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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No. 244-115 (R4) Press
B.P. No. Mis.

Dated 29.1. 1876

Not to be folded or roughly handled

No. 523 Read the following letter 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, 22nd December 1875, No 673 —

ADVERTING to this office letter, No 558, of the 12th October last, I have the honor to enclose herewith the prescribed note on the Revenue Account of the Madras Railway for the half-year ended 30th June 1875

2 The late submission of this note has been explained as due to frequent references to the Agent in regard to abnormal increases in certain charges as compared with previous half-years

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From R B ELWIN, Esq, Agent and Manager of the Madras Railway Company, to Lieut-Colonel J H M SHAW-STEWART, R E, Consulting Engineer for Railways, dated Madras, 18th November 1875, No 1,152

I HAVE the honor to enclose herewith a copy of the Chief Accountant's letter, No 383, of the 17th instant, in which he furnishes the information asked for in your letter, No 1,137, of the 19th ultimo, with regard to several points in the accounts of this Company for the half-year ending the 30th of June 1875

From F CHURCH, Esq, for Chief Accountant, to R B ELWIN, Esq, Agent and Manager of the Madras Railway Company, dated Madras, 17th November 1875, No 383

WITH reference to the Consulting Engineer's letter, No. 1,137, dated 19th October 1875, the Chief Engineer says —

"FORM No 6—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT

"The large increase under the head, Lines opened for traffic more than two years, is caused by the provision made for the following works —

"Rs 5,79,919 for laying new permanent-way over bridges
" 5,37,212 additional amounts as per revised estimates for protective works to Palar, Pomey, Goriattum and Naggery bridges.
" 2,86,894 doubling the line between Perambore and Avady stations.
" 2,09,640 locomotive buildings at Perambore
" 68,335 smaller items

"ABSTRACT A—MAINTENANCE OF WAY, WORKS AND STATIONS

"*1st—General Superintendence*

"(1) *Engineers' Salaries*—The excess in second-half of 1874 over first-half of that year is owing to the amount of Mr Smith's furlough pay having been drawn in the Form A for December 1874 on his return to duty The excess in the first-half of 1875 over second-half of 1874 is owing, 1st to the extra pay drawn by Mr Going during the period he acted for Chief Engineer when Mr Anderson went home on duty, 2nd to the extra pay drawn by Mr Watson as Assistant to Chief Engineer, and 3rd to the Deputy Chief Engineer's pay having been drawn for the whole of the latter half-year, while it was drawn for only a portion of the previous half-year, that office having been left vacant from 5th July to 23rd October 1874

"*2nd—Allowances*—The excess in first-half of 1875 over second-half of 1874 is owing to the amount paid for passage money and travelling expenses for the Chief Engineer on his proceeding to England on duty.

"2ND —MAINTENANCE AND RENEWAL OF PERMANENT-WAY

"*2nd —Materials* —The decrease of expenditure in the second-half of 1874 is explained by the fact that the heavy outlay in laying of pot sleepers between Avenashy and Pothanore ceased in the previous half-year, the work having been completed in March 1874 The increase in the first-half of 1875 is owing to the cost of 10 miles of creosoted sleepers laid in that period on the Western Coast as an experimental measure

"4TH —REPAIRS OF STATIONS AND BUILDINGS

"*2nd —Repairs of Staff Quarters* —The excess in the two last half-years is owing, partly to the expenditure on new buildings chargeable to Revenue, and partly to the repairs executed to several of the bungalows after the heavy rains of October 1874

"*6th* —UNCLASSIFIED EXPENDITURE

"(2) *Tools and Plant* —The excess in the two last half-years is owing, partly to the cost of extra tools issued for repairs of the road damaged by the floods of October 1874, and partly to the cost of renewal and repairs of ballast wagons which is charged under this heading"

Mean Mileage maintained by Revenue

The subject of calculating the mileage had been referred to the Chief Engineer, who concurred in the correctness of counting the double line twice, and has adopted that method of calculation from July 1875

ABSTRACT B —LOCOMOTIVE EXPENSES

1st —(1)—*Salaries of Superintendent and Assistants* —The increased expenditure under this head during the past half-year is owing to the payment made by the Board in England for fourteen months' sick leave allowance to the Locomotive Superintendent

3rd —Fuel —The Locomotive Superintendent states, "with regard to an excess in the expenditure under fuel, I beg to inform you that the additional outlay under this head during the half-year ending June 1875, as compared with preceding periods, is due partly to the increased departmental prices charged from January to June 1875, partly to the additional mileage run, and partly to a slight increase in the consumption per mile."

