

(1) Number of pages _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1344-45 (Ry)	Press
B.P. No.		Mis.
Dated	30.5.	1876.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
30th May 1876.*

Read the following papers:—

No. 505. From 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, 21st April 1876, No. 195.

I HAVE the honor to submit the Revenue Account of the Madras Railway for the half-year ended 31st December 1875. The prescribed note will follow in a few days; but, to avoid delay, the accounts and forms are forwarded in advance in order that they may be set to type and ready in time for the note.

No. 505-A. From the same Officer, dated Madras, 10th May 1876, No. 233.

No. 506. ORDER THEREON, 30th May 1876, No. 1,344.

RAILWAY, No. 51.

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

2. Although the gross earnings exceed those of the corresponding half of 1874, they are slightly below the receipts of the previous half-year.

3. It is observed from the abstract appended to paragraph 4 of the Consulting Engineer's note that the working expenses have been steadily increasing since June 1874 till, from Rupees 18,42,259 in that half-year, they have reached the exceptionally high amount of Rupees 23,08,870. His Grace the Governor in Council desires that detailed explanations of the causes of the increase under all heads shall be at once obtained from the Company by the Consulting Engineer and submitted for the information of Government.

(True Extract.)

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

No. 507.

(DOCKET No. 1,345, dated 30th May 1876.)

COPY of the above forwarded to the Government of India.

(True Extract.)

Colonel,
Offg. Under Secy. to Govt., P.W.D.,
for Secretary to Government.

Exd. E. C. Shunker.

Spare Copies

29.9

No. 1. Madras Railway
 Statement of Capital authorized and created.
 — Half year ending 31st December 1875 —

Contracts with the Secretary of State or other Authority	Capital Authorized			Capital created or sanctioned			Balance		
	Stock & Loans Shares		Total	Stock & Loans Shares		Total	Stock & Loans Shares		Total
	£	£	£	£	£	£	£	£	£
Acts 16 Vict. Sessions 1852-53. 14 th June 1853									
— 17 — — — 1854 — 2 nd June 1854									
— 18 — — — 1854-55. 16 th June 1855									
Contracts in respect of share Capital									
By 22 December 1852	500,000		500,000	500,000		500,000			
— 19 December 1856	3,500,000		3,500,000	3,500,000		3,500,000			
— 13 August 1858	1,000,000		1,000,000	1,000,000		1,000,000			
— 25 October 1867	2,500,000		2,500,000	2,500,000		2,500,000			
— 28 July 1875	828,300		828,300	828,300		828,300			
Contracts in respect of Loans on Debentures									
By 13 th March 1860		1,000,000	1,000,000			1,000,000			
— 28 October 1867		1,600,000	1,600,000			1,600,000			
— 28 July 75		171,700	171,700			171,700			
Balance of borrowing powers as authorized under the above Acts.		732,783	732,783						
	8,328,300	3,404,483	11,732,783	8,328,300	2,671,700	11,000,000		732,783	732,783
* These comprise Debentures that have been converted into stock amounting to £ 1,851,400 Capital to replace De- bentures paid off £ 33,750 £ 1,885,150						1,885,150	2,079,000		
Debentures paid off £ 33,750									
— do — £ 193,850									
— do — 227,600									
— do — 1,851,400									
— do — £ 2,079,000						1,213,450	592,700		

No 2

Madras Railway

Statement of Stock and Share Capital created,
Showing the proportion received.

Half year ending 31st December 1875—

Description	Amount Created	Amount Received	Calls in Arrear	Amount Unpaid	Amount Received
	£	£	£	£	£
Capital Stock bearing Interest at the rate of 4½ per Cent. ~~per Annum~~ for amount guaranteed by the Secretary of State —	500,000	500,000			
— do — do — @ 4¾ per Cent.	1,000,000	999,970	30		
— do — do — @ 5 per Cent.	8,713,450	8,682,382	12,420	18,648	
	10,213,450	10,182,352	12,450	18,648	

2

No. 3

Madras Railway

Capital raised by Loans and Debenture Stock. ✓
 Half year ending 31st December 1875

	Raised by Loans		Raised by	Total raised
	At 5 per cent	At 4½ per cent	issue of Debenture Stock	by Loans & Debenture Stock
Existing at 30 th June 1875—	£ 100,400	£ 500,000	£ .	£ 600,400
— 31 st December —	92,700	500,000	—	592,700
Increase				
Decrease	7,700			7,700

Total amount authorized to be raised by Loans & by Debenture
 Stock in respect of Capital created as per Statute No. 1—

Total amount raised by Loans & by Debenture Stock as above—

Balance being available for working purposes at 31st December 1875—

Madras 4th April 1876

Wm. G. G. G.
 Chief Auditor &
 for Chief Accountant

W. P. G. G.
 Agent & Manager

W. P. G. G.
 Examiner of Railway
 Accounts

Compared by G.
 Added by G. G.

Madame Aubigny,
— Forme de 12 x 3 —

Madras 3
23 April 1876

N^o 4
D

Madras Railway Receipts & Expenditure on Capital Account

	Amount Expended to 30 June 1875.	Amount Expended during half year ending 31 December 1875.	Total		Amount received to 30 June 1875.	Amount received during half year ending 31 December 1875.	Total
To Expenditure On Line open for Traffic				By Receipts			
Raichoor Station	8,468,918 16 7	19,605 13 9	8,488,524 10 4	Shares & Stock per last Statement	9,759,141		
Working Stock	39,896 8 7	113 10 11	40,009 19 6	Add. Subscriptions converted into 5% stock during half year ending 31 Dec/75	7,700	9,766,841	4,15,511
Plant	1,036,883 10 10	1,446 12 6	1,038,330 3 4	Per Account N ^o 2			
Establishment	109,009 11 1	1,022 11 1	110,032 2 2	Capital not bearing Interest	9,897 19 11		9,897 19 11
Contingencies	80,988 8 9	2,465 17 6	83,454 6 3	Loans			
	11,075 9	13 9 10	11,088 18 10	Per last Statement	6,00,400		
Deduct Credit per Statement N ^o 5	9,726,772 4 10	21,667 15 7	9,748,440 5	Deduct Amount converted as above	7,700	59,2700	59,2700
		5,503 16 8	5,503 16 8	Per Account N ^o 3			
Balance	9,726,772 4 10	19,163 18 7	9,745,936 3 9				
			10,39,013 16 2				
			10,784,949 19 11				
					10,369,438 19 11	4,15,511	10,784,949 19 11

Madras
4th April 1876.

