9	9
(1.)—Coal ... TONS CWT. Q. LBS.						
(2.)—Coke ...	2,544	5	2	49,567	5	5
(3.)—Patent fuel ...	0	5	0	9	9	4
(4.)—Wood ...	2,737	3	2	15,557	11	0
4TH.—WATER (INCLUDING WAGES AND STORES)				1,958	1	5
5TH.—OIL, TALLOW, AND OTHER STORES (EXPENDED ON ENGINES IN WORK)				3,192	5	7
6TH.—MAINTENANCE AND RENEWALS OF LOCOMOTIVE ENGINES AND MACHINERY				7,598	12	11
(1.)—Wages ...	4,065	14	0			
(2.)—Overtime Allowances ...	776	14	4			
(3.)—Materials ...	2,754	0	7			
7TH.—PAYMENTS ON OTHER LINES— (1.)—Hire of Locomotives						
8TH.—UNCLASSIFIED EXPENDITURE— Loss on Stores, &c.						
Total				1,21,026	11	0
Deduct... Credits received for work done in Workshop for other departments ...						
Value of Stores returned to Stock ...						
Sum chargeable to — fund ...						
Total				1,21,026	11	0

ABSTRACT C.
Carriages and Wagon Expenses.

	RS.	A.	P.	RS.	A.	P.
1ST.—GENERAL SUPERINTENDENCE				2,031	13	10
(1.)—Salaries of Superintendents and Assistants ...	714	4	9			
(2.)—Allowances of do. including travelling ...	45	10	4			
(3.)—Subordinate Superintendents ...	727	13	5			
(4.)—Allowances of do. including travelling ...	5	0	11			
(5.)—Overtime Allowances ...						
(6.)—Office Expenses ...	539	0	5			
2ND.—REPAIRS AND RENEWALS OF VEHICLES AND MACHINERY				8,144	4	6
Coaching Vehicles... (1.)—Wages ...	459	2	2			
(2.)—Overtime ...	12	14	0			
(3.)—Materials ...	2,042	13	11			
Goods Vehicles ... (1.)—Wages ...	2,512	6	4	2,514	14	1
(2.)—Overtime ...	63	7	10			
(3.)—Materials ...	3,053	8	3	5,629	6	5
3RD.—CLEANING CARRIAGES AND WAGONS AND OILING				3,935	12	1
(1.)—Labor, including wages of Oilers, Carriage Cleaners and Examiners ...	2,073	12	1			
(2.)—Stores, including oil, grease, and other stores for consumption on running vehicles ...	1,862	0	0			
4TH.—UNCLASSIFIED EXPENDITURE				1,155	13	5
Loss on Stores, &c. ...						
Fitting electric communication to trains run for His Royal Highness the Prince of Wales ...	1,155	13	5			
Total				15,267	11	10
Deduct... Credits received for work done in Workshops for other departments, &c. ...						
Value of Stores returned to Stock ...						
Sum chargeable to — fund ...						
Total				15,267	11	10

ABSTRACT D.
Traffic Expenses.

1ST.—SALARIES, WAGES, &C.	RS. A. P.	RS. A. P.
(a.)—General Superintendence	7,754 11 2	36,780 14 6
(1.)—Traffic Manager, Assistant Manager, District Superintendents, and Traffic Canvassers	5,468 4 0	
(2.)—Office Establishment	1,521 3 2	
(3.)—Travelling allowances	746 6 0	
(4.)—Contingencies	18 14 0	
(b.)—Station Staff	24,553 6 1	
(1.)—Station-masters, Clerks, Porters, Pointsmen, Gate-keepers of level crossings, Signalmen, Station Servants, &c.	24,553 6 1	
(c.)—Train Staff	4,472 13 3	
(1.)—Guards and Assistant Guards	4,353 10 8	
(2.)—Overtime allowances	119 2 7	
2ND.—FUEL, LIGHTING, AND GENERAL STORES	4,168 11 5	
(1.)—Fires, lights, water and general stores for Carriages, Stations, Offices, &c.	3,558 0 10	
(2.)—Wagon covers, ropes, &c.	164 11 6	
(3.)—Office and Station fittings and furniture	445 15 1	
3RD.—CLOTHING	418 12 1	
4TH.—PRINTING, STATIONERY AND TICKETS	6,891 12 0	
5TH.—CHARGES FOR DELIVERY AND COLLECTING GOODS, &C.	357 13 9	
6TH.—MISCELLANEOUS EXPENSES	13,405 13 11	
7TH.—PAYMENTS TO OTHER LINES	6,932 12 5	
(1.)—Hire of Vehicles	6,473 1 6	
(2.)—Mileage of Foreign Stock		
(3.)—Expenses at Joint Stations		
8TH.—UNCLASSIFIED EXPENDITURE		
Loss on Stores, &c.		
Total	62,023 13 8	
Deduct... { Value of Stores returned to Stock fund		
Sum chargeable to	82 0 0	
Less amount charged to Fire Insurance Fund being value of two Madras Railway Company's tarpaulins burnt		
Total	61,941 13 8	

ABSTRACT E.
General Charges.

1ST.—HOME EXPENDITURE—						RS. A. P.	RS. A. P.
(1).—Directors and Secretary or Managing Director...						1,780	12 14
(2).—Auditors and Accountants							
(3).—Consulting Engineer and Inspecting Officers' fees and travelling allowances...						2,671	2 7
(4).—Office Expenses						1,112	15 9
							19,911 14 7
2ND.—SALARIES OF INDIAN MANAGEMENT, INCLUDING OFFICES.							
	Salaries.		Travelling Allowances		Contin- gencies.		
	RS.	A.	P.	RS.	A.	P.	
(1).—Agent's Office.	4,199	2	1	42	12	6	47 10 9
(2).—Auditor's "							
(3).—Account's "	10,354	4	5	30	6	7	112 3 8
(4).—Paymaster's "							
(5).—Store Depart- ment	2,539	5	8				91 7 0
(6).—Medical do...	1,048	4	8	1	13	1	19 2 2
	18,141	0	10	75	0	2	270 7 7
(7).—Rents of buildings and lands							18,486 8 7
(8).—Furniture, fittings, and other miscellaneous expenses							14 6 1
(9).—Printing and stationery							349 3 11
(10).—Medicine							914 1 7
							147 10 5
3RD.—POLICE—							
(1).—Supervisor							
(2).—Constables							
(3).—Contingencies							
4TH.—ADVERTISING (ALL ADVERTISEMENTS OF ALL DEPART- MENTS)							
							290 14 6
5TH.—ELECTRIC TELEGRAPH							
							5,491 9 11
(1).—Salaries of Superintendents and Assistants							
(2).—Signallers							4,135 4 10
(3).—Travelling expenses							
(4).—Office expenses, contingencies							897 13 6
(5).—Maintenance, wages, and stores							458 7 7
(6).—Government Telegraph Department for rent, maintenance, and inspection							
6TH.—CLEARING ACCOUNTS WITH OTHER LINES							
7TH.—UNCLASSIFIED EXPENDITURE							
							13,647 3 1
Expenses attendant on the journey of His Royal Highness the Prince of Wales over the line							
Loss on stores							
Expenses connected with Fire Engines							
Total							
Deduct...	{ Value of Stores returned to Stock						
	{ Sum chargeable to fund						
Total							
							44,906 8 9

ABSTRACT F.
Steam Boat Service.
NIL

ABSTRACT G.
Special and Miscellaneous Expenditure.