ABSTRACT D —TRAFFIC EXPENSES.

The Traffic Manager states, "the increase under the head of Guards is due in part to promotions to a higher grade, and in the half-year ended June 1875 to new appointments in anticipation of the Harbour Works traffic.

"The increase under the head of Wagon Covers is due to heavy renewals during the last and part of the previous half-year, in consequence of a want of canvas during the first seven or eight months of 1874

"The cost of office furniture was enhanced by providing sleeping accommodation for passengers at Ghooty and Erode Stations"

ABSTRACT E —GENERAL CHARGES

1st —Home Expenditure, due mainly to increased expenditure in the Consulting Engineer's office in England for drawings, &c, &c

2nd —(2)—Auditor's Office —The increase under this head is chiefly owing to the salary of the Chief Auditor from 11th July to 27th September 1874 not having been drawn and charged in the accounts for the half-year ending 31st December 1874, and to a small increase of salary given to the office establishment during the past half-year.

(7) *Rents of Buildings and Lands* —The increase of expenditure under this head is due to the payments of Rupees 1,706-11-4 and Rupees 624-15-5 during the months of April and May 1875, on account of rent of Class C lands

3rd —Police —The increased cost of working the Police during the past half-year is principally due to the cost of clothing the staff hitherto charged under traffic expenses now included under this head, also to a small increase of salary given to the superintendent and staff

Proceedings of the Madras Government, Public Works Department,
29th January 1876.

ABSTRACT G —SPECIAL AND MISCELLANEOUS EXPENDITURE

1st —Law Charges —The increase is owing to the payment of Rupees 4,443, being the cost of expenses incurred by the Respondent in the Appeal to the Privy Council in *re* the Madras Railway Company *vs* the Zemindar of Carvait Nuggar

Note on the Revenue Account of the Madras Railway for the half-year ended 30th June 1875

THE general features of the working during the past half-year, as compared with those preceding it, will be gathered from the following table —

A

Half year ended	Mean miles worked	Traffic Train Mileage	Earnings: Coaching	Earnings: Goods.	Earnings: Total, including miscellaneous	Earnings: Per Traffic Train Mile	Expenses	Balances	Percentage of Expenses to Earnings.
			Rs	Rs	Rs.	Rs.	Rs	Rs	
30th June 1873	835	1 069,986	12,99,243	23,73,339	37,65,308	3 519	18,14,165	19,51,143	48 18
31st Dec ,,	851	974,845	12,23,174	17,77,842	31,18,042	3 199	21,05,213	10,12 829	67 51
30th June 1874	857	967,850	12 69,704	15,81,035	29,57,671	3 056	18,42,258	11,15,413	62 29
31st Dec ,,	857	957,628	11,99,779	16,37,263	29 48,829	3 079	19,77,273	9,71,556	67 05
30th June 1875	897	1,048,184	12,38,350	18,78,458	32,18,512	3 071	22,09,732	10,08,780	68 66

It will be observed that the traffic has recovered its normal extent, the large excess over the two preceding half-years being due chiefly to the grain traffic between Vellore and Beypore which has been very good Apart from the high ~~cooling~~ charges, which will be dealt with further on, the only point which does not appear to be satisfactory is the large increase in the train mileage This is explained as being due to the empty train mileage necessitated by the running of return vehicles from Beypore to Vellore, and to the general set of the traffic to the southward and westward Notwithstanding the large increase in gross receipts, the earnings per train mile show no improvement The percentage of the mileage of goods in each direction during the last four half-years was as follows —

	South and West.	North and East.
Second-half, 1873	57	43
First do, 1874	55	45
Second do, 1874	60	40
First do, 1875	64	36

During the last half-year the empty return wagon mileage formed 16 1 per cent of the total goods vehicle mileage, and it seems desirable that every endeavour should be made, by lowering rates, to fill these empties.