Arthur Gurney
Chief Auditor for Policy Accountant.

William
Examiner of Railway Accounts

W. J. Brown
Agent and Manager

No. 5. **Madras Railway**
 Details of Capital Expenditure for the Half Year Ending 31st Decr 1875.

Line Open for Traffic

Permanent Way	12 3 12
Telegraph Department	11 11 11
Wharf Bridges	24,935 9
Stations & Buildings	38,605 9 9
Construction of Lines	8,417 11 7
Keilgherry Branch	18,904 7 3
Madras Central Station	110,887 12 1
	9,500 7 4
	1,528 3 10

Deduct. Credits as under	
Bungalows	215,829 12 11
Miscellaneous	53 11 11
Ballast & Permanent Way	60 11 11
	1835 11 11
	1949 9 3

Raichoot Station

Working Stock

Carrriages

Plant

Loco. Shop Plant

Establishment

Direction

Engineering

Locomotive

Stores

Audit. Acct. & Cashiers

Medical

Contingencies

Direction

Deduct. Credit. Working Stock

Wagons

112211 112211 112211

Rs. 209,061 37

Madras
 4th April 1876

[Signatures]
 Chief Auditor & Cashier
 Chief Accountant
 Examiner of Accounts
 Agent for Railways

Estimate of Further Expenditure on Capital Account

Lines opened for traffic more than two years

Working Stock

Engines

Putting into thorough working order

Constructing and fitting Low Latchers to Engines

Double Saloon 1st Class Night Carriages

Goods Brake Van (Iron)

Second Class Sleeping Carriages

Fitting Sun Shades to Vehicles

to Holes Box Keeps (Oil) to Wagons

Covered Goods to be converted from Open Sided Goods Wagons

Fitting additional plates to Springs for Vehicles

to 3rd Class Carriages with Shutters

Gratings to be fitted in the 2nd Class Carriages

High Sided Open Goods Wagons to be converted from Low

Sided Open Goods Wagons and rendered capable of

carrying 9 tons

Total Estimated further Expenditure of Capital

* The previous represents proportion of outlay to be borne by Capital

The increase in the present Estimate, over the previous half year's estimate, partly to the non-completion of works as anticipated, & partly to the additional outlay required for putting 2 Engines (from Calcutta) into thorough working order.

Madras

14th April 1876

Commissioners

Chief Auditor & for the Accountant.

Company

Addressed by

Madras

Examiner of Accounts

Agent & Manager

Total Expenditure to end of the half Year	Further Expenditure	
	During the half year ending 30th June 1876.	In subsequent half years
	R	R
950,521 107	353,000	19,55,000
1,11,11,432		
10		3,55,000
2	14,710	14,710
10	300	300
118	4400	21,560
8	1391	24,800
6		36,000
5		12,114
24	5919	5919
49,090	5850	5850
		29,288
32,222	9,123	13,226
484	916	916
328	497	497
6760	6740	6740
10,63,19,303	4,04,846	24,58,764
		28,63,610

No 7 Madras Railway 27
 Capital funds and other assets available to meet further
 Expenditure as per Account- No. VI
 Half year ending 31st December 1875

	£	£	1d
Share and Loan Capital authorized or created, but not yet received:-			
Shares (No. II) Calls in arrears	12,450		
Amount uncalled	18,648	31,098	
Loans (No. III)			
Available borrowing powers	2,811,783		
Capital Account- Balance at credit thereof (Account No. IV)	1,039,013	16	2
Total	3,881,894	16	2

Madras
 4th April 1876

William Birch
 Chief Auditor &
 For Chief Accountt.

W. H. Lawrence
 Agent & Manager

William
 Examiner of Railways
 6 Accounts

Comptroller &
 Madras Railway Co.

Madras Railway
 4th April 1876 }
Estimated of further
Expenditure on Capital
Account
Form No. 6
Madras Railway

9/5/76

MADRAS RAILWAY.

Revenue Account for the Half year Ending 31 December 1875.

Dr.

Cr.

EXPENDITURE.	Rs.	A.	P.	Per cent. of Revenue.	EARNINGS.	Rs.	A.	P.
To Maintenance of Ways, } (Abstract A) ... " Works and Stations ...	506,000	6	0	25.09	By Coaching traffic ... (Abstract II) ...	17,27,643	4	6
" Locomotive expenses ... (Abstract B) ...	741,604	3	5	28.00	" Goods traffic ... (Abstract I) ...	18,79,982	8	3
" Carriage and Wagon } (Abstract C) ... " expenses ...	2,06,936	10	5	6.44	" Electric Telegraph earnings ...	4,800	2	10
" Traffic expenses ... (Abstract D) ...	3,70,420	10	4	9.98	" Steam-boat earnings (Abstract J) ...	NIL		
" General charges ... (Abstract E) ...	22,716	0	4	9.09	" Sundries ... (Abstract K) ...	88,804	4	8
" Steam-boat service ... (Abstract F) ...	NIL							
" Special and miscel- } (Abstract G) ... " laneous expenditure. ...	7,62,113	6	2	24				
" Balance net earnings ...	2,30,886	8	9	71.90				
	902,390	13	6	28.10				
TOTAL ...	32,11,240	16	3	100.00	TOTAL ...	32,11,240	16	3

Electric Telegraphs ... No charge to be made for messages sent on the Company's business, whether such messages relate to Civil or Revenue transactions.

Chief Accountant.

[Signature]
Chief Auditor.

[Signature]
Chief Accountant.

MADRAS,
4th April 1876.

Approved and passed.

Examined and found correct,

[Signature]

Government Examiner.

[Signature]
Consulting Engineer to Government.

for Railways.

[Signature]
Agent and Manager.

ABSTRACT A.

Maintenance of Way, Works and Stations.