	RS. A. P.	RS. A. P.
1ST.—LAW CHARGES	...	11 10 8
2ND.—COMPENSATION	...	76 3 1
(1.)—For goods lost or damaged	76 3 1	
(2.)—For personal injury	...	
(3.)—For other claims	...	
3RD.—RATES AND TAXES (INCLUDING MUNICIPAL WATER RATES)	4	2,143 1 2
4TH.—INTEREST ON REVENUE BALANCES	...	...
5TH.—CONTRIBUTION TO SPECIAL FUNDS	...	...
(1.)—Fire Insurance Fund	...	...
(2.)—Permanent-way Renewal Fund	...	...
(3.)—Casualty Fund	...	...
Total	1/2	2,230 14 11
Deduct.—Sum chargeable to — fund	...	...
Total	1/2	2,230 14 11

ABSTRACT H.
Coaching Traffic.

	FIRST-CLASS.		SECOND-CLASS.		THIRD-CLASS.		FOURTH-CLASS.		TOTAL.	
	3 Pies. Varies.		3 Pies. Varies.		3 Pies. Varies.		No. Amount.		No. Amount.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1ST.—PASSENGERS—										
Single journeys	2,155	5,119 6 0	16,100	9,075 7 0	777,593	2,641,142 3 0	795,847	2,641,142 3 0	795,847	2,641,142 3 0
Excess fares	...	304 14 0	...	484 15 6	...	1,658 14 10	...	1,658 14 10	...	1,658 14 10
Return journeys	...	...	...	...	...	1,386 13 0	...	1,386 13 0	...	1,386 13 0
Troops and Police	45	233 6 0	227	255 1 0	6,948	5,886 9 0	...	5,886 9 0	6,948	5,886 9 0
Total ...	2,200	5,657 10 0	16,327	9,815 7 6	790,541	2,714,200 6 10	...	2,714,200 6 10	808,753	2,86,898 8 4
Season Tickets ...	...	...	2	50 0 0	1	35 0 0	...	...	3	85 0 0
2ND.—PASSENGERS' LUGGAGE ...	...	...	...	...	...	...	...	...	...	...
3RD.—MILITARY BAGGAGE ...	...	...	...	...	...	...	...	...	...	...
4TH.—CARRIAGES, HORSES, DOGS, &c.—	...	...	...	...	...	...	...	...	...	...
(1.)—Carrriages	...	...	...	...	...	...	...	...	...	...
(2.)—Horses	...	...	...	...	...	...	...	...	...	...
(3.)—Dogs, &c.	...	...	...	...	...	...	...	...	...	...
5TH.—MILITARY CARRIAGES, HORSES, &c.—	...	...	...	...	...	...	...	...	...	...
(1.)—Carrriages	...	...	...	...	...	...	...	...	...	...
(2.)—Horses	...	...	...	...	...	...	...	...	...	...
(3.)—Dogs, &c.	...	...	...	...	...	...	...	...	...	...
6TH.—PARCELS—	...	...	...	...	...	...	...	...	...	...
7TH.—SPECIAL TRAINS—	...	...	...	...	...	...	...	...	...	...
8TH.—MISCELLANEOUS	...	...	...	...	...	...	...	...	...	...
9TH.—POST OFFICE—	...	...	...	...	...	...	...	...	...	...
(1.)—Haulage and hire of Post-office Vehicles	...	...	...	...	...	...	...	...	...	...
(2.)—Special Trains	...	...	...	...	...	...	...	...	...	...
(3.)—Parcels	...	...	...	...	...	...	...	...	...	...
Less outstanding irrecoverable ...	...	...	...	...	...	...	...	...	...	...
Total ...	...	...	...	...	...	...	...	...	...	...

NOTE.—Season tickets equivalent to 860 journeys second-class, and 340 journeys third-class, and 120 journeys fourth-class.

8/07

ABSTRACT I.
Goods Traffic.

	Number of Tons lifted.	Rate per Ton per Mile.	Ton Miles.	Amount.
1ST.—MERCHANDIZE, GENERAL—				
Special ...	14,556	8-14	1,313,123	55,689 12 6
1st-class ...	38,868	11-39	2,725,153	1,61,660 5 4
2nd " ...	...	...	...	...
3rd " ...	...	...	...	...
4th " ...	521	23-52	56,751	6,950 9 2
5th " ...	18	52-68	1,659	455 3 0
Total...	53,963	...	4,096,686	2,21,755 14 0
2ND.—MILITARY STORES ...				
	42	36-15	3,676	692 3 0
3RD.—RAILWAY MATERIALS FOR CONSTRUCTION ...				
	6,650	6-27	826,244	26,983 13 0
4TH.—MINERALS—				
(1.)—For the Public ...	...	...	...	...
(2.)—For the Company (construction only) ...	...	...	...	...
Total Minerals...	...	...	...	...
Total Goods...	60,655	...	4,926,606	2,52,431 14 0
5TH.—STORES CARRIED FREE FOR REVENUE...				
	...	...	...	...
6TH.—LIVE STOCK—				
(1.)—Horses ...	...	Rate per animal per mile.	...	...
(2.)—Cattle ...	...	...	...	...
(3.)—Sheep ...	...	...	...	...
Total...	...	...	...	354 3 0
	...	...	...	41 15 0
	...	...	...	396 2 0
7TH.—MILITARY LIVE STOCK—				
(1.)—Horses ...	...	...	...	...
(2.)—Cattle ...	...	...	...	...
(3.)—Sheep ...	...	...	...	...
Total...	...	...	...	...
8TH.—RENTS AND DEMURRAGE, WHARFAGE, STORAGE, &c.—				
	...	...	...	46 2 6
9TH.—INTEREST ON OUTSTANDING BILLS ...				
	...	...	...	...
10TH.—MISCELLANEOUS (POULTRY, No. 3,462)				
	...	...	...	126 0 0
Total...	...	...	...	2,53,000 2 6
Less outstanding irrecoverable...	...	...	...	...
Total...	...	...	...	2,53,000 2 6

ABSTRACT J.
Steam Boat Earnings.