2. The following table gives some particulars of the passenger traffic —

B

Half year ended	Numbers					Receipts					Average Receipts per Passenger				
	1st-class	2nd class	3rd-class	4th class	Total	1st-class	2nd-class	3rd-class	4th-class	Total	1st-class	2nd class	3rd class	4th-class	Total
						Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
30th June 1873 ..	4,801	52,621	1,099,585	234,755	1,391,762	61,218	75,737	9,93,011	93,641	11,24,607	12 75	1 44	0 81	0 40	0 81
31st December 1873 ..	5,925	22,513	1,055,124	268,177	1,352,039	64,010	57,020	8,65,622	1,03,074	10,98,726	10 80	2 53	0 82	0 40	0 81
30th June 1874 ..	7,981	27,074	1 056,658	277,777	1,370,490	66,747	66,015	8,29,859	1,13 227	10,73,809	8 36	2 32	0 79	0 41	0 80
31st December 1874	6,876	25,079	1,078,700	292 029	1,402,684	61,153	56,534	8,57,373	1,18,720	10,93,780	8 90	2 25	0 79	0 41	0 78
30th June 1875 ..	6,562½	26,210½	936,110½	415 811½	1,434,725	66,963	71,654	7,77,717	1,65,869	10,57 193	10 51	2 73	0 78	0 41	0 71

Proceedings of the Madras Government, Public Works Department,
29*th January* 1876

On the 1st February 1875, the cooly-class fare was extended to the North-west Line, tickets at 2 Pies per mile being issued by the local trains between Arconum and Cuddapah and between Cuddapah and Bellary The effect of this was to transfer a number of the third-class passengers to the cooly-class, but it is satisfactory to notice that the total number of passengers carried is the greatest since the completion of the line The receipts from passengers (exclusive of soldiers) were Rupees 10,24,614 against Rupees 10,28,673 for the corresponding period of 1874, being a decrease of 0 39 per cent, while the numbers were 1,416,044, against 1,357,426, being an increase of 4 3 per cent There was a decrease of Rupees 48,966 in the receipts from soldiers, which is explained by the abnormal traffic in 1874 in connection with the Camp of Exercise at Bangalore, and by some of the reliefs of the last season being marched instead of using the rail Taking this into consideration, the results of the passenger traffic appear to be satisfactory, and a considerable development of the cooly class may be anticipated

3 Some particulars of the goods traffic are compared in the following table —

C

Half year ended	General Merchandize					Military Stores		Railway Materials	
	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
30th June 1873 (a)	206,972	22 76,513	10 999	40,558,980	10 777	2 846	79,307	917	3,663
31st Dec ,, (b)	193,000	17,04 840	8 833	30,786,482	10 632	2,245	54,864	758	3,775
30th June 1874 (c)	171,768	15,01,973	8 744	27,146,092	10 628	2,227	55,353	1,229	9,984
31st Dec ,,	194,601	15,77 175	8 105	29 321,213	10 327	1,917	42,350	1,011	6,080
30th June 1875	197,313	18,09,089	9 169	34,225,154	10·149	2,021	53,964	233	1,459
(a) June 1873	21,308	5,64,971	.	10,845 772	..	On account of Nizam's material			
(b) Dec ,,	661	17,522		336,449	..				
(c) June 1874	13	348		6,679	..				

Under general merchandise there is an increase of 25,545 tons in the tonnage lifted, and of Rupees 3,07,116 in the receipts, being at the rates of 14 9 and 20·4 per cent respectively. The following table shows the increase and decrease in the chief commodities carried —

Increase		Decrease	
	Rs		Rs
Chillies	24 436	Gram	46,254
Coffee	12,964	Grains	19,560
Cotton	35,618	Raggy	74,240
Jaggree	10,050		
Paddy	21,163		
Rice	2,04,781		
Salt	20,317		
Skins	19,994		
Sundries	61,814		
Government Telegraph Stores	17,349		
Total	4,28 486	Total	1,40,054

The large increase in rice is due to a good season, while the falling off in grain and raggy is owing to the crops having been much injured by the exceptionally heavy

rains of 1874. An improvement is shown in all classes of goods except the fifth, and it will also be observed that the average rate at which all goods are carried is being gradually reduced It seems expedient, however, (as noticed in paragraph 1) to still further reduce this average by quoting exceptionally low rates for goods which cannot otherwise bear a long lead, when, by so doing, wagons which now run empty can be utilized