	Rs.	A.	P.	Rs.	A.	P.
1st.—GENERAL SUPERINTENDENCE—						
(1).—Engineers' salaries	66,863	14	3			
(2).—Allowances of ditto, including travelling	7,638	3	11			
(3).—Subordinate Superintendents	28,639	4	2			
(4).—Allowances of ditto, including travelling	921	12	3			
(5).—Overtime allowances						
(6).—Office expenses	26,824	16	10	130,685	4	5
2nd.—MAINTENANCE AND RENEWAL OF PERMANENT-WAY—						
(1).—Wages	164,381	10	6			
(2).—Materials	2,98,013	6	11	402,396	1	5
3rd.—REPAIRS OF BRIDGES, &c.—WAGES AND MATERIALS—						
(1).—Bridges and Tunnels	124,522	2	10			
(2).—Miscellaneous, including earth-work, roads, fencing, &c.	69,964	5	10	194,286	8	8
4th.—REPAIRS OF STATIONS AND BUILDINGS—WAGES AND MATERIALS—						
(1).—Repairs of buildings of every description, including station-yards and signals, but excepting quarters of the staff	44,056	3				
(2).—Repairs of staff quarters	16,561	9	6	60,917	12	4
5th.—MAINTENANCE BY CONTRACT—						
(1).—Amount paid to Contractors						
(2).—Materials supplied by the Company						
6th.—UNCLASSIFIED EXPENDITURE—						
(1).—Plantations						
(2).—Tools and Plant	17,040	10	8	17,040	10	1
(3).—Loss on stores, &c....						
TOTAL...				8,05,725	5	1
{ Value of stores returned to stock ...						
Deduct { Sum chargeable to ...						
&c.						
Fund...						
TOTAL...				8,05,725	5	1

If done Departmentally.

MEAN MILEAGE MAINTAINED BY REVENUE—	Departmentally Miles.	By contract Miles.	Total Miles.
Railway Line	Average 35 1/2 3 Ms. 35 1/2	Average 35 1/2 3 Ms. 35 1/2	Average 35 1/2 3 Ms. 35 1/2
Sidings	Double 92 Single 92	90	90
Total single track, including sidings	940 Ms. 36 1/2	940 Ms.	940 Ms. 36 1/2

2094.3 miles 70 1/3 chains of canals line and sidings should be excluded under their proper heads, &c.

1 Repairs of any extraordinary damages, such as those caused by heavy floods, cyclones, &c., should be included under their proper heads, &c.

2 All Minor Works chargeable to Revenue should be shown under 3rd (2) "Miscellaneous, including earthwork, roads, fencing, &c."

* Includes a sum of Rs. 42,088.10.1 on account of the expenditure on the reconstruction of the New Poyan Bridge and Rs. 41,254.12.2 for repairs of Koyari Pumping-mee, Kuttavatty, Panchan an Govindamm Bridges which were damaged by floods in October 1877.

ABSTRACT B.

Locomotive Expenses.

	Rs.	A.	P.	Rs.	A.	P.
1ST.—GENERAL SUPERINTENDENCE—						
(1).—Salaries of Superintendents and Assistants ...	10166	4	11			
(2).—Allowances of ditto, including travelling ...	1408	5				
(3).—Subordinate Superintendents ...	26626	2	7			
(4).—Allowances of ditto, including travelling ...	4301	11	4			
(5).—Overtime allowances ...	1137	3	1			
(6).—Office expenses ...	16342	9	11	58972	4	10
2ND.—RUNNING EXPENSES (WAGES CONNECTED WITH THE WORKING OF LOCOMOTIVE ENGINES)—						
(1).—Wages of Drivers and Firemen ...	76665	4	7			
(2).—Overtime allowances ...	16868	7	8			
(3).—All labor connected with fuelling cleaning and looking after engines in yards...	16363	1	24			
(4).—Contingent expenses, including clothing and travelling expenses.	799	2	11	109694		6
3RD.—FUEL.*						
(1).—Coal ... Tons 6822-2240	202008	9	6			
(2).—Coke ... do 224-1599	7242	9	3			
(3).—Patent fuel ... do 64-1120	1367	7	5			
(4).—Wood ... do 35389-2240	160469	12	6	371188	4	8
4TH.—WATER (including Wages and Stores)—						
(1).—Wages ...				12816		6
(2).—Stores ...						
(3).—Water ...				14006	4	9
5TH.—OIL, TALLOW AND OTHER STORES (expended on Engines in work)—						
(1).—Wages ...	80401	4				
(2).—Overtime allowances ...	9876	12	7			
(3).—Materials... ..	84160	1	7	174937	2	2
6TH.—MAINTENANCE AND RENEWALS OF LOCOMOTIVE ENGINES AND MACHINERY—						
(1).—Hire of Locomotives... ..						
(2).—Repairs to Locomotives... ..						
(3).—Repairs to Machinery... ..						
(4).—Repairs to Rolling Stock... ..						
(5).—Repairs to Buildings... ..						
(6).—Repairs to Fences... ..						
(7).—Repairs to Bridges... ..						
(8).—Repairs to Tunnels... ..						
(9).—Repairs to Stations... ..						
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(58).—Repairs to Locomotive Machinery... ..						
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(69).—Repairs to Locomotive Machinery... ..						
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(91).—Repairs to Locomotive Machinery... ..						
(92).—Repairs to Rolling Stock... ..						
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(97).—Repairs to Stations... ..						
(98).—Repairs to Signals... ..						
(99).—Repairs to Telegraphs... ..						
(100).—Repairs to Electric Apparatus... ..						
7TH.—PAYMENTS TO OTHER LINES—						
(1).—Hire of Locomotives... ..						
(2).—Repairs to Locomotives... ..						
(3).—Repairs to Machinery... ..						
(4).—Repairs to Rolling Stock... ..						
(5).—Repairs to Buildings... ..						
(6).—Repairs to Fences... ..						
(7).—Repairs to Bridges... ..						
(8).—Repairs to Tunnels... ..						
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(80).—Repairs to Locomotive Machinery... ..						
(81).—Repairs to Rolling Stock... ..						
(82).—Repairs to Buildings... ..						
(83).—Repairs to Fences... ..						
(84).—Repairs to Bridges... ..						
(85).—Repairs to Tunnels... ..						
(86).—Repairs to Stations... ..						
(87).—Repairs to Signals... ..						
(88).—Repairs to Telegraphs... ..						
(89).—Repairs to Electric Apparatus... ..						
(90).—Repairs to Locomotive Engines... ..						
(91).—Repairs to Locomotive Machinery... ..						
(92).—Repairs to Rolling Stock... ..						
(93).—Repairs to Buildings... ..						
(94).—Repairs to Fences... ..						
(95).—Repairs to Bridges... ..						
(96).—Repairs to Tunnels... ..						
(97).—Repairs to Stations... ..						
(98).—Repairs to Signals... ..						
(99).—Repairs to Telegraphs... ..						
(100).—Repairs to Electric Apparatus... ..						
8TH.—UNCLASSIFIED EXPENDITURE—						
Loss on stores, &c. ...						
Total...						
(Credits received for work done in workshop for other Departments ...)						
Deduct—Value of stores returned to stock ...						
Sum chargeable to.....Fund...&c.						
Total...						