NIL.

ABSTRACT K.
Sundries.

	Amount.
Interest on Revenue balances deposited with Government ...	RS. A. P.
Hire of Locomotives ...	2,094 13 4
" of Vehicles ...	18,345 3 7
Mileage of Vehicles over Foreign Lines ...	5,198 14 7
Use of Stations jointly occupied ...	...
Clearing accounts with other Lines ...	...
Tolls on Bridges ...	...
Rents of Dwelling Houses ...	1,726 8 6
Miscellaneous Receipts ...	336 2 6
Fees on share transfers, &c. ...	386 1 5
Sale of unclaimed and damaged goods ...	31 14 9
Sale of Revenue stores ...	459 15 0
1. Maintenance ...	RS. A. P.
2. Locomotive ...	238 1 0
3. Carriage and Wagon ...	221 14 0
4. Traffic ...	...
5. General ...	...
Less outstandings irrecoverable ...	28,579 9 8
Total...	28,579 9 8

NEGAPATAM,
12th April 1876.

(Signed) W. S. BETTS,
Agent.

(Signed) J. SMITH,
Chief Auditor.

EXAMINED and found correct.

(Signed) R. N. BURN,
Dy. Govt. Examiner of Railway Accounts.

APPROVED and passed.

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Consulting Engineer to Govt. for Railways.

This should go under Abstract K in the previous page.

No. XI.
Fire Insurance Fund.

	Rs. A. P.	By Balance on hand at 1st July 1875.	Rs. A. P.
To Expenditure during the half-year as per Abstract D*	83 0 0	97,041 14 7	
Balance on hand on 31st Dec. 1875	96,959 14 7		
Invested at 4 per cent.			
Govt. Securities, Rs. 86,919 4 3			
Uninvested cash at Bankers 10,040 10 5			
Total	97,041 14 7	Total	97,041 14 7

* Value of two Madras Railway Company's tarpaulins burnt.

No. XII.
Statement of Rolling Stock for the half-year ending 31st December 1875.

Description.	Total Stock authorised.	Total Stock constructed against authorisation up to the last day of the previous half-year.	Addition to Stock during the half-year.	Reduction of Stock.	Total Stock on the list at end of the half-year.	Actual Stock in running order on the last day of the half-year.	REPAIRED AND RENEWALS.				Average Number undergoing repairs and renewals at any one time.
							Number of Vehicles repairing during the half-year.	Number of Vehicles renewed during the half-year.	Number of Vehicles undergoing or awaiting repairs on the last day of the half-year.	Number of Vehicles undergoing or awaiting renewals on the last day of the half-year.	
	1	2	3	4	5	6	7	8	9	10	11
Engines.											
Tank	...	...	...	...	...	...	...	...	...	...	...
Passengers	...	...	...	...	...	...	...	...	...	...	...
Goods	...	...	...	...	...	...	...	...	...	...	...
Total	21	21	...	...	10	7	...	...	...	...	309
Coaching Vehicles.											
Sleeping Carriages	...	...	...	...	...	...	...	...	...	...	...
Saloon	...	...	...	...	...	...	...	...	...	...	...
First-class	...	...	...	...	...	...	...	...	...	...	...
Composite	...	...	...	...	...	...	...	...	...	...	...
Second-class	...	...	...	...	...	...	...	...	...	...	...
Third	...	...	...	...	...	...	...	...	...	...	...
Horse-boxes	...	...	...	...	...	...	...	...	...	...	...
Carriage trucks	...	...	...	...	...	...	...	...	...	...	...
Passengers' brake vans	...	...	...	...	...	...	...	...	...	...	...
Total	65	65	...	...	55	52	89	...	8	...	1,041
Goods Vehicles.											
Covered goods wagons	...	...	...	...	...	...	...	...	...	...	...
High-sided	...	...	...	...	...	...	...	...	...	...	...
Open goods	...	...	...	...	...	...	...	...	...	...	...
Cattle vans	...	...	...	...	...	...	...	...	...	...	...
Timber trucks	...	...	...	...	...	...	...	...	...	...	...
Coke wagons	...	...	...	...	...	...	...	...	...	...	...
Ballast	...	...	...	...	...	...	...	...	...	...	...
Salt vans	...	...	...	...	...	...	...	...	...	...	...
Powder van	...	...	...	...	...	...	...	...	...	...	...
Goods brake vans	...	...	...	...	...	...	...	...	...	...	...
Total	333	333	...	...	333	332	60	...	1	...	770

- 2 Second-class carriages converted into half post office and half second class.
1 Third do. do. and half third do.
2 Composite carriages: proportion of seats allotted—12 first and 18 second-class each carriage.
1 Composite: (old stock) proportion of seats, 10 first-class and 20 second-class.

The whole of the table (XII) should be printed on two opposite pages. This could be done by reversing the position. Or it should be printed on a larger sheet so as to

No. XII.—(Concluded.)
Statement of Rolling Stock for the half-year ending 31st December 1875.

Description.	Total Stock authorised.	Total Stock constructed against authorisation up to the last day of the previous half-year.	Addition to Stock during the half-year.	Reduction of Stock.	Total Stock on the list at end of the half-year.	Actual Stock in running order on the last day of the half-year.	REPAIRED AND RENEWALS.				Average Number undergoing repairs and renewals at any one time.
							Number of Vehicles repairing during the half-year.	Number of Vehicles renewed during the half-year.	Number of Vehicles undergoing or awaiting repairs on the last day of the half-year.	Number of Vehicles undergoing or awaiting renewals on the last day of the half-year.	
	1	2	3	4	5	6	7	8	9	10	11
Engines.											
Tank	...	...	...	...	...	...	...	...	...	...	...
Passengers	...	...	...	...	...	...	...	...	...	...	...
Goods	...	...	...	...	...	...	...	...	...	...	...
Total	82	20	15	...	35	33	53	...	2	...	985
Coaching Vehicles.											
Royal Saloon Carriages	...	...	...	...	...	...	...	...	...	...	...
Saloon Carriages	...	...	...	...	...	...	...	...	...	...	...
First-class	...	...	...	...	...	...	...	...	...	...	...
Composite	...	...	...	...	...	...	...	...	...	...	...
Second-class	...	...	...	...	...	...	...	...	...	...	...
Third	...	...	...	...	...	...	...	...	...	...	...
Horse-boxes	...	...	...	...	...	...	...	...	...	...	...
Post office vans	...	...	...	...	...	...	...	...	...	...	...
Carriage trucks	...	...	...	...	...	...	...	...	...	...	...
Passengers' brake vans	...	...	...	...	...	...	...	...	...	...	...
Total	283	27	98	...	135	134	81	...	1	...	496
Goods Vehicles.											
Covered goods wagons	...	...	...	...	...	...	...	...	...	...	...
High-sided	...	...	...	...	...	...	...	...	...	...	...
Open goods low-sided wagons	...	...	...	...	...	...	...	...	...	...	...
Cotton trucks	...	...	...	...	...	...	...	...	...	...	...
Powder vans	...	...	...	...	...	...	...	...	...	...	...
Timber trucks	...	...	...	...	...	...	...	...	...	...	...
Ballast wagons	...	...	...	...	...	...	...	...	...	...	...
Salt vans	...	...	...	...	...	...	...	...	...	...	...
Goods brake vans	...	...	...	...	...	...	...	...	...	...	...
Five tons travelling crane	...	...	...	...	...	...	...	...	...	...	...
Total	1,227	280	233	...	563	542	162	...	21	...	1,324