4. The working expenses for the last five half-years compare as follow —

D

Half year ended	Maintenance	Locomotive	Carriage and Wagon	Traffic	General Charges	Steam Boat	Special and Miscellaneous	Total
30th June 1873 ..	(a) 6 01,944	6,21 224	1,01 475	2 73 431	1 86 736	..	29,355	18,14,165
31st Dec ,,	(b) 8 31,025	6,02,4 0	1,12 937	2 [illegible]	2 37 019		30 220	21,05,218
30th June 1874 ..	(c) 5 92 892	6,20,380	1 02 919	2 [illegible]	2 09 654	..	26 963	18,42,259
31st Dec ,, ...	(d) 6 30,366	6,04,179	1 51 398	3, 8,3 5	1 91 017	..	86,898	19 77,873
30th June 1875*	(e) 8,53, 34	7,21 543	1,10,078	3,02,036	2,07,949	...	14,892	22,09,782

A letter† from the Agent hereto attached explains generally the causes of the increases during the past half-year If the exceptional items under maintenance be deducted, the figures become as follow —

† No 1,152, dated 18th November 1875, with enclosure from the Chief Accountant.

	RS
First-half, 1873	5,10,874
Second-half, 1873	5,99,250
First-half, 1874	5,50,862
Second-half, 1874 . .	5 78,312
First-half, 1875	6,13,949

and the increase in the past half-year appears to be satisfactorily accounted for

In the Locomotive Department the large increase will be found under the head of Fuel, and is due in a small measure to the large consumption per train mile, but chiefly to the additional train mileage and the enhanced cost at which it has been found necessary to make issues The high price now charged appears to have arisen from the rates for preceding half-years being fixed too low, as shown by the following statement of prices at which coal has been charged by the General Storekeeper, and those at which it has been issued by the Locomotive Superintendent

—	Cost of Fuel received into Stock per Ton			Departmental Charges on Issues per Ton		
	RS	A	P	RS	A	P
Second-half 1872 . ..	20	12	8	18	0	0
First-half, 1873	20	10	6	23	0	0
Second-half, 1873 . . .	27	1	0	20	0	0
First-half, 1874 .	30	0	10	26	0	0
Second-half, 1874 .	31	8	2	28	0	0
First-half, 1875 .	28	11	9	32	0	0

During the current half-year, the price being charged is Rupees 29 per ton

* Rupees 2,32,556 1 5 included in the expenses for repairs to Choyair, Pauppanee, Chittravutty, Pennair, and Goriattum

(a) Rupees 91 079 on Choyair bridge restoration
(b) ,, 2,81,773 do
(c) ,, 41 960 do.
(d) ,, 52,054 do
(e) ,, 6,729 do

5 The letter from the Chief Auditor also furnishes the information asked for in paragraph 2 of Government of India letter,* No 2,891 R, dated 29th November 1875 The other points therein noticed shall be replied to in due course

* G O, No 3,481, dated 8th December 1875

MADRAS, *22nd December* 1875

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

No 524

ORDER THEREON, 29th January 1876, No 244

RAILWAY, No 49

ORDERED that these papers be forwarded to the Government of India in continuation of the accounts transmitted with docket, No 2,958, dated 15th October 1875.

2 It is observed from the statement appended to paragraph 1 of the Consulting Engineer's note that although the earnings during the half-year under review exhibit a satisfactory advance on those of the three previous half-years, they are still below the receipts realized in the half-year ending 30th June 1873. All classes of goods show an improvement in the present half-year, except the fifth, composed generally of articles of small bulk, but of intrinsic value Seeing that the goods train mileage is considerably enhanced by the large number of empties from the westward, owing to the set of the traffic in that direction, the subject of fostering a return traffic by reduced rates or otherwise is one of great importance, and the Governor in Council will be glad to learn that the matter has engaged the attention of the Railway authorities

3 The increase† in the number of passengers carried as compared with the corresponding period in 1874, notwithstanding that the receipts show a falling off which is calculated at 0 39 per cent, indicate an increased popularity of the train service due to the extension of the system of cooly-class trains.