* Not to include earnings over line. Weight to be given in each case. No credit is to be allowed to the Locomotive Department for shunting at Stations (as has hitherto been the custom on some Railways).

ABSTRACT C.

Carriage and Wagon Expenses.

				Rs.	A.	P.	Rs.	A.	P.
1ST.—GENERAL SUPERINTENDENCE—									
(1.)—Salaries of Superintendents and Assistants	...	...	...	2068	11	6			
(2.)—Allowances of ditto, including travelling	...	...	...	294	4				
(3.)—Subordinate Superintendents	...	...	...	5371	7	5			
(4.)—Allowances of ditto, including travelling	...	...	...	1042	7	5			
(5.)—Overtime allowances	...	...	...	238	6	9			
(6.)—Office expenses	...	...	...	3425	11	1	12438		2
2ND.—REPAIRS AND RENEWALS OF VEHICLES AND MACHINERY—									
COACHING VEHICLES—(1).—Wages				15664	10	8			
(2).—Overtime	...	...	...	1796	12	9			
(3).—Materials	...	...	...	30751	14	8	48213	6	1
GOODS VEHICLES—(1).—Wages				27024					
(2).—Overtime...	...	...	...	1104	4				
(3).—Materials...	...	...	...	44346	6	7	72474	10	7
3RD.—CLEANING CARRIAGES AND WAGONS, AND OILING—							120688		8
(1).—Labor including wages of Oilers, Carriage Cleaners and Examiners.				8088	7	3			
(2).—Stores including oil, grease, and other stores for consumption on running vehicles	...	...	...	15363	2	4	23551	9	7
4TH.—UNCLASSIFIED EXPENDITURE—									
Loss on stores, &c.	...	...	...	50259			50259		
Loss on 44 Ballast wagons	...	...	...						
TOTAL...							206936	10	5
Deduct { Credits received for work done in workshops for other Departments, &c. ...									
Value of stores returned to stock									
Sum chargeable to.....Fund...&c.									
TOTAL...							206936	10	5

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ABSTRACT D.

Traffic Expenses.

1st.—SALARIES, WAGES, &c.—	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
(a).—General Superintendence—									
(1).—Traffic Manager, Assistant ditto, District Superintendents and Traffic Canvassers ...	24,977 6								
(2).—Office Establishment...	17,566 12 4								
(3).—Travelling allowances ...	3,462 8 9								
(4).—Contingencies... ..	9,140 6 1			55,188		2			
(b).—Station Staff—									
(1).—Station Masters, Clerks, Porters, Point-men, Gate-keepers of Level-crossings, Signalmen, Station servants, &c., ...				13,499 3 12 4					
(c).—Train Staff—									
(1).—Guards and Assistant Guards ...	34,662 11 7								
(2).—Overtime allowances	27 1 1			34,689 12 8		8	22,487 9 2		
2nd.—FUEL, LIGHTING, WATER AND GENERAL STORES—									
(1).—Fires, lights, water and general stores for Carriages, Stations, Offices, &c.									
(2).—Wagon covers, ropes, &c., ...	31,076 2 1								
(3).—Office and Station fittings and furniture	26,381 8 3								
3rd.—CLOTHING.	1,046 12 6			58,574 6 9					
4th.—PRINTING, STATIONERY AND TICKETS.				6,543 5 3					
5th.—CHARGES FOR DELIVERY AND COLLECTION OF GOODS, &c.				20,594 6 11					
6th.—MISCELLANEOUS EXPENSES							401 12		
7th.—PAYMENTS TO OTHER LINES—									
(1).—Hire of vehicles									
(2).—Mileage of Foreign stock									
(3).—Expenses at Joint Stations				9,405 5 7			9,405 5 7		
8th.—UNCLASSIFIED EXPENDITURE—									
Loss on stores, &c.							22,612 6		
Total... ..									
Deduct { Value of stores returned to stock... ..									
{ Sum chargeable to ~~General~~ <u>General</u> ~~Management~~ <u>Management</u> Fund... ..				196 15 10			320,617 10 2		
&c.							196 15 10		
Total... ..							320,420 10 4		

All charges in connection with the L and W works belonging to Traffic Department to be entered under "6th, Miscellaneous expenses."

ABSTRACT E.

General Charges.

1st.—HOME EXPENDITURE—				Rs.	A.	P.	Rs.	A.	P.
(1).—Directors and Secretary, or Managing Director...									
(2).—Auditors and Accountants ...				32924	3				
(3).—Consulting Engineer and Inspecting Officers' fees and travelling allowances ...				3294	15	3	36209	2	3
(4).—Office expenses ...									
2nd.—SALARIES OF INDIAN MANAGEMENT, INCLUDING OFFICES—									
				Salaries.	Travelling Allowances.	Contingencies.			
(1).—Agent's Office ...				21099	20212	808158			
(2).—Auditor's " ...				31982	1642	33331			
(3).—Accounts' " ...				7469	57	32152			
(4).—Paymaster's (Cashier's) Office ...				16680	710	1186109	10664		
(5).—Store Department ...				12438	11	21016	204138		
(6).—Medical " ...				10986	118	10488	51515		
(7).—Rents of buildings and lands ...									
(8).—Furniture, fittings and other miscellaneous expenses ...									
(9).—Printing and Stationery ...									
(10).—Medicine ...									
3rd.—POLICE—									
(1).—Supervision ...				1860					
(2).—Constables... ..				9886	7	3			
(3).—Contingencies ...				1661	2	3	13397	9	6
4th.—ADVERTISING—(All advertisements of all Departments.) ...							2409	11	2
5th.—ELECTRIC TELEGRAPH—									
(1).—Salaries of Superintendents and Assistants ...				7041	2	4			
(2).—Signallers... ..				16401	9	6			
(3).—Travelling Expenses ...				1042	8				
(4).—Office Expenses, Contingencies, &c. ...				1412	8	9			
(5).—Maintenance, Wages and Stores... ..				34231	6	7	6029	3	2
(6).—Government Telegraph Department for Rent, Maintenance and Inspection ...									
6th.—CLEARING ACCOUNTS WITH OTHER LINES ...									
7th.—UNCLASSIFIED EXPENDITURE—									
Loss on stores, &c. ...				487		2	482		2
Expenses connected with Fire-engines ...									
TOTAL...							227150	14	
Deduct { Value of stores returned to stock... .. Fund...									
Sum chargeable to... .. &c.							227150	14	
TOTAL...									