Composite carriage first-class in the centre, one second-class compartment at either end; proportion of seats, first-class nine seats, second eight seats, in each compartment. Passengers' brake van half post office, one-fourth passengers' luggage compartment, and one-fourth guards' brake van.

Arconum and Conjeeveram Section.
GAUGE, 3 FEET 6 INCHES.

	1	2	3	4	5	6	7	8	9	10	11
Engines.											
Tank	...	...	...	...	...	...	...	...	...	...	...
Passengers	...	...	...	...	...	...	...	...	...	...	...
Goods	...	...	...	...	...	...	...	...	...	...	...
Total	4	4	...	...	4	3	3	...	1	...	023
Coaching Vehicles.											
Sleeping Carriages	...	...	...	...	...	...	...	...	...	...	...
Saloon	...	...	...	...	...	...	...	...	...	...	...
First-class	...	...	...	...	...	...	...	...	...	...	...
Composite	...	...	...	...	...	...	...	...	...	...	...
Second-class	...	...	...	...	...	...	...	...	...	...	...
Third-class	...	...	...	...	...	...	...	...	...	...	...
Passengers' brake vans	...	...	...	...	...	...	...	...	...	...	...
Total	36	36	...	...	36	36	5	...	...	...	0027
Goods Vehicles.											
Covered goods wagons	...	...	...	...	...	...	...	...	...	...	...
High-sided	...	...	...	...	...	...	...	...	...	...	...
Open	...	...	...	...	...	...	...	...	...	...	...
Cattle wagon	...	...	...	...	...	...	...	...	...	...	...
Powder van	...	...	...	...	...	...	...	...	...	...	...
Timber trucks	...	...	...	...	...	...	...	...	...	...	...
Coke wagons	...	...	...	...	...	...	...	...	...	...	...
Goods brake van	...	...	...	...	...	...	...	...	...	...	...
Total	40	40	...	...	40	40	23	...	...	...	036

No. XIII.
Mileage Statement.

	Double Lines.	Single Lines.	Total.	Sidings.
Lines owned by the Company, sanctioned but not commenced ...	MILES.	MILES.	MILES.	MILES.
Do. do. under construction ...	...	334	334	31
Do. do. constructed and not worked ...	...	283	283	22
Do. do. worked by the Company ...	...	...	...	...
Total ...	...	617	617	53
Lines worked by the Company...	...	...	...	...
Its own ...	...	283	283	22
Foreign ...	...	...	...	...
Foreign lines worked over by Company ...	...	283	283	22
...	...	1	1	...

No. XIV.
Statement of Train Mileage.

	No.	Estimated Loco- motive Expenses.
Train miles run for Traffic Department	MILES.	RS.
Do. for Locomotive do.	190,461	86,876
Do. for Maintenance ...	787	359
...	6,586	3,004
Total ...	197,834	90,239
Hours of assisting engines ...	HOURS.	MS.
Do. of shunting and piloting ...	9	2
Do. of miscellaneous service ...	110,180	13
...	1,793	50
...	111,988	5
Total Cost ...	...	1,21,026

No. XV.
Statement of Audited Salaries.

	Capital.	Revenue.	Total.
Home expenditure ...	RS. A. P.	RS. A. P.	RS. A. P.
Engineering Department	20,855 15 2	5,564 14 8	26,420 13 10
Locomotive do.	2,13,021 12 8	11,371 6 6	2,24,393 3 2
Carriage and Wagon ...	...	...	...
Traffic ...	2,605 0 10	17,264 0 11	21,900 15 7
Agency ...	...	2,031 13 10	36,780 14 6
Audit and Accounts ...	...	36,780 14 6	15,101 12 9
Stores ...	10,812 3 5	4,289 9 4	17,664 15 6
Medical ...	7,168 0 10	10,496 14 8	8,281 3 5
Police ...	5,650 6 9	2,630 12 8	9,210 5 3
Electric Telegraph ...	8,141 1 4	1,069 3 11	7,536 8 3
...	2,604 5 11	4,932 2 4	3,67,290 12 3
Total ...	2,70,853 14 11	96,431 13 4	...

No. XVI.

Final Profit Statement for half-year ending 31st December 1875.

	Current half-year.	Previous half-year.	Total.
	RS. A. P.	RS. A. P.	RS. A. P.
Traffic earning paid into Treasury during the half-year ...	5,29,326 1 1	0 1 8	5,29,326 2 9
Do. do. during January ...	49,547 5 11	...	49,547 5 11
Do. do. during February ...	7,085 2 0	0 8 0	7,085 10 0
Do. do. during March ...	11,260 10 0	207 13 6	11,468 7 6
Do. do. during April ...	1,432 5 0	...	1,432 5 0
Do. do. during May ...	...	...	...
Do. do. during June ...	...	...	...
...	5,98,651 8 0	*208 7 2	5,98,859 15 2
Less working expenses during the half-year as per Revenue Account ...	...	...	2,86,651 12 6
Deduct guaranteed interest paid on capital ...	...	Balance net profits ...	3,12,208 2 8
Moity paid to Shareholders ...	...	Surplus profits ...	...

Balance outstanding on—		RS. A. P.
Due from Construction Account	...	...
Do. Government	...	6 0 0
Do. public companies and traders	...	51 0 10
Do. Traffic Department	...	444 6 7
Do. Steam Boat Service	...	...
Do. Sundries	...	119 0 0
Total ...	...	620 7 5

NEGAPATAM,
April 1876.

(Signed) J. SMITH,
Chief Auditor.

(Signed) W. S. BETTS,
Agent.

EXAMINED and found correct.
(Signed) R. K. WILLIAMS, (Signed) R. N. BURN,
Examiner, Railway Accounts. Dy. Examiner, Railway Accounts.
APPROVED and passed.
(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Consulting Engineer to Govt. for Railways.

No. XVII.
Net Revenue Account.