† 4 3 per cent

4 The working expenses are higher than in any of the four previous half-years, but under *maintenance* a large exceptional outlay on restoration and repairs of bridges has been included which raises the total under that head to an abnormal amount. A considerable increase under *locomotive expenses* is also shown, which is explained to be due chiefly to increased mileage run during the half-year, and to the enhanced cost at which issues of fuel have been made Coal received in store at Rupees 28-11-9 per ton has been issued by the Locomotive Department at Rupees 32, and this course is stated to have been found necessary for the adjustment of the low rates of issue in previous half-years Some explanation of these fictitious values seems desirable It is observed that the issue price has fallen to Rupees 29 per ton in the succeeding half-year, but against what stock value is not stated

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

No 525

(DOCKET No 245, dated 29th January 1876)
COPY of the above forwarded to the Government of India
(True Extract)

Major-General, R E,
Secretary to Government

Exd E C Shunker.
Spare Copies

Note on the Revenue Account of the Madras Railway for the half-year ended 30th June 1875

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

A.

Half-year ended,	Mean miles worked.	Traffic train mileage	Earnings. Coaching.	Goods.	Total including miscellaneous.	Per half train mile	Expenses.	Balance.	Percentage of Expenses to Earnings.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
30th June 1873	836	1,03,986	12,99,243	23,73,339	37,65,308	3·519	18,14,165	19,51,143	48·18
31st Dec.	851	974,845	12,23,474	17,77,842	31,18,042	3·199	21,05,213	10,12,829	67·51
30th June 1874	857	967,850	12,69,704	16,81,035	29,57,671	3·056	18,42,258	11,15,413	62·29
31st Dec.	857	967,623	11,99,779	16,37,263	29,48,829	3·079	19,77,273	9,71,556	67·05
30th June 1875.	857	1,048,134	12,38,350	18,78,458	32,18,512	3·071	22,09,732	10,08,780	68·66

It will be observed that the traffic has received its normal extent, the large excess over the two preceding half-years being due chiefly to the grain traffic between Bellose and Beypore which has been very good. Apart from the high coaching charges, which will be dealt with further on, the only point which does not appear to be satisfactory is the large increase in the train mileage — This is explained as being due to the empty train mileage necessitated by the running of return vehicles from Beypore to Bellose, and to the general set of the traffic to the southward and westward — Notwithstanding the large increase in gross

gross receipts, the earnings per train mile shew no improvement — The percentage of the mileage of goods in each direction during the last four half-years was as follows:—

		Southward west.	Northward east.
Second half	1873	57	43
First	1874	55	45
Second	1874	60	40
First	1875	64	36

During the last half-year the empty return wagon mileage formed 16·1 per cent of the total goods vehicle mileage; and it seems desirable that every endeavour should be made, by lowering rates, to fill these empties. The following table gives

gives some particulars of the passenger traffic:—

B.

Half-year ended.	Numbers 1st class	2nd class	3rd class	4th class	Total.	Receipts 1st class.	2nd class	3rd class.	4th class.	Total	Average receipts per passenger. 1st class	2nd class	3rd class	4th class	Total
						Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
30th June 1873	4,801	33,621	1,077,585	234,755	1,391,762	65,218	75,737	8,93,911	93,641	11,28,507	13.57	1.44	0.81	0.40	0.81
31st Decr. —	5,925	22,513	1,055,124	268,477	1,352,039	64,940	57,020	8,68,622	1,08,074	10,98,656	10.96	2.53	0.82	0.40	0.81
30th June 1874	7,981	27,974	1,056,058	277,777	1,370,390	66,727	65,015	8,28,839	1,13,227	10,73,808	8.36	2.32	0.78	0.41	0.80
31st Decr. —	6,876	25,079	1,078,700	292,029	1,402,684	61,183	56,534	8,07,373	1,18,790	10,93,880	8.90	2.25	0.79	0.41	0.78
30th June 1875.	6,512½	26,210½	986,110½	415,341½	1,434,225	68,968	71,654	7,77,717	1,68,859	10,87,198	10.51	2.73	0.78	0.41	0.71