ABSTRACT G.

Special and Miscellaneous Expenditure.

	Rs.	A.	P.	Rs.	A.	P.
1ST.—LAW CHARGES.						
2ND.—COMPENSATION—*						
(1).—For Goods lost or damaged...	2809	2	3	1463	16	5
(2).—For Personal injury...						
(3).—For other claims ...				2809	2	3
3RD.—RATES AND TAXES (including Municipal Water-rates)...				3360	11	10
4TH.—INTEREST ON REVENUE BALANCES—						
5TH.—CONTRIBUTIONS TO SPECIAL FUNDS—†						
(1).—Fire Insurance Fund ...						
(2).—Permanent-Way Renewal do. ...						
(3).—Casualty do. ...						
&c. ...						
Deduct sum chargeable to.....Fund....				7621	13	6
TOTAL...				7621	13	6

* When the transactions relating to a payment for compensation, and to the amount received as a set-off to that payment, are completed at one and the same time, the net amount alone need be exhibited in this Abstract. If, however, the payment and receipt do not occur at or about the same time, both sums must be exhibited in the gross in Abstracts G and K.
In the case of amounts recoverable from Special Funds, the gross amounts should be entered in the body of the Abstract, the amounts recovered from the Funds being shown as a deduction at foot.

† These should be exhibited in the gross.

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1st.—MERCHANDISE, GENERAL—				Amount.	
	Number of tons lifted.	Rate per ton per mile.	Ton miles.	Rs.	A. P.
Special	...	...	...	...	...
1st Class	...	...	...	...	...
2nd Class	...	...	...	...	...
3rd Class	...	...	...	...	...
4th Class	...	...	...	...	...
5th Class	...	...	...	...	...
Total	...	...	...	...	...
2nd.—MILITARY STORES				...	
3rd.—RAILWAY MATERIALS FOR CONSTRUCTION				...	
4th.—MINERALS—				...	
(1).—For the Public	...	...	...	...	...
(2).—For the Company (Construction only)	...	...	...	...	...
Total minerals...	...	...	...	...	...
Total Goods	...	...	...	...	...
5th.—STORES CARRIED FREE FOR REVENUE				...	
6th.—LIVE STOCK—				...	
(1).—Horses	...	...	...	...	...
(2).—Cattle	...	...	...	...	...
(3).—Sheep	...	...	...	...	...
7th.—MILITARY LIVE STOCK—				...	
(1).—Horses	...	...	...	...	...
(2).—Cattle	...	...	...	...	...
(3).—Sheep	...	...	...	...	...
8th.—RENTS AND DEMURAGE, WHARFAGE, STORAGE, &c.				...	
9th.—INTEREST ON OUTSTANDING BILLS				...	
10th.—MISCELLANEOUS				...	
Less outstandings irrecoverable				...	
TOTAL				...	

- (1) Under 'rate for ton per mile' instead of the tariff rate, the rates obtained by dividing the receipts by the ton-miles should be shown.
- (2) In the case of goods carried per truck load, the weight, assumed per loaded truck, should be stated in a footnote.
- (3) The rate at which timber, carried by measurement, is converted into weight, should also be stated in a footnote.
- (4) The local "Military materials" should not include materials carried for foreign lines.
- (5) The trade both ways and return in both directions should be included with special provision for special provisions, when necessary, to show the trade return.
- (6) All Revenue stores to be carried free of charge, and no charge for work of this description to be allowed in the accounts.

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8.1

No.	First Class.		Second Class.		Third Class.		Fourth Class.		Total.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
1. PASSENGERS:									
Single journey	100	30000	100	20000	100	10000	100	5000	60000
Excursion fares	100	10000	100	10000	100	10000	100	10000	40000
Return journeys	100	20000	100	10000	100	10000	100	10000	50000
Trips and Tolls	100	10000	100	10000	100	10000	100	10000	40000
Total	400	70000	400	40000	400	30000	400	30000	170000
Season Tickets	100	10000	100	10000	100	10000	100	10000	40000

X.
Season Tickets.

2ND.—PASSENGERS' LUGGAGE

3RD.—MILITARY BAGGAGE.

4th.—CARRIAGES, HORSES, DOGS, &c.—

(1).—Carriages

(2).—**HOUSES.**

(3).—Dogg, &c.

500.—MILITARY CARRIAGES, HORSES, &c.—

(1).—Curriogcs

(2).—Forso3

(3).—Dogs, &c.

1. INTRODUCTION

710.—SPECIAL TRAINS

SUM — MISCELLANEOUS

9TH.—POST OFFICE—

(1).—Haulage and hire of Post Office Vehicles

(2).—Special trains

(3).—Parcels

Less outstanding irrecoverable

TOTAL...

1 Return tickets to be reckoned as two passengers; children's tickets as halves; and season tickets as one. The equivalent of season tickets should,

2. All periodical tickets which are not intended for more than two journeys, should be included with return journeys.

3. Troops and Police (including families, followers, &c.) whether paying full fares or reduced fares should be shown as such under the class in which they actually travel.

5. The amounts of excess fares should be shown but not the numbers.

6 The number travelling in reserved compartments should be estimated on the maximum number allowable in each compartment, when reserved, if the facts are not recorded.

7 Under the "Miscellaneous" should be shown all items for which no separate columns are provided, such as corpses, &c.

[illegible]

Sundries.