	£.	s.	d.	£.	s.	d.		£.	s.	d.
To guaranteed interest payable to the Secretary of State for the half-year as under							By net profits of the half-year as per Form XVI.	20,919	19	0
Consolidated stock at 5 per cent.	2,891,461	11	0	72,286	10	9	By balance (being the interest on the total capital raised in excess of the net earnings of the lines open for traffic)...	58,611	6	9
Shares of £20 each not fully paid up	5,609	12	0	140	4	9				
Consolidated stock at 4½ per cent.	275,451	0	0	6,541	19	8				
Debenture stock at 4½ per cent.	425,000	0	0	9,562	10	0				
Total...				88,531	4	9	Total...	88,531	4	9

No. XVIII.
Capital Balance Sheet (Indian Books.)

	Rs.	A.	P.		Rs.	A.	P.		Rs.	A.	P.
To Government Account	120,75,597	4	1	By Construction Account	278,33,087	6	8				
„ English Advance Account...	228,23,486	8	0	Preliminary Expenses	4,76,061	8	4				
„ Share capital subscribed in India	13,819	10	0	Earthwork	18,85,413	8	10				
„ Suspense Accounts...	8,15,819	1	10	Minor Bridges...	28,19,405	9	8				
Treasury Ad. vances	2,37,268	8	9	Large Bridges...	13,30,090	8	10				
Government Telegraph Department	19	8	8	Level crossings	2,66,688	10	7				
Cash	76,531	5	10	Fencing...	6,91,248	1	8				
				Ballasting	7,25,939	6	9				
				Permanent-way	87,51,017	14	6				
				Station and Offices	16,62,325	7	3				
				Workshops and Store buildings	3,10,421	10	1				
				Staff quarters	1,79,006	9	10				
				Station machinery	1,56,861	11	0				
				Electric Telegraph	2,28,716	2	3				
				Locomotive stock	13,55,646	15	9				
				Carriage and Wagon stock	20,08,863	1	4				
				Plant, Engineering	3,33,956	12	3				
				„ Locomotive	3,07,024	4	1				
				„ Station and Office Furniture	1,61,522	14	10				
				Establishment, Maintenance	3,81,864	15	2				
				„ Direction	9,19,830	12	6				
				„ Engineering	24,89,111	4	9				
				„ Locomotive	1,50,373	10	5				
				„ Telegraph	10,942	1	7				
				„ Stores	96,632	13	8				
				„ Audit and Accounts	81,208	5	11				
				„ Medical	43,199	12	4				
				„ Contingencies	2,18,726	6	9				
				General Stores	15,14,802	4	8				
				Stores in transit	1,926	5	3				
				Material missing	94,276	1	11				
				Permanent-way Stores	32,416	12	10				
				Working Locomotives	11,85,876	15	5				
				General Stores	24,55,071	6	5				
				Engineering Stores	49,595	4	11				
				„ Workshops	1,81,090	15	5				
				Manufactures	12,40,093	8	0				
				Carriage and Wagon Shops							
				By Suspense Accounts	11,865	13	10				
				Home payments	32,316	8	7				
				Imprest in hands of Chief Engineer	2,53,483	11	0				
				Do. do. District Engineer							
				Do. Government for Capital subscribed in India							
Total...	3,49,28,222	7	11	Total...	3,49,28,222	7	11				

No. XVIII.—(Concl'd.)
Revenue Balance Sheet.

	Rs.	A.	P.		Rs.	A.	P.
To Net Revenue Account	45,16,395	8	5	By Government for net profits	44,88,990	10	9
„ Fire Insurance Fund	96,969	14	7	„ Investment Account	86,919	4	2
„ Revenue Advance Account	13,158	11	9	„ Suspense Account	94,596	0	5
„ Suspense Accounts	43,991	12	7				
Pay and Allowances	32,751	11	5	Station liabilities	27,270	13	6
Revenue liabilities	7,988	9	8	Madras Railway Traffic Account	268	5	2
Madras Railway Sundries	971	13	1	Station remittances	3,773	12	0
Government Telegraph	1,505	5	4	Cash in hand and at Bankers	63,284	1	9
Extension do.	774	5	1				
Total	46,70,505	15	4	Total	46,70,505	15	4

I HEREBY certify that the whole of the Company's Permanent-way, Stations, Buildings, Telegraph, Fencing, &c., have, during the past half-year, been maintained in good working condition and repair.

TRICHINOPOLY,
11th January 1876.

(Signed) D. LOGAN,
Chief Engineer.

I HEREBY certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have, during the past half-year, been maintained in good working order and repair.

NEGAPATAM,
19th January 1876.

(Signed) E. G. SHEWARD,
Locomotive and Carriage Superintendent.

I HEREBY certify that the Certificates given above by the Railway Officials are correct, so far as the way and works are concerned. Since the conversion of the Negapatam-Trichinopoly Section, the broad gauge rolling stock has been in great part out of use and laid aside; the narrow gauge stock is all new.

MADRAS,
28th January 1876.

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.
Consulting Engineer to Govt. for Railways.

Note upon the Accounts of the South Indian Railway for the half-year ended 31st December 1875.

N.B.—For the purpose of comparison, the figures for the late Great Southern of India and Carnatic Railways are taken together in this note.

In the Capital Account it will be observed that the same discrepancies exist between Statements IV and VI as were remarked upon by the Government of India in the accounts for the previous half-year. As explained in this office letter, dated 8th February 1876, No. 79,* these discrepancies are due to the varying rates of exchange of the old Companies, the accounts of which have not yet been adjusted to the new rate of 1s. 11d. per rupee.

In Statement IV, the cost of the line from Trichinopoly to Madura, opened in September 1875, has not been transferred from "Lines in course of Construction" to "Lines open for Traffic." This has been pointed out, and the transfer will be made in the current half-year. The requirements of the statement in this respect do not appear to have been clearly understood.

*Proceedings of Government, dated 15th Feb. 1876, No. 400.