On the 1st February 1875, the cooly class fare was extended to the north west line, tickets at 2 pies per mile being issued by the local trains between Arconum and Cuddapah and between Cuddapah and Bellary. The effect of this was to transfer a number of the third class passengers to the cooly class, but it is satisfactory to notice that the total number of passengers carried is the greatest since the completion of the line. The receipts from passengers (exclusive of soldiers) were Rs 10,24,614, against Rupees 10,28,673 for the corresponding period of 1874, being a decrease of 0.39 per cent, while the numbers were

Half-year ended.	General Merchandise				Military stores		Railway materials		
	Tons lifted.	Receipts.	Average receipts per ton	Ton miles	Average receipts per ton mile	Tons lifted	Receipts	Tons lifted	Receipts
		Rs	Rs		Rs		Rs		Rs
30th June 1873	(a) 206,972	22,76,513	10·999	40,558,980	10777	2,846	79,307	917	3,663
31st Dec.	(b) 193,000	17,04,810	8·833	30,786,482	10·632	2,215	54,864	758	3,775
30th June 1874	(c) 171,768	15,01,973	8·744	27,146,092	10·623	2,227	55,253	1,229	2,981
31st Dec.	194,601	15,77,175	8·105	29,321,213	10 327	1,970	42,350	1,611	6,030
30th June 1875	197,313	18,09,089	9·169	34,225,154	10·149	2,021	53,964	233	1,459

(a) June 1873 — 21308 — 5,64,971 — 10,845,772 — on account of Nizam's material

(b) Dec. 1873 — 661 — 17,522 — 336,449 — do

(c) June 1874 — 13 — 348 — 6,679 — do

Under general merchandise there is an increase of Rs 25,545 in the tonnage lifted, and of Rs 37,116 in the receipts; being at the rates of 14·9 and 20·4 per cent respectively. The following table shows the increase and decrease in the chief commodities carried:—

Increase.	Rs.	Decrease.	Rs.
Chillies	24,436	Gram	46,254
Coffee	12,964	Grains	19,560
Cotton	35,618	Raggy	74,240
Jaggree	10,050		
Paddy	21,163		
Rice	204,781		
Salt	20,317		
Skins	19,994		
Sundries	61,814		
Govt Telg: stores	17,349		
	428,486		140,054

The large increase in rice is due to a good season, while the falling-off in grain and raggy is owing to the crops having been much injured by the exceptionally heavy rains of 1894. An improvement is shewn in all classes of goods except the fifth, and it will also be observed that the average rate at which all goods are carried is being gradually reduced. It seems expedient however, (as noticed in paragraph 1) to still further reduce this average by quoting exceptionally low rates for goods which cannot otherwise bear a long lead, when by so doing wagons which otherwise have to return empty can be utilised. The working expenses for

for the last five half-years compare as follows.

D.

Half-year ended.	Maintenance	Locomotive	Carriage and Van	Traffic	General charges	Steam boat	Special and miscellaneous	Total
30th June 1873	[a] 601,914	621,224	101,475	273,431	186,736	-	29,355	1,914,165
31st Decr.	[b] 831,023	602,420	112,037	290,893	237,619	-	26,320	2,105,213
30th June 1874	[c] 592,822	630,380	102,918	288,522	200,611	-	26,963	1,842,259
31st Decr.	[d] 630,866	664,179	151,395	303,395	191,037	-	36,898	1,977,773
30th June 1875	[e] 853,234	721,543	110,078	302,036	207,949	-	14,892	2,209,732

(a) Rs 91,070 on Chenyair bridge restoration.
(b) 231,773 ——— do ———
(c) 41,960 ——— do ———
(d) 52,054 ——— do ———
(e) 6729 ——— do ———
× Rs 2,32,556-1-5 included in the expenses for repairs to Chenyair Paupugnee Chittravatty Penman and Goorattum.

A letter from the Agent hereto attached × explains

× No 1152 of 18th November 1875 with enclosure from the Chief Auditor.

explains generally the causes of the increases during the last half-year. If the exceptional items under maintenance be deducted, the figures become as follows:—

		Rupees.
1st half	1873	5,10,874
2nd "	"	5,99,259
1st "	1874	5,58,862
2nd "	"	5,78,312
1st "	1875	6,13,949

and the increase in the past half-year appears to be satisfactorily accounted for.