	Amount.	
	Rs.	P.
Interest on Revenue balances deposited with Government ..	7,662	10 8
Hire of Locomotives ..	2,163	5 4
Hire of vehicles ..		
Mileage of vehicles over Foreign Lines ..	14,701	4 8
Use of Stations jointly occupied ..	19,525	12 10
Clearing accounts with other Lines ..		
Tolls on Bridges ..	31,103	12 2
Rents of Dwelling-houses ..		
Rents of Refreshment rooms ..	7,981	14 10
Fees on share transfers, &c. ..	1,426	5 3
Sale of unclaimed and damaged goods* ..	108	6 2
* Sale of Revenue stores † ..		
1.—Maintenance ..	525	7 1
2.—Locomotive ..	834	10 3
3.—Carriage and Wagon ..		
4.—Traffic ..	255	4 11 1
5.—General ..	324	2 7
TOTAL...		88,814 6 8
Less outstandings irrecoverable ..		
TOTAL...		88,814 6 8

* See Statement Abstracted.

† As far as possible, this will be shown in the Statement of stores and stores from Revenue works, and not any credit for stores returned to stock.

4th WATER (including Wages and Stores)

12510

Shewees 3
4th April 1876

Fire Insurance
Sund

Madras Railway
James do 11

No 13.

Madras Railway
Mileage Statement
Half year ending 31 December 1875

	Double Line.	Single Line.	Total	Sidings		
	No. Chs. St.	No. Chs. St.	No. Chs. St.	No. Chs. St.	No. Chs. St.	No. Chs. St.
Lines owned by Company, sanctioned not commenced	"	"	"	"	"	"
do under Construction	"	"	"	"	"	"
do Constructed & not worked	"	"	"	"	"	"
do do & worked by Company	3. 35. 0	854. 52. 58	858. 7. 58	91. 10. 64		
do do & worked by others	"	"	"	"	"	"
Total	3. 35. 0	854. 52. 58	858. 7. 58	91. 10. 64		
Lines worked by Company.						
Its own	3. 35. 0	854. 52. 58	858. 7. 58	91. 10. 64		
Foreign	"	"	"	"	"	"
Total	3. 35. 0	854. 52. 58	858. 7. 58	91. 10. 64		
Foreign lines worked over by Company	"	"	"	"	"	"

Madras, 4th April 1876.

James do 11
Chief Auditor and
for Chief Accountant.

James do 11
Agent & Manager.

Compared by
addn. ch. by

James do 11
Examiner of Ry. Accounts.
19

N^o. 14.

Madras Railway. IV 1875-76

Statement of Train Mileage

Half year ending 31st December 1875

	Number.	Estimated Locomotive Expenses.	
	Miles.	Rs.	
(1). Train Miles run for Traffic Department	1079.625	570.740	7
(2). do. for Locomotive do.	19.177	10.138	2
(3). do. for Maintenance	32.702	17.288	2
Total	1131.504	598.166	11
	Hours	Rs.	
(4). Hours of Assisting Engines	19	70	4
(5). do. of Shunting, Piloting, &c.	27.137	135.162	6
(6). do. of Miscellaneous Services	2.423	8.216	8
Total	29.579	143.448	14
Total Cost		Rs. 741,614	5

Madras, 4th April 1876.

William Evans

Chief Auditor and
for Chief Accountant.

W. J. Wren
Agent & Manager.

William
Examiner of Ry. Accounts.

Compared by
Addn. Ch. by

Madras
4th April 1876.

Mileage Statement
Half year ending
31st December 1875

Madras Railway
Form No. 13

No 15

Madras Railway

Distribution Statement of Audited Salaries
Half year ending 31st December 1875

Department	Capital	Revenue	Total
	Rs. L. S.	Rs. L. S.	Rs. L. S.
Home Expenditure	385 3 7	36,219 2 3	36,604 5 10
Engineering	20,100 10 8	1,30,685 4 5	1,50,785 14 8
Shedding			
Carriage & Wagon	2,114 8 11 7	71,410 5 "	73,559 . 7
Traffic		55,188 . 2	55,188 . 2
Agency	896 11 6	22,110 11 8	23,007 7 2
Audit	1,345 7 5	33,957 12 8	35,303 4 1
Account	316 8 4	7,492 4 9	7,808 13 1
Paymaster (Cashier)	713 3 5	17,973 7 11	18,686 11 4
Stores	529 11 11	12,853 13 7	13,383 9 6
Medical	464 3 9	12,549 4 11	13,013 8 8
Police		1860 . .	1860 . .
Electric Telegraph		7041 2 4	7041 2 4
	26,900 7 9	4,09,341 5 8	4,36,241 13 5

Madras
4th April 1876

[Signature]
Chief Auditor &
for Chief Accountant

[Signature]
Agent & Manager

[Signature]
Examiner of Railway
21 Accounts

Compared by
A. S. S. S. S.

Madras
4th April 1876

Statement of Salaries
Madras Railway
ending 31st December
1875

Form No. 14

RAILWAY DEPARTMENT.

No. of 187 .

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 *Madras* 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 4th March 1875.

G.O. No 1344 of 30th May 1876
Mc

Madras Railway

Form No 15—

Distribution Statement

of Audited Salaries

Half year ending

31st December 1875

Madras 3
4th April 1876

Forwarding the
Revenue Account of the
Madras Railway
for the half year
ended 31st Decr/75

Note on the Revenue
Account of the Madras Rail-
way for the half year ended
31st December 1875.

The general features
of the working during the past
half year, as compared with
those preceding it, will be
gathered from the following
tables:-

Half

Earnings.