2. The general features of the working during the past half-year, in comparison with those preceding it, will be gathered from the following tables:—

Half-year ended—	Mean Mileage worked.	EARNINGS.					
		COACHING.		GOODS.		TOTAL INCLUDING MISCELLANEOUS EARNINGS.	
		Amount.	Per mean Mile open per Week.	Amount.	Per mean Mile open per Week.	Amount.	Per mean Mile open per Week.
31st Dec. 1873	185½	Rs. 2,74,373	56.19	Rs. 1,97,415	40.43	Rs. 4,91,508	100.67
30th June 1874	185½	2,55,466	53.19	1,96,173	40.84	4,64,549	96.73
31st Dec. "	185½	2,83,751	58.13	2,08,065	42.61	5,05,197	103.47
30th June 1875	185½	2,55,503	53.20	2,10,239	43.77	4,79,834	99.81
31st Dec. "	251	3,10,861	47.04	2,53,000	38.35	5,99,097	90.80

Half-year ended—	Working expenses.	Balances.	Percentage of expenses to earnings.	Traffic train mile-age.	Average number of trains each way per diem.	PER TRAFFIC TRAIN MILE.		
						Gross earnings.	Working expenses.	Balances.
31st Dec. 1873	Rs. 2,96,395	Rs. 1,95,108	60.40	140,250	2.052	Rs. 3,504	Rs. 2,113	Rs. 1,391
30th June 1874	2,92,307	1,72,242	59.22	152,608	2.269	3,044	1,915	1,129
31st Dec. "	2,97,371	2,07,826	69.86	162,852	2.382	3,102	1,826	1,276
30th June 1875	2,32,748	2,46,636	48.55	154,593	2.299	3,101	1,506	1,595
31st Dec. "	2,86,652	3,12,445	47.85	190,461	2.068	3,146	1,605	1,641

The gross earnings per mile per week have fallen from Rupees 103.47 for the corresponding half of 1874 to Rupees 90.80, consequent on the opening of the Southern Extension from Trichinopoly to Madura on 1st September 1875. On the new line only one regular train per diem was run, as compared with two on the Negapatam-Erode Section; and the average number of trains each way per diem over the whole line fell from 2.382 to 2.062. The working expenses form 47.85 per cent. of the gross earnings, this favourable result being due to savings under Maintenance and Locomotive as will be explained hereafter. The earnings per train mile are favorable as compared with preceding half-years, and the profits per train mile are higher than usual. There has been a small increase in the average receipt per passenger, which is due to extra mileage travelled.

3. The following tables give a comparison of the passenger traffic:—

Half-year ended—	Mean Mileage worked.	NUMBERS OF PASSENGERS.				AVERAGE NUMBERS OF PASSENGERS PER MEAN MILE WORKED.			
		First-class.	Second-class.	Third-class.	Total.	First-class.	Second-class.	Third-class.	Total.
31st Dec. 1873	185½	1,170	6,809	718,569	726,548	6.29	36.66	3,863.46	3,911.41
30th June 1874	185½	1,429	7,934	728,237	737,600	7.69	42.71	3,920.53	3,970.93
31st Dec. "	185½	1,285	7,431	769,317	778,033	6.92	40.01	4,141.63	4,189.61
30th June 1875	185½	1,411	7,776	739,829	749,017	7.59	41.87	3,982.93	4,033.39
31st Dec. "	251	2,200	16,329	790,227	808,756	8.76	65.06	3,148.31	3,222.13

Half-year ended—	RECEIPTS FROM PASSENGERS.				AVERAGE RECEIPTS PER PASSENGER.				AVERAGE RECEIPTS FROM PASSENGERS PER MEAN MILE OPEN.			
	First-class.	Second-class.	Third-class.	Total.	First-class.	Second-class.	Third-class.	Total.	First-class.	Second-class.	Third-class.	Total.
	RS.	RS.	RS.	RS.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS.	RS.	RS.	RS.
31st Dec. 1873 ...	3,852	6,784	2,52,086	2,62,722	3 4 8	0 15 11	0 5 7	0 5 9	20 73	33 52	1,357 12	1,414 37
30th June 1874 ...	3,594	7,317	2,27,490	2,38,391	2 8 3	0 14 8	0 4 11	0 5 2	19 35	39 39	1,224 65	1,233 39
31st Dec. „ ...	4,040	7,318	2,60,897	2,72,637	3 2 4	0 15 9	0 5 5	0 5 2	21 75	39 39	1,401 56	1,467 76
30th June 1875 ...	3,973	7,110	2,29,700	2,41,355	2 13 0	0 14 7	0 4 11	0 5 2	21 39	38 28	1,336 61	1,299 35
31st Dec. „ ...	5,658	9,865	2,71,455	2,86,978	2 9 2	0 9 8	0 5 6	0 5 8	22 54	39 30	1,031 49	1,143 33

At the commencement of the half-year the fares were 12, 5, and 2 Pies per mile; but on the 1st September 1875 the first and second classes were reduced experimentally to 8 and 3 Pies respectively, the third-class fare of 2 Pies being retained. In the higher classes an increase in both number and receipts per mile worked is shown; but this may be due to the increase of traffic in connection with the Prince of Wales' visit, and no opinion can as yet be formed of the effects of the reduction of fares. The third-class traffic per mile worked shows a falling off, which is due partly to the want of development on the newly opened section, and partly to the absence of traffic in connection with the Seringham festival, which fell in January 1876.

4. Some particulars of the goods traffic are compared in the following table:—

Half-year ended—	GENERAL MERCHANDISE.					MILITARY STORES.		RAILWAY MATERIAL.	
	Tons lifted.	Receipts.	Average Receipts per Ton.	Ton Miles.	Average Receipts per Ton per Mile.	Tons lifted.	Receipts.	Tons lifted.	Receipts.
		RS.	RS.		PIES.		RS.		RS.
31st Dec. 1873 ...	50,402	1,90,040	3 770	3,266,706	11 170	3	21	3,800	6,651
30th June 1874 ...	50,539	1,67,442	3 313	3,031,269	10 606	13	136	7,753	27,950
31st Dec. „ ...	57,275	1,87,758	3 280	3,365,932	10 710	15	163	6,584	19,239
30th June 1875 ...	54,396	1,87,749	3 451	3,338,337	10 798	22	343	6,162	21,284
31st Dec. „ ...	53,963	2,24,756	4 165	4,096,686	10 534	43	692	6,650	26,984

The tonnage of goods carried shows no increase; but the receipts are greater, owing to the higher average mileage. As compared with the corresponding half of 1874, there is an increase of 21.7 per cent. in the ton mileage and of 19.7 per cent. in receipts. The enhanced receipts are chiefly from grain, cloth, oil and ghee, and seeds; while fruits and vegetables, stone and salt show a falling off. The break of gauge at Trichinopoly is said to prejudice the salt traffic considerably.

5. The working expenses for the last five half-years compare as follows:—

Half-year ended—	Maintenance.	Locomotive.	Carriage and Wagon.	Traffic.	General.	Special and Miscellaneous.	Total.
	RS.	RS.	RS.	RS.	RS.	RS.	RS.
31st Dec. 1873 ...	59,034	1,23,444	21,718	41,784	43,486	6,929	2,96,395
30th June 1874 ...	60,505	1,23,097	29,887	44,030	28,930	5,858	2,92,307
31st Dec. „ ...	61,034	1,36,733	26,405	45,093	27,263	843	2,97,371
30th June 1875 ...	39,054	1,04,375	14,243	46,758	26,894	1,419	2,32,748
31st Dec. „ ...	41,278	1,21,027	15,268	61,942	44,906	2,231	2,86,652

The decrease under maintenance is due to savings on renewals of permanent-way and repairs to bridges, in consequence of the conversion of the eastern section to the metre gauge, when the condition of the line was considerably improved. A saving is also shown under repairs of station buildings.