In the Locomotive Department the large increase will be found under the head of fuel, and is due in a small measure

to

Chief Engineer for Railways

to the large consumption per
train mile, but chiefly to the
additional train mileage, and
the enhanced cost at which it
has been found necessary to
make issues. The high price
now charged appears to have
arisen from the rates for
preceding half-years being
fixed too low, as shewn by
the following statement of
prices at which coal has been
charged by the general store-
keeper, and those at which
it has been issued by the
Locomotive Superintendent.

Cost of fuel Departmental
received into charges on
stock per issues per
ton. ton

			Rs.	as.	Rs.	as.
Second half	1872		20	12	18	0
First		1873	20	10	23	0
Second			27	1	20	0
First		1874	30	10	26	0
Second			31	8	28	0
First		1875	28	11	32	0

During the current half-year, the
fuel being charged with Rs 29 per ton-
see letter from the Chief
5.
Auditor also, remarks the information
asked for in paragraph 2 of Govern-
ment of India letter No 2891-R dated
29th November 1875. The other points
therein noticed shall be replied to
in due course.

Madras
22 Dec,
1875

Yours truly
L. Wells 86
Agent Carnatic Railway

× GO No 2451
dy 8 December
1875.

S. H. No. 8162 of 1875

Rep. pp. Sept. & Oct. 523

1/2

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE

Madras, 22nd December 1875.

No 673

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,

Adverting to this office letter No. 550 of the 12th October last, I have the honour to enclose herewith the prescribed note on the Revenue Account of the Madras Railway for the half-year ended 30th June 1875

2. The late submission of this note has been explained as due to frequent references to the Agent in regard to abnormal increases in certain charges as compared with previous half-years.

I have the honour to be

your most obedient servant

Lieutenant Col. R.E.

Consulting Engineer for Railways

P. W. 1875 Dept

RAILWAY DEPARTMENT.

No. 8162

From

The Consulting Engineer
for Railways,

To

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

Dated 23 December 1875

Rcd 23

No 673

Encls 3-N

Forwarding note on the Revenue Accounts of the Madras Railway for the half year ending 30th June 1875.

Ry. 5233
Dtd 29th June 76

Cir 8-1-76-

G.O. 15-Octr 1875 No 284-286.
" 8th Decr. " 137-138-
Book on the classification of roads in the Presy corrected upto 30th Septr 1874

Copies 244 S 17.12.75

Gin 8-1-76-

I should be sorry to
advance on three of the
three per cent half
years they are still
below the precepts to sea-
sized on the half years
ending 5th June 1875
& the balances of goods
shall on disbursement
in the per cent half
years except the fifth
compared generally
of each of which should
be by a proportionate
value bearing that the
goods bear passages
to be considerably enhanced
by the larger proportion
sumptions from the last
and among which the
of the diseases that
decreased, the subject
of gastric remained
traffic be reduced,

Rules.

× 4.4 per cent

Rules on the same
subject as the
last, the Governor in
Council will be glad to
learn that the attention
has engaged the attention
of the Railway authorities
to the [illegible] on the
number of passengers
carried on carriages de-
with the same regarding
period, in 1874 carried
had been regarded as Rates
but by regarded as Rates
notwithstanding
[illegible] proceeds to show
that the increase
during [illegible] which
[illegible] 19 per cent [illegible] 76
[illegible] above
[illegible] the
[illegible] 8

hundred years old under Maintenance a large expenditure each year on account of bridges has been included in both heads the details under that head having been shown annually. A considerable increase under Establishment Expenses is also shown which is explained to be due chiefly to protracted sickness during the half year, and to the enhanced cost at which stores of fuel have been made. Coal procured in store at Rs 20-11 per ton has been issued by the Accounting Department at Rs 32, and this cannot be debited to Government for the adjustment of the Claim prefer of nine pie per cent half years. Same Explanation of these fluctuations values seem desirable. It is observed that the same price has fallen to Rs 29 per ton, but against what stock value is not stated.

HR No 245 of 29 Jan 76

Copy of the above forwarded to the Government of India.

Cost Book No 245 of 29 Jan 76

C E for Rep
Ex. Engr Kuda
Dep 14-2-76
Asst Engr

Govt. of Madras.

PUBLIC WORKS.