Half-year ended.	Mean mileage worked.	Coachings.	Goods.			Total including miscellaneous.
			Perman.	miscellaneous.	Perman.	
31 st December 1873	851	12,23,474	54,695	17,77,842	79,478	3,18,042
31 st June 1874	858	12,69,704	57,232	15,81,035	71,265	29,57,671
31 st December	858	11,99,779	53,919	16,37,263	72,596	29,48,829
31 st June 1875	858	12,38,350	55,511	18,78,458	84,206	32,18,512
31 st December	858	12,27,643	54,433	18,79,983	83,358	32,11,240

Half-year ended.	Working	Expenses	Balances	Percentage of losses	Average of traffic from trains	Per traffic train, mileage
31 st December 1873	2,05,213	10,17,829	67,51	974,845	3,113	3,198
30 th June 1874	18,42,258	11,15,413	62,29	967,830	3,116	3,056
31 st December	19,77,273	9,71,556	67,05	957,623	3,032	3,079
30 th June 1875	22,09,732	10,08,780	68,66	10,48,134	3,356	3,071
31 st December	23,08,870	9,02,371	71,90	10,79,625	3,449	2,974

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The gross earnings are about the same as for the previous half-year, and considerably exceed those for the second half of 1874, being at the rate of Rs 142,385 per open mile per week; but the working expenses, which are the highest ever reached, absorb 71.9 per cent, the profits being only 28.1 per cent. The train mileage averages 3,419 trains per day each way, against 3,032 for the corresponding half of 1874. This increase of 122,002 miles is thus explained by the Traffic Manager. On the South-west line there was an increase of 38,117 miles, due principally to special traffic

traffic, and in the North-west line an increase of 81,889 miles, due to the re-introduction of the regular train service which was suspended from 24 October 1874 to 18th January 1875 in consequence of the flood damages. There was also an increase of 1,996 miles for ballast trains on construction. As explained in former notes, a large amount of empty vehicle and train mileage is necessitated by the unequal distribution of the traffic, which has a decided set towards the west, the percentage of tonnage moved in that direction for the last half-year being 57, against

43 for the return journey. Endeavours are being made by lowering rates to secure return loads. The receipts per train mile have fallen below Pupae 3.

2. The following tables give some particulars of the passenger traffic:-

Half year ended.	Numbers of passengers					Average number of passengers per mean mile worked.				
	Mean mile operated.	First class.	Second class.	Third class.	Fourth class.	Total.	First class.	Second class.	Third class.	Fourth class.
31 st Decr 1873	851, 5,925	22,513	105,124	268,477	1,352,039	6.96	26.45	1239.86	315.48	1589.09
30 th June 1874	858	7,981	27,974	105,668	277,777	13,923	9.30	32.60	1231.54	323.75
31 st Decr 1874	858	6,876	25,079	107,870	292,029	14,026	8.01	29.23	1257.22	340.36
30 th June 1875	858	6,562	26,210	98,110	41,531	14,342	7.65	30.55	1149.31	184.08
31 st Decr 1875	858	6,725	25,812	84,628	42,264	13,744	7.84	30.08	986.34	149.54

Half year ended.	Receipts from passengers.					Average receipts per passenger.					Average receipts from passengers per mean mile run.				
	First class.	Second class.	Third class.	Fourth class.	Total.	First class.	Second class.	Third class.	Fourth class.	Total.	First class.	Second class.	Third class.	Fourth class.	Total.
31 st Decr 1873	64,940	57,000	8,162	108,074	109,866	10-15-4	2-8-5	0-13-1	0-6-4	0-12-4	76.31	67.00	1020.71	127.00	1291.02
30 th June 1874	66,124	65,015	8,288	113,227	109,808	8-5-9	2-5-1	0-12-5	0-6-6	0-12-9	77.77	75.77	966.01	131.97	1251.52
31 st Decr 1874	61,183	58,534	8,573	118,790	109,880	8-4-4	2-4-0	0-12-4	0-6-6	0-12-5	71.31	65.89	998.27	138.45	1244.92
30 th June 1875	62,908	71,654	7,777	141,114	108,198	10-8-1	2-11-8	0-12-5	0-6-6	0-12-4	80.38	82.51	966.43	196.81	1267.13
31 st Decr 1875	73,090	90,526	7,120	173,089	173,677	10-13-0	3-8-1	0-13-5	0-6-7	0-12-4	85.18	105.57	829.94	202.42	1223.05

No alteration in the scale of fares has been made since the 31st August 1873, but the issue of cooly class tickets has been gradually extended, the last extension having been to the local trains between Arcunum and Cuddapah and between Cuddapah and Bellary on the 1st February 1875. The result of the passenger traffic during the last half-year, as compared with the second half of 1874, was a decrease of 7.2 per cent in numbers and 4.1 per cent in receipts. In the first and second classes, although the numbers are about the same, a large increase is shown in

5
in the receipts, due to the larger earnings from troops and police moved in connection with the visit of His Royal Highness the Prince of Wales. In the third class there is a falling-off of 23.417, or 21.5 per cent, in numbers, and of Rs 1,45,284, or 17 per cent, in receipts. In the cooly class the increase in numbers is 44.7 per cent, and in receipts 46.2 per cent, due to the greater mileage over which the two pice fare was in force. The falling-off in third class traffic was due partly to the transfer of some passengers to the cooly class, but chiefly to the prevalence of cholera in the districts traversed

traversed by the Railway. From inquiries made by the Traffic Manager, it appears that the disease prevailed to a greater or less extent all over the line, being worse in the Coimbatore and Salem districts. The festival traffic shows a large decrease, owing to the issue of cheap return fares having been in some cases abandoned on the representations of the Collectors, who warned travellers of the danger that would be incurred in attending them. The following increases under miscellaneous traffic are principally due to the visit of His Royal Highness the Prince of Wales:-

Passengers

Passengers' luggage ^{Rs} 16,087
Horses carriages &c ^{Rs} 16,190
Parcels _____ 9,778
Special trains _____ 29,856
The average receipts per passenger have slightly increased.
3. 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 mile.	Tons lifted.	Receipts.	Tons lifted.	Receipts.
		Rs	Rs		Pies		Rs		Rs
31 st Decr. 1873	193,000	17,04,840	8.833	30,786,482	10.632	2,245	54,864	758	3,775
30 th June 1874	171,768	15,01,973	8.744	27,146,092	10.623	2,227	55,253	1,229	9,984
31 st Decr	194,601	15,77,175	8.105	29,321,213	10.327	1,970	42,350	1,011	6,030
30 th June 1875	197,313	18,09,089	9.169	34,225,154	10.149	2,021	53,964	233	1,459
31 st Decr	213,654	18,13,425	8.488	33,228,838	10.478	1,539	42,391	563	4,049

Compared

Compared with the corresponding periods of 1874, there is an increase of 19,053 in the tonnage carried, and of Rupees 2,36,250 in receipts, equivalent to 9.8 and 14.0 per cent respectively. The figures however include laterite carried for the Harbour Works, representing 13,044 tons in weight and Rs 4,062 in receipt. The following table shows the increase and decrease in the chief commodities carried:—