In the Locomotive Department, the increased train mileage caused a larger expenditure under running expenses; but, although the consumption of fuel (expressed in coal) was upwards of 600 tons greater than in the corresponding half of 1874, the cost was nearly Rupees 8,000 less, owing to the reduced rate charged. The rates at which coal was issued for the two half-years were Rupees 28.12 and Rupees 19.48 respectively; and this description of fuel is now being obtained on very favourable terms. Wood delivered on the line costs from Rupees 5 to Rupees 6 per ton. Consequent upon the conversion of gauge, several engines and vehicles of the old stock were thrown out of use, and the cost of keeping them in running condition was not incurred. These have since been disposed of to the Director of State Railways. The metre gauge stock being new, the repairs were light.

The increase in the traffic expenses is due chiefly to the larger train mileage, and to the additional number of stations worked during four months of the half-year.

The increase under general charges is due principally to the item of Rupees 13,647, representing expenditure incurred in connection with the journey of His Royal Highness the Prince of Wales over the line.

MADRAS, (Signed) J. H. M. SHAW-STEWART, Lieut.-Col., R.E.,
2nd May 1876. Consulting Engineer for Railways.

13
Note upon the accounts
of the South Indian Railway for the
half-year ended 31st December 1875.

N. B. For the purpose of
comparison, the figures for the late
Great Southern of India and Carnatic
Railways are taken together in this
note.

In the Capital Ac-
count it will be observed that the
same discrepancies exist between
statements IV and V as were remarked
upon by the Government of India
in the Accounts for the previous half-
year. As explained in this office
letter

Letter dated 8 February 1876, No 79,
 these discrepancies are due to the
 varying rates of exchange of the old
 Companies, the accounts of which
 have not yet been adjusted to the
 new rate of 1/11 per rupee.

Pr of Govt.
 4/15 Feb/76
 Rs 400.

In statement IV, the
 cost of the line from Trichinopoly to
 Madurai, opened in September 1875,
 has not been transferred from "line
 in course of construction" to "lines open
 for traffic". This has been pointed
 out, and the transfer will be made
 in the current half-year. The re-
 quirements of the statement in this
 respect do not appear to have been
 clearly

clearly understood.

The general features
 of the working during the past half-
 year, in comparison with those pre-
 ceding it will be gathered from the
 following tables:-

Half year ended	Coaching		Goods		Total including miscellaneous earnings	
	Per mileage worked	Per mile run	Per mileage worked	Per mile run	Per mileage worked	Per mile run
	Amount	Amount	Amount	Amount	Amount	Amount
31 December 1873	185 3/4	24,437.2	56.19	197.45	40.43	4,91,503
30 June 1874	185 3/4	25,546.6	53.19	196.13	40.84	4,64,549
31 December 1874	185 3/4	26,375.1	58.12	208.65	42.61	5,05,197
30 June 1875	185 3/4	25,557.3	53.20	210.23	43.77	4,79,384
31 December 1875	251	31,036.1	47.04	253.00	58.35	5,99,097

Carriage and Freight

Half year ended	Working expenses	Balance	Percentage of Traffic	Average of Traffic of train each way	Gross Earnings	Working expenses	Balance
	£	£	To earnings	miles per diem	£	£	£
31 st December 1873	2,963.95	1,95,108	60.30	140,250	2.052	3.584	2.113
30 th June 1874	2,92,807	1,72,242	62.92	152,608	2.269	3.044	1.915
31 st December 1874	2,97,371	2,07,826	58.86	162,852	2.382	3.102	1.826
30 th June 1875	2,32,748	2,46,636	48.55	154,593	2.299	3.101	1.506
31 st December 1875	2,36,652	2,12,445	47.85	199,461	2.062	3.146	1.505

The gross earnings per mile per week have fallen from £103.47 for the corresponding half of 1874, to £90.80, consequent on the opening of the Southorn Extension from Tichmishole to Madras on 1st September 1875. On the new line

only one regular train per diem was run, as compared with two on the Regapalaud.

Erde

Erde section; and the average number of trains each way per diem over the whole line fell from 2.382 to 2.062.

The working expenses form 47.85 per cent of the gross earnings; this favourable result being due to savings under maintenance and locomotive, as will be explained

hereafter. The earnings per train mile are favourable as compared with preceding half years, and the profits per train mile are higher than usual.

There has been a small increase in the average receipt per passenger, which is due to extra mileage travelled.

The following tables give a comparison of the passenger traffic

Half year ended	Mean miles worked	Numbers of passengers				Average numbers of passengers per mean mile worked			
		First class	Second class	Third class	Total	First class	Second class	Third class	Total
31 December 1873	185 3/4	1,140	6,809	718,569	726,518	6.29	36.66	3,868.46	3,911.41
30 June 1874	185 1/4	4,429	7,934	728,237	737,600	7.69	42.71	3,920.52	3,970.92
31 December 1874	185 3/4	1,285	7,431	769,317	778,033	6.92	40.01	4,141.68	4,188.61
30 June 1875	185 1/4	7,411 1/2	7,776 1/2	739,829 1/2	749,017 1/2	7.59	41.87	3,982.93	4,032.39
31 December 1875	251	2,200	16,329	790,227	808,756	8.76	65.06	3,148.31	3,222.13

Half year ended	Receipts from passengers				Average receipts per passenger				Average receipts from passengers per mean mile			
	First class	Second class	Third class	Total	First class	Second class	Third class	Total	First class	Second class	Third class	Total
31 December 1873	3,852	6,784	2,520,862	2,628,498	3-4-8	0-15-11	0-5-7	0-5-9	20.73	36.52	1,357.12	1,414.37
30 June 1874	3,594	7,317	2,277,280	2,387,991	2-8-3	0-14-8	0-4-11	0-5-2	19.35	39.39	1,224.65	1,283.39
31 December 1874	4,040	7,318	2,608,997	2,722,634	3-2-4	0-15-9	0-5-5	0-5-7	21.75	39.39	1,404.56	1,464.76
30 June 1875	3,973	7,110	2,297,400	2,411,355	2-13-0	0-14-7	0-4-11	0-5-2	21.39	38.28	1,286.51	1,299.35
31 December 1875	5,658	9,865	2,714,555	2,834,978	2-9-2	0-9-8	0-5-6	0-5-8	22.54	39.30	1,081.49	1,143.33

16

At the commencement of the half year the fares were 12, 5, and 2 piers per mile, but on the 1st September 1875 the first and second classes were reduced experimentally to 8 and 3 piers respectively, the third class fare of 2 piers being retained. In the higher classes an increase in both number and receipts per mile worked is shown; but this may be due to the increase of traffic in connection with the Prince of Wales' visit, and no opinion can as yet be formed of the effects of the reduction of fares. The third class traffic per mile worked shows a falling off, which is due partly to the

the want of development on the newly opened section, and partly to the absence of traffic in connection with the Levingham festival, which fell in January 1876.