Increase.		Decrease.	
Tonnage.	Receipts.	Tonnage.	Receipts.
Ballast & stones	-	Coffee	412
Chillies	5,085	Dye or Red wood	891
Cotton	4,297	Grains	2664
Opium	-	Raggy	4,139
Furniture	-	Rice	4,308
Grain	197	Salt fish	526
Iron	-	Sugar	423
Luggage	1,118		
Salt	296		
Skins	2,950		
Sundries	1,582		
Tamarind	3,247		
Timber	64		
Turist	1,841		
Wines &c	230		
Laterite for	416		
Harbour Works	13,044		
	32,213		
	3,25,767		

13,363 1,06,368

The traffic in cotton, iron, salt, skins, and sundries, shows a satisfactory improvement; while grains, raggy, and rice show a falling off, which is attributed by the Traffic Manager to stocks being held in anticipation of an unfavourable season. The high prices prevailing in the North Arcot District for the last four months are said to have completely paralysed the trade in rice with the western coast, where large quantities of rice are being imported from Calcutta, and at lower rates than rice can be purchased in North Arcot. The bulk of the loose cotton was carried to the pressing factories

factories, and of the pressed cotton only 328 tons were sent to Bombay.

The tonnage of and receipts from salt are the largest since the second half of 1869. The tonnage out of Madras increased by 5,088 tons, as compared with the corresponding half of 1874; but from Beypore there was a falling off of 2,388 tons. Salt from Madras is now being pushed into the Malabar District, with a rate of $6\frac{1}{2}$ pils per ton mile; 699 tons having been sent during the last half-year. A large increase occurred in the quantities sent to the Salem and Coimbatore Districts.

The average receipt per ton mile of goods has slightly increased; the only rates which have been

been raised are those for pressed cotton, in which an increase of about 45 per cent. was made on the 1st October 1875. The rate for loose cotton was at the same time reduced from 36 to 26 pils per ton mile, at owner's risk of fire.

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

Half year ended.	Maintenance.	Locomotives.	Carriage & Wagon.	Traffic.	General Charges.	Special & Miscellaneous.	Total.
	Rs	Rs	Rs	Rs	Rs	Rs	Rs
31 st Decr. 1873	8,31,023	6,02,420	1,12,937	2,90,893	2,37,619	30,320	21,05,213
30 th June 1874	5,92,822	6,30,380	1,02,918	2,88,522	2,00,654	26,963	18,42,259
31 st Decr.	6,30,366	6,64,779	1,51,398	3,03,395	7,91,037	36,898	19,77,273
30 th June 1875	8,53,234	7,21,543	1,10,078	3,02,036	2,07,949	14,892	22,09,732
31 st Decr.	8,05,725	7,41,614	2,06,937	3,20,421	2,27,151	7,622	23,08,870

The

L. N. 24/19/71

The expenditure in the
Maintenance and Locomotive Depart-
ments is very heavy, and the Agent has
been asked to supply full information
which shall be laid before Govern-
ment on receipt of the account.

Madras
10 May
1876
Mountstuart
Cons. Eng. for Railway

2.0 Com. Off

No. 233
SUBMITTED FOR THE to OF GOVERNMENT.
in continuation of letter L. 195 dated 21 April
last. This note is to be appended to the Revenue
Account of the Madras Railway for the half year
ended the 31st December 1875 which accompanied
the letter in question.

Mountstuart
Col. R.E.,
Cons. Eng. for Railways.
CONSULTING ENGINEER'S OFFICE,
Madras, 10 May 1876.

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

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 21st April 1876.

No. 195

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 Revenue Account of
the Madras Railway for the half
year ended 31st December 1875. —
The prescribed note will follow in
a few days; but, to avoid delay,
the accounts and forms are for-
warded in advance in order that
they may be set to type and
ready in time for the
note

RAILWAY DEPARTMENT.

P. W. 1871. Department
From The Consulting Engineer
for Railways,

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

Dated 10th May 1876.

Received 11th May 1876.

No. 233

ENCLOSURES. Two

Submitting note
of Revenue Account of
the Madras Railway
for the half-year ending
31 December 1875

Cir. 15.5.76 Dtd 31/5/76
Dep't to Govt. 11-5-76

note.

2
35

Have the honor to be

Sir

Your most obedt servt.

Wentworth L. Col. R. & E.

Cons Engineer for Railways

5-10-1860

4015: Act. No 2958.
 29: Jan 1876. 245
 26 May 1875. 1444
 Dec. No 8 of 1875. —

No 505
 Cir. 16.5.76 Dtd 20/10/76
 31 December 1875
 Submitting the
 Revenue Account of
 the Madras Railway
 for the half year ended
 31 December 1875.

Dated 21 April 1876
 Received 22 April 1876

No. 195

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

To

From
 The Consulting Engineer
 for Railways,
 No. 28711

2-11-1876 1876

No 1344 Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the

30 May 1876

Read the following:—

From The Cons. Eng. for Ry. (L.C. No. 795 of 21st April 1876)
 do do (No. 233 of 10th May)

Ordered that these
 accounts be forwarded
 to the Government of India
 and the Secretary of State.

2. Although the gross
 earnings exceed those of the
 corresponding half of 1874,
 they are slightly below
 the receipts of the previous
 half year.

3. It is observed from
 the abstract appended to
 para 4 of the Consulting
 Engineer's Note that the
 working expenses have been
 steadily

Very urgent
1/6

steadily increasing since
June 1874. toll from Ropes
18,42,259 in that half year,
they have reached the ex-
ceptionally high amount
of Rs 23,08,870. Detailed
explanations of the causes
of the increase under all
heads should be ^{at once} obtained from the Company
by the Consulting Engineer
and submitted for the in-
formation of Government.

(H.C. Docket No 1345 d/30 Mar/76)

Copy of the above for-
warded to the Govt of
India.

Desp^d 9/6/76

N 505-507

Engg Engr for Railways
Dated 10/6/76

Co'dd
10/10/76

287/3419
H. of 1870
PUBLIC WORKS

No Cons'g for Rail

30th Dec 1344845

Vol. 505-507

Submitting the Revenue
Account of the Madras
Railway for the half
year ended 31st
Decr 1875 —

Revenue Account of the
Madras Railway for
the half year ended
31st Decr 1875

Printing orders on the

12-1-1876