4. Some particulars of the goods traffic are compared in the following table:-

Half-year ended	General Merchandise				Military & other		Railway Material	
	Tons lifted	Receipts	Average receipts per ton	Average miles per ton	Tons lifted	Receipts	Tons lifted	Receipts
31 st December 1873	50,402	1,99,040	3.970	3,266.706	11.170	3	21	3,800
30 th June 1874	50,539	2,64,442	3.313	3,031,269	10.806	13	136	7,753
31 st December 1874	57,245	1,84,758	3.280	3,365,932	10.710	15	163	6,584
30 th June 1875	54,396	1,87,749	3.451	3,338,337	10.798	32	348	6,162
31 st December 1875	53,963	2,24,756	4.165	4,096,686	10.534	42	692	6,650

The tonnage of goods carried shows no increase, but the receipts are greater, owing to the higher average mileage. As compared with the corresponding half of 1874, there is an increase of 21.4 per cent in the tonnage, and of 19.4 per cent in receipts. The enhanced receipts are chiefly from grain, cloth, oil and grease, and seeds; while fruits and vegetables, stone, and salt show a falling off. The break of gauge at Lichinople is said to prejudice the salt traffic considerably.

5. The working expenses for the last five half-years compare as

as follows:-

Half year ended.	Mainten- ance	Locomo- tive	Carriage and Wagon	Traffic General	Special and Miscel- laneous	Total	
	Rs	Rs	Rs	Rs	Rs	Rs	
31 st December 1873	59,034	1,23,444	21,718	41,784	43,486	6,929	2,96,395
30 th June 1874	60,505	1,23,097	29,884	44,030	28,930	5,858	2,92,304
31 st December 1874	61,234	1,36,733	26,405	45,093	24,263	843	2,97,371
30 th June 1875	59,054	1,04,375	14,248	46,758	26,894	1,419	2,32,748
31 st December 1875	41,248	1,21,027	15,268	61,942	44,906	2,231	2,86,652

The decrease under maintenance is due to savings on renewals of permanent way and repairs to bridges in consequence of the conversion of the Eastern Section to the metre gauge, when the condition of the line was considerably improved. A saving is also shown under repairs of station buildings.

buildings.

In the Locomotive Department, the increased train mileage caused a larger expenditure under running expenses; but, although the consumption of fuel expressed in coal was upwards of 600 tons greater than in the corresponding half of 1874, the cost was nearly Rs 8,000 less, owing to the reduced rate charged. The rates at which coal was issued for the two half years were Rs 28.12, and Rs 19.48 respectively; and this description of fuel is now being obtained on very favourable terms. Wood delivered on the line costs from Rs 5 to Rs 6 per ton.

Consequent

Consequent upon the conversion of
gauge, several engines and vehicles of
the old stock were thrown out of use,
and the cost of keeping them in
running condition was not incurred.

These have since been disposed of to
the Director of State Railways. The
new gauge stock being new, the
repairs were light.

The increase in the
traffic expenses is due chiefly to the
larger train mileage, and to the
additional number of stations worked
during four months of the half year.

The increase under
general

19
general charges is due principally
to the item of £13,647, representing
expenditure incurred in connection
with the journey of His Royal
Highness the Prince of Wales over the
line.

M. Muntz

Madras
2nd May 1876

4. 1876

Lt. Col. R. E.
Cons. Engineer for Railways

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, *22nd May 1876.*

No. *219*

From

LIEUT.-COLONEL J. H. M. SHAW-STEWART, R.E.,

Consulting Engineer for Railways,

To

MAJOR-GENERAL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

I have the honour to
submit the accounts (Capital and
Revenue) of the South Indian
Railway for the half-year end-
ed 31st December, 1875 together with
the prescribed note thereon.

I have the honour to be,

Sir,

Your most obedt. Servant

W. Muntz J. Col. R.E.

Cons. Engr. for Railways

15-12-75 No 2947.
 22 Dec 75. 3654
 15 Feb 76. 400.
 Depts. No 10 of 1875. P.W.

P. W. 1876 Department
 No 3198

No 1260 Public Works Department.
 PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the 19 May 76.
 READ the following:—

From
 The Comr. Engrs. for
 Railways } H.C. No 219 d 2nd May 1876

Ordered to be
 forwarded to the Govern-
 ment of India and the
 Secretary of State.

19/5

(H.C. Docket No 1261 d 19 May 76)

Copy of the above
 forwarded to the Govt.
 of India

M.W.

Revenue Sect.

To Comr. Engrs. 29 copies
 Govt of India 13
 Home Secy 3
 Office 17
 Comr. Engrs. for P.W. ✓

Despatch 1/6/76

1876

No 346
 12.5.76 19/5/76

the Capital and all
 Revenue Accounts of
 the S. & M. for the year
 ended 31 Dec 75
 with the preceding
 returns.

Dated 19 May 1876
 Received 19 May 1876

The Secretary to Government,
 P. W. Department,
 Fort Saint George.

To
 The Consulting Engineer
 for Railways,
 RAILWAY DEPARTMENT.

Despatch 1/6/76

1876

361 5

DEPARTMENT.
RAILWAY of 187 .

No. _____

TO THE MOST HONORABLE
THE MARQUIS OF SALISBURY,
SECRETARY OF STATE FOR INDIA.

My LORD MARQUIS,—We have the honor to forward, herewith, the Revenue Accounts of the *Capital and* South Indian Railway for the half-year ending *31st December* 1875, in compliance with the request contained in your Lordship's despatch to the address of the Government of India, No. 16, dated March 1875.

Go. No. 1260 d/19 May/76

Bel 15/5

W/L

CMW

No 346-348

Forwarding the Journal
& Rev. Accounts of the
I. L. in Ry for the
half year ending 31st.
Decr 5.

3198

Govt. of Madras.

PUBLIC WORKS.

To

The Commr of Public Works
Cmrs of Govt of Madras

Dated

Issued

Recd

Encl

G. O., 19th May 1876, No. 12602/261

Nos. 346/8.

Forwarding the Capital &
Revenue Accounts of the
South Indian Ry for the
half year ending 31st
Decr/75

Capital and Revenue Accounts
of the South Indian Ry for
half year ending 31st
Decr 1875, - ordered to be
sent to the Secy of
the Ry.

South Indian Ry
8-6-76

29
13
17
59
13
63